Notice of meeting and agenda

Additional Development Management Sub-Committee of the Planning Committee

9:00am, Friday 29 June 2018

Dean of Guild Court Room, City Chambers, High Street, Edinburgh

This is a public meeting and members of the public are welcome to attend.

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Contacts

E-mail	veronica.macmillan@edinburgh.gov.uk / blair.ritchie@edinburgh.gov.uk
Tel:	0131 529 4283 / 0131 529 4085

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1. Order of business

1.1 Including any notices of motion, hearing requests from ward councillors and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of interests

2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Minutes

3.1 None.

4. General Applications, Miscellaneous Business and Pre-Application Reports

The key issues for the Pre-Application reports and the recommendation by the Chief Planning Officer or other Chief Officers detailed in their reports on applications will be approved without debate unless the Clerk to the meeting indicates otherwise during "Order of Business" at item 1

4.1 None.

5. Returning Applications

These applications have been discussed previously by the Sub-Committee. A decision to grant, refuse or continue consideration will be made following a presentation by the Chief Planning Officer and discussion on each item.

5.1 None.

6. Applications for Hearing

The Chief Planning Officer has identified the following applications as meeting the criteria for Hearings. The protocol note by the Head of Strategy and Insight sets out the procedure for the hearing.

6.1(a) 139 London Road, Edinburgh EH7 6AE - application no 18/00154/PPP – Protocol Note by the Head of Strategy and Insight (circulated)

6.1(b) 139 London Road, Edinburgh EH7 6AE – Proposed redevelopment of existing Sports Centre site to provide new Sports Centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping, drainage and ancillary works – application no 18/00154/PPP – report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED.**

6.2(a) 139 London Road, Edinburgh EH7 6AE - application no 18/00181/FUL – Protocol Note by the Head of Strategy and Insight (circulated)

6.2(b) 139 London Road, Edinburgh EH7 6AE – Redevelopment of Meadowbank Sports Centre. The detailed proposals include the development of a new sports centre facility, including a new sports centre building with offices for Edinburgh Leisure, the retained athletics track, new spectator stand, sports pitches and floodlighting, with associated access, roads, car parking, landscaping and ancillary works – application no 18/00181/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED.**

7. Applications for Detailed Presentation

The Chief Planning Officer has identified the following applications for detailed presentation to the Sub-Committee. A decision to grant, refuse or continue consideration will be made following the presentation and discussion on each item.

7.1 None.

8. Returning Applications Following Site Visit

These applications have been discussed at a previous meeting of the Sub-Committee and were continued to allow members to visit the sites. A decision to grant, refuse or continue consideration will be made following a presentation by the Chief Planning Officer and discussion on each item.

8.1 None.

Laurence Rockey

Head of Strategy and Insight

Committee Members

Councillors Gardiner (Convener), Child (Vice-Convener), Booth, Dixon, Gordon, Graczyk, Griffiths, Mitchell, Mowat, Osler and Staniforth.

Information about the Development Management Sub-Committee

The Development Management Sub-Committee consists of 11 Councillors and usually meets twice a month. The Sub-Committee usually meets in the Dean of Guild Room

in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the meeting is open to all members of the public.

Further information

A summary of the recommendations on each planning application is shown on the agenda. Please refer to the circulated reports by the Chief Planning Officer or other Chief Officers for full details. Online Services – planning applications can be viewed online by going to view planning applications – this includes letters of comments received.

The items shown in part 6 on this agenda are to be considered as a hearing. The list of organisations invited to speak at this meeting are detailed in the relevant Protocol Note. The Development Management Sub-Committee does not hear deputations.

The Sub-Committee will only make recommendations to the full Council on these applications as they are major applications which are significantly contrary to the Development Plan.

If you have any questions about the agenda or meeting arrangements, please contact Committee Services, City of Edinburgh Council, Business Centre 2:1, Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG, 0131 529 4210, email committee.services@edinburgh.gov.uk.

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh.

The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to http://www.edinburgh.gov.uk/cpol.

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Thereafter, that information will continue to be held as part of the historical record in accordance with the paragraphs above.

If you have any queries regarding this, and, in particular, if you believe that use and/or storage of any particular information would cause, or be likely to cause, substantial damage or distress to any individual, please contact Committee Services on 0131 529 4210.

Development Management Sub-Committee

9.00am, Friday 29 June 2018

Protocol Note for Hearing

Planning Application No 18/00154/PPP
139 London Road, Edinburgh EH7 6AE

Item number	6.1(a)
Report number	
Ward	Craigentinny/Duddingston

Laurence Rockey

Head of Strategy and Insight

Contacts: Veronica MacMillan

Email: veronica.macmillan@edinburgh.gov.uk

Tel: 0131 529 4283

Summary

Protocol Note for Hearing

Summary

The Council is committed to extending public involvement in the planning process. Hearings allow members of the public to put their views on planning applications direct to the Councillors on the Development Management Sub-Committee.

The Sub-Committee members have a report on the planning application which contains a summary of the comments received from the public. Copies of the letters are available for Councillors to view in the group rooms.

Committee Protocol for Hearings

The Planning Committee on 25 February 2016 agreed a revised general protocol within which to conduct hearings of planning applications as follows:

-	Presentation by the Chief Planning Officer	15 minutes
-	Presentation by Community Council	5 minutes
-	Presentations by Other Parties	5 minutes, each party
-	Questions by Members of the Sub-Committee	
-	Presentation by Ward Councillors	5 minutes each member
-	Presentation by Applicant	15 minutes
-	Questions by Members of the Sub-Committee	
-	Debate and decision by members of the Sub-Committee	

Order of Speakers for this Hearing

1	**Chief Planning Officer -** presentation of report	9.00am - 9.20am
2	**Representors or Consultees** Andrew Fournet, Craigentinny and Meadowbank Community Council Northfield and Willowbrae Community Council John Peacock Beverley Klein Linda Furley Sheila Hobbs	 9.20am - 9.25am 9.25am - 9.30pm 9.30am - 9.35am 9.35am - 9.40am 9.40am - 9.45pm 9.45am - 9.50am
3	**Ward Councillors** Councillor Ian Campbell Councillor John McLellan	 9.50am - 9.55am 9.55am - 10.00am
4	**Break**	10.00am - 10.15am
5	**Applicant and Applicant's Agent** Elaine Scott, City of Edinburgh Council Jude Barber, Collective Architecture Gareth Yule, Holmes Miller Architects	 10.15am – 10.40am
6	**Debate and Decision on Application by Sub-Committee**	10.40am

Scheduled times are approximate but within this the time limits for speakers will be enforced – speakers will be reminded when they have 1 minute remaining. Speakers should keep to "material planning matters" that the Sub-Committee can take into account. Any visual material must be submitted to Committee Services at least 24 hours before the meeting. Decisions will generally be to approve or refuse. Conditions of approval or reasons for refusal may be considered at a subsequent meeting. If the application is continued for further information, the Hearing will not be re-opened at a later stage and contributors will not be invited to speak again. In such cases, the public can attend the meeting to observe the discussion from the gallery.

Development Management Sub Committee

9.00am, Friday 29 June 2018

Application for Planning Permission in Principle 18/00154/PPP
At 139 London Road, Edinburgh, EH7 6AE
Proposed redevelopment of existing Sports Centre site to provide new Sports Centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping, drainage and ancillary works.

Item number	6.1(b)
Report number	
Wards	B14 - Craigentinny/Duddingston

Summary

The proposal is for planning permission in principle for new sports centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping, drainage and ancillary works.

No details will be approved at this stage as the layout, scale and design will be matters for subsequent applications and will require to comply with the Edinburgh Local Development Plan (LDP) design policies and the Edinburgh Design Guidance. There are no issues raised with regards to flooding, drainage, or air quality, subject to mitigation. Subject to appropriate contributions being made, there are no issues with transport or education infrastructure. The provision of the affordable housing will be secured by a legal agreement (or memorandum of understanding, as appropriate).

The proposed land uses are acceptable in principle, subject to further community consultation regarding the quantum and location of the uses. Any loss of trees will be assessed in further applications, if permission is granted and will require to be justified in terms of LDP policies.

The proposals are therefore acceptable at this stage. There are no other material considerations that outweigh this conclusion.

There is no requirement to notify Scottish Ministers with regards to this proposal. This is due to the fact that the proposal is not a significant departure from the Development Plan.

Links

Policies and guidance for this application	LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES11, LEN07, LEN08, LEN09, LEN12, LEN16, LEN18, LEN19, LEN20, LEN21, LEN22, LEMP10, LHOU01, LHOU02, LHOU04, LHOU06, LHOU07, LHOU08, LHOU10, LRET04, LRET05, LTRA01, LTRA02, LTRA03, LTRA09, OTH, NSGD02,

Report

Application for Planning Permission in Principle 18/00154/PPP
At 139 London Road, Edinburgh, EH7 6AE
Proposed redevelopment of existing Sports Centre site to provide new Sports Centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping, drainage and ancillary works.

Recommendations

1.1 It is recommended that this application be Granted subject to the details below.

Background

2.1 Site description

The site of the proposed development covers an area of approximately 10 hectares and is currently occupied by the multi-purpose Meadowbank sports complex, including a stadium, running track, velodrome, grass and synthetic pitches, and indoor sports and leisure facilities.

The site is defined on its southern edge by London Road. The existing sports centre and spectator stand are set back, forming a triangular wedge of landscaped land between the road and the building. The southeast of the site is defined by an existing railway line with two 7 - 10 storey office buildings beyond. To the west, the site is bounded by Wishaw Terrace, with 4 - 5 storey tenement housing on the west side of the road and a line of mature Elm trees on the west side. To the northwest, the site is bounded by Marionville Road with 4 storey tenements on the north side and mature trees on the south side. The northern edge of the site is defined by 1 - 2 storey semi-detached houses with rear gardens adjoining the railway line forming the site boundary.

The stadium area includes a 400 metre running track with infield throws areas; long/triple jumps area and a pole-vault area. Additional practice throws and jumps areas are provided on the eastern portion of the site adjacent to the velodrome. A full sized outdoor 3G pitch is provided to the east of the existing sports centre building along with a warm up area provided by part of the previous artificial surface. Adjoining the eastern boundary of the site is the velodrome facility which comprises a 250 metre wooden outdoor track. The velodrome closed in August 2017.

The site is currently accessed off London Road. At present there are no formal pedestrian routes through the site. There are a number of large mature trees along the western, southern and northern boundaries. This includes a number of mature Wheatley Elm trees.

To the south of the site lies Holyrood Abbey, Palace Gardens and Park, which are Scheduled Ancient Monuments, within a conservation area and form part of Historic Gardens.

2.2 Site History

16 January 2018 -Full planning permission submitted for the proposed redevelopment of existing Sports Centre site to provide new Sports Centre facilities and ancillary works (application reference: 18/00181/FUL).

11 November 2016 - Proposal of Application Notice submitted for proposed redevelopment of existing sports centre site to provide new sports centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping drainage and ancillary works. (application reference: 16/05747/PAN).

Relevant Adjacent Developments

10 November 2016 - Planning Permission in Principle was granted for the redevelopment of the adjacent St Margaret's House for up to 21,500 square metres of mixed use development including residential, retail/commercial, hotel and student accommodation (application reference: 14/05174/PPP).

Other Relevant History

A full history of previous committee decisions by various committees is available in the Finance section at the end of this report.

Main report

3.1 Description Of The Proposal

Planning permission in principle is sought for the redevelopment of the site for a mix of uses, including residential, student accommodation, hotel and commercial uses (including Classes 1, 2, 3 and 4), together with car parking, landscaping, drainage and ancillary works. Also within the site is a potential area for a combined heat and power plant (CHP).

Although an indicative masterplan has been submitted, this will not be approved at this stage. Also included in this application site is the redevelopment of Meadowbank Stadium. No details of design, layout or heights have been submitted for this application.

The remainder of the site outwith the new sports centre is proposed to be developed for a mix of uses, mainly comprising student accommodation, housing and some small-scale commercial uses. The final determination of all details including the quantum and location of uses, heights, styles, external finishes and parking arrangements will be subject to further applications, following community engagement.

Supporting Information

The following information was submitted in support of the application:

- Design Statement;
- Landscape and Visual Impact Assessment;
- Landscape Strategy;
- Tree Survey Report;
- Tree Constraints plan;
- Ecology Survey;
- Bat Survey;
- Geotechnical & Geo-environmental Interpretive Report;
- Desk Study and Ground Investigation;
- Noise and Vibration Assessment;
- Air Quality Assessment;
- Sustainability Statement and Energy Strategy Options;
- Drainage Strategy Statement;
- Transportation Assessment;
- External Sports Lighting Layout;
- Supporting Planning Statement, and
- Pre-Application Consultation (PAC) report.

These documents are available to view on the Planning and Building Standards Online Service.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

a) the principle of the development is acceptable;

b) the scale, design and layout of the proposed development is acceptable, and whether it has an impact on key views;

c) the proposal would be sustainable;

d) there is sufficient amenity for existing neighbours and future occupiers;

e) there are any infrastructure constraints;

f) the proposal would have acceptable transport impacts;

g) the proposal would raise archaeological, drainage, flooding, ground stability or contamination issues;

h) the proposal would have any detrimental air quality impacts;

i) the proposal would have any equalities or human rights impacts; and

j) there are any comments raised by third parties to be addressed.

a) The Principle of the Development

The site is within the Urban Area in the Edinburgh Local Development Plan (LDP) and is identified as open space. Within the Urban Area, a range of uses are supported where they accord with other policies in the plan. Most relevant policies in this instance relate to the loss of open space, office and retail developments, student housing and residential development.

The Loss of Open Space

The application is for planning permission in principle and therefore no details of location of buildings or areas of open space will be granted at this stage. However, it would be reasonable to assume that any future proposals would result in the loss of areas of open space on the site, with an assumption that it will be replace with residential use.

LDP Policies Env 18 (Open Space Protection) and Env 19 (Protection of Outdoor Sports Facilities) seek the protection of open space and sporting facilities but allow for redevelopment where improved facilities will be provided.

Policy Env 18 (Open Space Protection) states that proposals involving the loss of open space will not be permitted unless it is demonstrated that certain criteria can be met. These criteria are assessed below:

a) the consideration of the impact on the quality or character of the local environment;

As a stadium and associated facilities exist on the site, the proposed replacement will have no greater impact on the quality or character of the local environment than the existing.

At present, the areas of open space on the site comprise mainly of hardstanding (car park), velodrome and a grassed area where there is a throws area and long jump. This grassed area would be the only loss of green open space from the site. These areas are (for the most part) not readily visible from public areas outwith the site, and do not contribute to the visual character of the area. Although the site is allocated open space, large areas of the site are taken up by hardstanding. The existing quality of the open space is of low amenity value.

b) that the open space is a small part of a larger area or of limited amenity value and there is over-provision of open space in the area;

The grassed area of open space was associated with sporting facilities and is enclosed behind a fence and wall and undulates throughout. The condition of the land was such that it did not offer an area of high amenity value to the wider community as it was associated with sporting facilities, coupled with the lack of permeability through the Meadowbank site did not offer this grassed the opportunity to operate as a multi-function open space.

c) the loss would not be detrimental to the wider network (including its biodiversity value);

The open space does not contribute towards the wider network and has limited biodiversity value. The North East Locality Open Space Action Plan (March 2017) does not identify Meadowbank as providing a good quality local greenspace. Nor does it contribute towards any greenspace standards (local greenspace or large greenspace) in the Council's Open Space Strategy 2021.

d) there would be a local benefit of either alternative equivalent provision being made or improvement to an existing open space, or;

e) the development is for a community purpose and the benefits to the local community outweigh the loss.

In relation to the final policy criterion, there will be a local benefit in allowing the development in terms of alternative equivalent provision, as the proposal is for the benefit of the wider community in terms of providing a modern sports centre. There is also a local benefit in relation to the overall regeneration of this area, with the provision of residential uses including affordable homes. This site is ideally situated in terms of providing a sustainable mixed use development, and there are opportunities to provide more accessible areas of open space (including the interpretation within open space of archaeological and historical findings).

LDP Policy Env 19 (Protection of Outdoor Sports Facilities) allows for the loss of some of all of a playing field or sports pitch when one of four criteria are met. In this case, the proposals will ensure the provision of an alternative outdoor sports facility of equivalent sporting value in a no less convenient location (as it is replacing the existing facilities).

SportScotland was consulted as part of the application process as a statutory consultee. SportScotland is consulted in applications where there is an impact on sporting facilities and open space associated with sporting facilities. SportScotland has been involved in the proposals for the replacement sports centre for a number of years, and supports the proposal.

While the proposal may result in the loss of open space, as per the LDP allocation, it will be a loss of a hardstanding car parking area and velodrome, as well as a grassed area used for sporting facilities. The proposals will offer a modern facility, which will provide wide benefits to the community and sports clubs.

Therefore, the loss of open space can be justified in this instance.

Railway and Station Safeguard

There is an existing railway on the northern boundary of the site. This is utilised by Network Rail on an infrequent basis, and discussions have taken place regarding the potential of converting this line to a pedestrian/cycle route. Although the current application does not propose any change to this railway, a pedestrian/cycle route would be beneficial in this location. Nevertheless, no changes are proposed under the current application to the railway, and any station can be investigated in subsequent applications.

The Principle of Other Uses

This application relates to commercial uses as being retail (class 1, 2, 3 and 4), student accommodation and hotel use (including ancillary uses).

Retail

The location and quantum of these uses are not set out at this stage, however it should be noted that the site is located outwith any local centre or town centre, and therefore proposals for other uses (such as dentist, doctor's surgery and retail) require assessment.

Generally, local healthcare facilities, offices and cultural facilities are acceptable on this site as they would be in an accessible location, as required by LDP Policy Ret 1 (Town Centres First Policy).

With regards to Class 1 retail development, LDP Policy Ret 6 (Out of Centre Development) states that proposals for retail development in an out-of-centre location will only be permitted where it has been demonstrated that it meets certain criteria. These include the ability of the proposal to address a quantitative or qualitative deficiency or meet the needs of an expanding residential population; that all potential other sites have been discounted as unsuitable or unavailable; that the proposal will not have a significant adverse effect on the viability and vitality of any existing centre; and that the site is easily accessible by a choice of transport modes.

With regards to this site, it is anticipated that future applications will be for mainly residential-led development. Therefore, any Class 1 retail proposals would be required to complement this residential population. There are benefits in providing small scale retail stores in accessible locations, and the LDP identifies that these could be up to 250 square metres. A condition is therefore recommended in this regard, restricting the amount of Class 1 retail floorspace. The quantum of the retail development can be fully explored in subsequent applications, through community consultation, which will help identify quantitative and qualitative deficiencies, however, at this stage, the proposal is in accordance with LDP Policy Ret 6.

Student Accommodation

With regard to student accommodation on this site, LDP Policy Hou 8 (Student Accommodation) states that planning permission will be granted for purpose-built student accommodation where the location is appropriate (in terms of access by walking, cycling or public transport), and that the proposal will not result in an excessive concentration of student accommodation to an extent that it would be detrimental to the maintenance of balanced communities, or the established character and residential amenity of the area.

This policy is supported by the Student Housing Guidance, which states that sites with greater than 0.25ha developable area must comprise a proportion of housing as part of the proposed development, to balance the mix of land uses and to contribute to housing land need. On these sites, the new build residential gross floor area shall represent a minimum of 50% of the total new build housing and student accommodation gross floor area.

This will be examined once the final quantum of uses is established, and any proposals will be required to take cognisance of this policy and guidance.

Hotel Use

LDP Policy Emp 10 relates to hotel development. Criterion c) of this policy states that hotel development will be permitted on sites within the urban area with good public transport access to the city centre.

This site is well located within the urban area, and is easily accessible to the city centre by walking, cycling or public transport.

The principle of hotel use on this site is therefore acceptable.

Conclusion

In conclusion, extensive community consultation will be carried out in order to ascertain the final mix of uses. However, the principle of residential, student housing and small-scale retail/commercial units are acceptable at this stage, in accordance with the policies of the Local Development Plan.

Due to the fact that the site is within the urban area, and will not affect the spatial strategy of the city, the proposal is not a significant departure from the Development Plan.

b) <u>The Scale, Layout and Design</u>

The Scale

Heights throughout the development were indicatively shown to vary from a mixture of three four storeys, up to eight storeys, with a 12 storey 'landmark' building. The heights are only indicative at this stage, but show how the site could be developed, depending on the ground levels and proposed use.

The applicant carried out several Landscape and Visual Impact studies, as well as providing a Design and Access Statement, demonstrating how the site could be developed. This included the provision of a landmark building at the London Road access into the site of up to 12 storeys, as well as higher buildings around the peripheries of the site (between three storeys and seven storeys). The supporting information showed the extent of the impacts from long views towards the site, including the key viewpoints from Arthur's Seat and Lochend Park. During the consultation process, members of the community had strong opposition to these higher buildings, as well as the general principle of higher buildings across the site.

As a mixed use development, it is difficult to accurately assess the proposed residential density. This will come forward as a detailed matter in further applications, if planning permission is granted, and will be required to be in accordance with LDP Policy Hou 4 (Housing Density).

Therefore, through discussions with the applicant, it was agreed that the first condition of this planning permission is the submission of a masterplan. The condition requires that prior to the submission of any applications for the approval of matters specified in conditions, a masterplan for the entire site shall be submitted for approval. This masterplan is to include:

- all details relevant pertaining to the sports centre site;
- the total number of residential units;
- the location of individual plots or development phases;
- the location and size of retail/health/community facilities;
- details of scale, density, massing, heights, built form, frontages;
- open space, landscaping and SUDS;
- connectivity and access, including the link from the site to Restalrig Road South;
- pedestrian, cycle and vehicular links, including works to facilitate active travel;
- works relating to the relocation of pedestrian crossings and installation of new crossings;
- details of the implementation of a programme of archaeological and historic interpretation for St Margaret's Well and St Margaret's Locomotive Works and Locomotive Turntable; and
- Location of recycling facilities;

The masterplan also needs to be accompanied by supporting information including a Design and Access statement, detailing the layout, streets and spaces, accessibility, safety and security, sustainability and energy efficiency; and an updated Landscape and Visual Impact statement.

All these matters will be required to be in accordance with the design policies of the LDP.

Layout

At present, the layout is constrained by the presence of underground pipelines, however discussions are progressing in order to investigate the relocation of these. If this occurs, there is an opportunity to ensure a more legible pedestrian movement framework through the site.

There is also an opportunity to extend the local centre, which is currently located to the east at Jock's Lodge, as small commercial units and doctor's surgery could be provided. The final design of the buildings along the frontage, and the uses, will be established in further applications following community and stakeholder consultation.

There are opportunities to enhance pedestrian/cycle links from the site into the surrounding area, with the provision of a new link from the north east of the site onto Restalrig Road/Marionville Avenue, via the existing railway arch. This arch is currently occupied by a car servicing garage, but discussions are progressing with regards to enabling a connection. Details of this will be subject to future approval of matters specified in conditions submissions.

With regards to the trees, an Arboricultural Report has been provided. As this proposal is for the comprehensive redevelopment of the site, there will be an impact on existing trees. Currently, there is total of 167 individual mature/ semi-mature trees and four tree groups on the full site. There are 63 trees within or affected by the sports centre site, and six of these are Wheatley Elms. It is proposed that three of these elms are removed in order to accommodate the building (at the corner where it comes closest to London Road). A total of 61 trees are proposed to be lost from the Sports Centre site (including the three Wheatley Elms). There remains the 106 trees plus four tree groups across both the sports centre and masterplan sites. Of the 103 remaining trees on the masterplan site, 27 are Wheatley elms. At this stage, details of tree removals cannot be agreed on the wider site as the final layout will be subject to further applications. However, any loss of trees will be required to be justified against LDP policy Env 12 (Trees). Notwithstanding, conditions should be used to ensure that adequate replacement planting is provided to offset any loss.

Overall, the layout shows a co-ordinated development that includes connections with the wider area and is acceptable at this stage in accordance with LDP Policy Des 2 (Co-ordinated Development).

Design

The final designs, including external materials and finishes, will be subject to further applications, if permission is granted. The designs will be informed by community consultation, and will be required to take cognisance of the design policies of the LDP and the Edinburgh Design Guidance.

Impact on Key Views

The topography of Edinburgh has shaped the way the city has evolved. The setting of the city, between the open hills and the Firth of Forth, and the impact of volcanic hills and ridges which define the built form, create a very strong sense of place. This establishes views to and from many key features around the city and allows the city to be defined by its topography rather than the height of its buildings.

The Edinburgh Design Guidance (January 2018) identifies a series of key views across the city. This helps assess the impact of proposals on the skyline, and is supported by LDP Policy Des 11 (Tall Buildings - Skyline and Key Views).

In this instance, the site is within viewcones of views E8 (London Road, Meadowbank - Calton Hill) and E9a (Lochend Park, upper level and Lochend Road South to Arthur's Seat).

In assessing the proposals against the impact on these views, the proposed sports centre will have the greatest impact. This is due to the potential height of the building, plus additional lighting columns and other infrastructure. However, the existing grand stand and flood lighting columns are also a consideration, and any new building on the site (if it is the same height and massing) will have a neutral effect on the skyline.

It is not possible to assess the impact of the rest of the site on the key views, as no details will be approved at this stage.

c) Sustainability

LDP Policy Des 6 (Sustainable Buildings) requires the incorporation of features that will reduce or minimise environmental resource use and impact.

A district heating scheme is proposed for the site. This is intended to serve all the uses on the site and will also allow the sports centre to connect in and be used as a top up for the centre's CHP. An options appraisal is currently underway to determine the most efficient renewable energy source for the district heating system. It will also consider opportunities for the district heating network to serve other new developments in the area.

This would be in accordance with policy Des 6, and would be an example of good practice. A condition is therefore recommended in order to secure a site within the masterplan for the future use as an energy centre.

As this application is for planning permission in principle, no details have been submitted regarding the sustainability performance of the individual buildings. This will be required in the submission of further applications. However, at this stage, it can be concluded that the site is well connected by public transport and is in a sustainable location.

Future applications will be expected to be in accordance with LDP Policy Des 6.

d) Amenity for Existing Neighbours and Future Occupiers

Details of design, heights and massing will all be subject to further applications, where the impact on daylight, sunlight, privacy and immediate outlook will be fully assessed. At this stage, impacts of noise, floodlighting and loss of recycling facilities can be assessed.

Noise

An Environmental Noise Survey has been carried out to determine the existing noise at the site and in the vicinity of nearby sensitive receptors, as well as the impact of noise on proposed new housing. Main sources of noise are from road traffic noise, passing train noise, and noise arising from the new sports centre. Vibration measurements of trains were also taken at a location where new residential dwellings are proposed.

Noise and vibration measurements of trains passing by events were also undertaken to assess the impact of the nearby railway line on the proposed development.

The noise survey indicates that an enhanced facade sound insulation would be required to address road traffic and railway noise ingress to residential dwellings at certain locations on the site. These locations are particularly along London Road, and facades close to and facing the East Coast Mainline and Smokey Brae. Elsewhere across the site, adequate noise attenuation could be achieved by the installation of standard thermal double glazed windows. This can be secured by a condition of the planning permission.

Noise limits for building services plant have been set for the new sports centre building and energy centre building, based on the standard City of Edinburgh Council criterion and the distances between these buildings and the nearest residential dwellings. The limits are achievable with appropriate design of building services systems.

Activity noise from typical sports pitch activities has been assessed, and sports pitch noise is expected to have only a minor adverse impact at existing residential dwellings to the north and west of the pitches. The impact may reach a moderate level at new residential dwellings to the east of the proposed pitches later into the evening, due to the proximity of the nearest pitch to the dwellings, and the lower ambient noise levels expected at these dwellings.

With regards to noise arising from the proposed new sports centre, an addendum report was provided by the agent that provided further information. The existing Sports Centre has been a source of fitness class noise complaints in the past from residents, but the noise assessment provided by the agent demonstrates that noise from fitness classes in studios 1 and 3 will comply with standards and is unlikely to be audible in the nearest proposed residential accommodation.

The noise assessment concludes that for the three large spaces on the upper floors of the building (halls 1, 2 and gymnastics) noise levels are likely to be fairly moderate and only consist of sports activity noise and potentially low-level background music from day to day. However, these spaces will host sporting events which will include public address and potentially some amplified music. The assessment detailed a noise limit within the halls which should ensure compliance with our standards.

However, other occasional sporting events are likely to be louder than this limit and exceed Environmental Protection's standard of inaudibility.

With regards to vibration, the study confirms that vibration from the railway is not an issue, with vibration dose values measured at the location of the closest proposed dwellings to the railway being below the threshold of the 'low probability of adverse comment' category of BS6472-1:2008. No specific vibration mitigation measures are therefore necessary.

Noise from the Energy Centre, building services plant and equipment are potential noise sources for proposed residential apartments on the site. As this stage, there is no specific information concerning the commercial uses proposed or their location in relation to residential accommodation. Therefore, it is not possible to determine the impact of the commercial uses on the amenity of residents.

When the detailed plans are submitted, further noise impact assessments will be required that are able to demonstrate that mechanical plant noise from the different commercial units and the energy centre meet the NR25 standard inside nearby residential accommodation through an open window standard. In terms of other commercial activities, internal operational noise should be inaudible to residents in nearby living apartments above, including any amplified vocals and music. Once class use information becomes available, the noise impact assessments should be based on the worst-case scenario for that class use.

As some activities cannot be adequately controlled through design or mitigation measures, and the noise from the activity would cause poor amenity, Environmental Protection has recommends conditions restricting the opening hours of hot food takeaways, public houses and restaurants and restrictions of times for deliveries and commercial waste collections.

As this is a mixed-use development, until a detailed application is provided showing the location of the different class uses in relation to residential accommodation and additional information is provided that demonstrate there are no noise issue, Environmental Protection has advised that the class uses are restricted to: Class 1, 2, 3, 4(a only), 7, 8, 10 (excluding a & g), Sui Generis - Hot Food Take-away and Public House. An informative is recommended in this regard.

Environmental Protection has assessed the noise and vibration studies and have confirmed that they are acceptable, subject to appropriate conditions and informatives.

Floodlighting

Information provided by the agent demonstrates that in terms of lighting illumination contour lines, there is no increase, but a reduction in the illumination of surrounding existing residential areas. However, no information was provided that the design, installation and operation of the floodlighting system will be such that no floodlighting bulb or floodlighting bulb reflecting surface shall be visible within any residential premises.

The existing Sports Centre has a floodlighting system where floodlighting bulbs or floodlighting bulb reflecting surfaces are likely to be visible to existing residential properties. The proposed lighting involves an increased number of masts, but at a lower height.

On balance, the new floodlighting will provide an improvement for existing residential accommodation. In addition, any new housing proposed on the wider site application will block the majority of the illumination from the new lighting and therefore significantly improve the situation for the vast majority of existing residents.

As the PPP masterplan layout is only indicative and a detailed design has not been developed yet, the agent has advised that the impact of floodlighting from the Sports Centre cannot be demonstrated usefully. The agent advised that when the detailed design is known and a further applications for any surrounding residential apartments are submitted, the design of the masterplan site will take account of floodlighting from the adjacent site.

Therefore, an informative has been recommended that in the formation of any forthcoming masterplan should consider that only non-habitable rooms such as closed plan kitchens, bathrooms and utility rooms can overlook the running track and sports fields. This will protect the Sports Centre and protect the amenity of residents.

Recycling Facilities

Prior to the closure of the stadium, there was a community recycling facility on site, comprising several large containers for various materials and textiles. This can be reprovided on site as part of the details of a subsequent AMC application.

e) Infrastructure Constraints

The Water Network

A main sewer bisects the site from London Road in a north-easterly direction through the site. Scottish Water has advised that the applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction. This can be examined in later applications once the site layout has been confirmed.

There is currently sufficient capacity in the Glencorse Water Treatment Works to supply water to the site. However, further investigations may be required to be carried out once a formal application for the connection is submitted to Scottish Water.

With regards to foul drainage, there is currently sufficient capacity in the Edinburgh Waste Water Treatment Works to accommodate the development. However, further investigations may be required to be carried out once a formal application for connection is submitted to Scottish Water.

At this stage, there are no constraints with regards to the water network on this site and the proposal is in accordance with LDP Policy RS 6 (Water and Drainage).

Education Infrastructure

Residential development is required to contribute towards the cost of delivering education infrastructure actions to ensure that the cumulative impact of development can be mitigated. In order that the total delivery cost is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established. These are set out in the draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery (January 2018).

The site extends across two education contribution zones. The western part of the site is within the Drummond Education Contribution Zone. The east of the site is within Sub-Area LT-1 of the Leith Trinity Education Contribution Zone.

The assessment is based on:

West of site (Drummond Education Contribution Zone) - 134 Flats.

East of site (Sub-Area LT-1 of the Leith Trinity Education Contribution Zone) - 313 Flats and five Houses.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme. The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed. The proposed development is therefore required to make a contribution towards the delivery of these actions. The application is for planning permission in principle. The required contribution should be based on the established 'per house' and 'per flat' contribution figures set out below and secured through a legal agreement or memorandum of understanding.

If the appropriate infrastructure contribution is provided by the developer, as set out below, Communities and Families does not object to the application.

West of site (Drummond Education Contribution Zone)
Per unit infrastructure contribution requirement:
Per Flat - £856
Per House - £3,668

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

East of site (Leith Trinity Education Contribution Zone - Sub-Area LT-1)
Per unit infrastructure contribution requirement:
Per Flat - £980
Per House - £6,536
Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

The applicant has agreed to pay these contributions.

f) Transport Impacts

LDP Policy Tra 1 (Location of Major Travel Generating Development) relates to non-residential development, which has the potential to generate a large number of journeys by employees and other visitors. The proposed sports centre has the potential to generate a significant level of traffic to and from the development as a result of visitors and Edinburgh Leisure employees, due to the consolidation of office space into the development.

However, the development is accessible by a number of buses along London Road, and there is scope to enhance the cycling network to the site with the provision of enhanced routes and crossing points along London Road and from Restalrig Road South. As the new sports centre will not operate as a national facility, the catchment will be on a more local basis, therefore people may not be travelling as far and the need to use cars to travel to the site could be reduced.

For the remainder of the site (outwith the sports centre), the submitted Transport Assessment looked at the expected impacts of the development on the transport network. The Assessment showed that the existing delays at the junction of London Road/Portobello Road are expected to increase as a result of the proposed development and general traffic growth. Without sustainable improvements to the controls, the junction is expected to reach saturated conditions in the morning and evening peaks, which are likely to impact on public transport as well as general traffic. In addition, the traffic surveys were carried out at a time when traffic flows are likely to have been lower than normal due to the ongoing temporary traffic arrangements to the west of the site, connected to the St James development.

With regards to potential enhancements to routes for active travel, a number of improvements could be made in order to provide greater accessibility into the site for pedestrians and cyclists. These include access into the site from existing Marionville Avenue/Restalrig Avenue roundabout, with access to the site through the arch currently occupied by the car garage. If there is a pedestrian/cyclist access at this point, the junction would require remodelling. Another improvement is a new Active Travel route running diagonally through the site from this new access mentioned to London Road with a Toucan crossing traversing London Road leading into Clockmill Lane opposite. If there is an access from Marionville Road into site, an active travel route could connect this access to the Clockmill Lane Toucan.

There is a proposed future QuietRoute running down Marionville Road and Wishaw Terrace with a Toucan Crossing across London Road providing a safe route into Lower London Road and into Holyrood park through Sunnybank Terrace. This is to provide a QuietRoute for people living in the Lochend/Restalrig areas into town. Ideally, a segregated route should be provided down Wishaw Terrace, however there are issues with Elms in the area and pressure on space, and so it would be acceptable to allow a cyclist-only counter flow from north to south. As these works would result in two new crossings at London Road, the applicant will be required to consider the impact on the existing pedestrian crossing just west of Cambusnethan Street. This is recommended to be addressed through the masterplan condition.

Therefore, in order to mitigate any additional traffic impacts from cars, the applicant is required to contribute towards the introduction of intelligent signal controls at the signalised junction of London Road/Portobello Road. In addition, the applicant will therefore be required to produce a Travel Plan, including the provision for cycling, public transport and travel passes, and incorporate the measures to enable additional active travel routes around the site.

g) Archaeological, Drainage, Flooding, Ground Stability and Contamination

Archaeology

The site is regarded as being of archaeological significance overlying the remains of both St Margaret's Well and 19th century locomotive works. The significance of the archaeology of the site was discussed previously with the applicants at the pre-application stage, where the site's significant archaeological features were identified for preservation and possible interpretation through design.

An archaeological evaluation was subsequently undertaken to an agreed brief, and initial work was carried out in April 2018 with the Data Structure Report (AOC 24273) submitted in May. The results of this report demonstrated that the original construction of Meadowbank Stadium deposited over 1.5m of made ground over the area to the north of the former St Margaret's Locomotive Works. The survival in situ of the former Clockmill Lane (as per the report) is also significant as it indicates that survival of earlier archaeological remains below this modern made-ground has occurred.

The evaluation also proved that the former locomotive works also survived across its former location. Although the remains of the associated workshops have been affected by their demolition with the removal of floor surfaces across much of the areas opened, the remains of the 19th century locomotive turning table were found to be relatively intact. However due to the presence of a sewer, the marked location of the former St Margaret's Well within the Locomotive works was unclear, and the report was unable to assess this site and determine what (if any) associated remains survived its relocation in the 19th century.

St Margaret's Well
Although the 15th century vaulted well head from St Margaret's Well was relocated to Holyrood Park in 1860, Kirkwood's 1817 plan indicates that the well was enclosed/associated with a much larger rectangular building, possibly a chapel. This building would also appear to be in a different location, on the northern side of Clockmill Lane as recorded on the 1st Edition OS map. Given these discrepancies, it is possible that significant remains may still occur on site, either buried or incorporated within the walls of the later Victorian Locomotive works.

Such remains, which may include burials given the medieval origins of the site, would be regarded as being potentially of national significance. Accordingly, if significant remains were located, preservation in situ would be recommended. It is essential therefore, that as part of any agreed programme of archaeological work, a further programme of evaluation is undertaken as part of the masterplanning process, in order to produce detailed a mitigation strategy to ensure the appropriate protection and/or excavation, recording and analysis of this site.

In addition, given the historic significance of the site, this must be commemorated within the development as part of the masterplanning process. This could include public art and interpretation boards. It is recommended that a condition be applied to any consent granted to secure this programme of archaeological work.

St Margaret's Locomotive Works; Locomotive Turntable
The submitted archaeological evaluation confirmed that the 19th century locomotive turntable survives in good condition. This element of these historically important railway works has been identified as being of archaeological significance and a key element in the future commemoration and interpretation of the site's railway heritage.

Accordingly, these remains could be preserved as part of the site's future public open space, and the remains and rich associated heritage should be interpreted within the final designs. This could include public art works, design, and layout of open space to reflect underlying remains, incorporation of remains as feature of the open-space as well as more tradition interpretive panels. A suitable condition is therefore recommended.

Buried Archaeology
The submitted archaeological evaluation demonstrated that the site contains significant archaeological remains, including; the remains of the 19th-20th century Locomotive works; the historic road of Clockmill Lane; and potentially earlier remains dating back to the medieval period underlying the 1960/70's made ground and locomotive works themselves. This archaeological resource may also include important paleo-environmental evidence associated with historic burns and water courses known to have occurred in this area.

The redevelopment of the site will require significant ground breaking works in order to facilitate development. Such works (e.g. new services, service diversions, landscaping, and construction) are expected to have significant impacts upon any surviving archaeological remains. Outwith the issues pertaining to the locomotive turntable and site of St Margaret's Well discussed above, it has been concluded (based upon the results from evaluation) that the impacts of the proposed developments upon the remaining site would be regarded as being of moderate significance.

It is therefore recommended that if consent is granted for this scheme, an archaeological mitigation strategy is undertaken prior to submission of any further detailed applications.

Drainage and Flooding

Due to the relatively flat nature of this site and the fact that there is low flood risk, Flood Planning are satisfied that development on this site would be acceptable on the basis that modelling outputs and overland flow paths are submitted as part of the future planning stages. This would be in addition to outputs from a Microdrainage (or equivalent) model.

Ground Stability and Contamination

This issue is addressed as a condition of the planning permission requiring the submission of further studies.

h) Air Quality

The site is located partially within an Air Quality Management Area (AQMA), due to exceedances of the annual mean Air Quality Objective (AQO) for Nitrogen dioxide (NO2). As such, there are concerns that the proposals could expose future site users to elevated pollution concentrations. Additionally, the development has the potential to cause air quality impacts at certain locations as a result of emissions associated with construction phase and operational emissions from the proposed Combined Heat and Power (CHP) and boiler units, as well as additional vehicles travelling to and from the site. An Air Quality Assessment was therefore required to determine baseline conditions, consider location suitability for the proposed end-use and provide consideration of potential effects as a result of the proposals.

Consideration of air quality during the construction phase is largely the responsibility of the developer. The main consideration at this stage is the impact of the development on air quality during the operation of the sports centre. The Air Quality Assessment (AQA) that was carried out in support of the application looked at the combined use of the site as a sports centre and mixed use development. The AQA found that additional traffic generated by the proposals in combination with the combustion of gas within the proposed boiler units of the sports centre will result in emissions. An assessment was therefore undertaken using dispersion modelling in order to quantify potential changes in pollutant concentrations at sensitive locations in the vicinity of the site.

The AQA notes that air quality is predicted to improve in the future. However, in order to provide a robust assessment, emission factors for 2016 were utilised within the dispersion model. The use of 2022 traffic data and 2016 emission factors is considered to provide a worst-case scenario and therefore a sufficient level of confidence can be placed within the predicted pollution concentrations.

The dispersion modelling results indicated that pollutant levels at sensitive locations across the proposed on-site units were below the relevant air quality objectives. The location is therefore considered suitable for the proposed end-use without the inclusion of mitigation methods to protect future users from poor air quality. Predicted impacts on modelled pollutant concentrations as a result of emissions from traffic generated by the site and the proposed on-site boiler units were predicted to be negligible at all thirty receptor locations considered. The overall significance of potential impacts was determined to be not significant, and Environmental Protection has accepted these findings.

Environmental Protection also encourages the developer to produce an up-to-date Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts:

- Keep car parking levels to minimum;
- Car Club facilities (electric and/or low emission vehicles);
- Provision of rapid electric vehicle charging facilities;
- Public transport incentives for residents, and
- Improved cycle/pedestrian facilities and links.

The Scottish Government in the 'Government's Programme for Scotland 2017-18' has an aspiration to encourage ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. This is underpinned by a range of actions to expand the charging network, support innovative approaches, and encourage the public sector to lead the way, with developers incorporating charging points in new developments.

Edinburgh has made progress in encouraging the adoption of electric/hybrid plug-in vehicles, through deployment of extensive charging infrastructure. As plug-in vehicles make up an increasing percentage of the vehicles on our roads, their lack of emissions will contribute to improving air quality especially as this site is located near an AQMA.

The Sustainable Energy Action Plan is the main policy supporting the Council's Electric Vehicle Framework. Increasing the number of plug-in vehicles and charging infrastructure in Edinburgh will provide substantial reductions in road transport emissions.

To ensure that the infrastructure required by the growing number of electric vehicles users is delivered, one of every six spaces should include a fully connected and ready to use electric vehicle charging point, in developments where ten or more car parking spaces are proposed. Electric vehicle parking spaces should be counted as part of the overall car parking provision and not in addition to it.

Environmental Protection is satisfied that the impacts of this proposed development will be limited. The applicant must keep the numbers of car parking spaces to a minimum, committed to good cycle provisions, electric vehicle charging facilities and supported with a travel pack. Due to the proximity of the AQMA, Environmental Protection recommends the electric vehicle charging points are fully installed and operational prior to occupation serving 100% of the spaces.

These issues are recommended as informatives.

The proposal is therefore in accordance with LDP Policy Env 22 (Pollution and Air, Water and Soil Quality).

i) Equalities and Human Rights

The application has been assessed in terms of equalities and human rights. The site will have a positive impact by providing a facility that is fit for purpose. The application raises no concerns in relation to equalities and human rights.

j) Representations

Material Objections

- The principle of building on an area of open space (assessed in 3.3(a);
- More of the wider site should be assigned to sports uses (assessed in 3.3(a);
- The proposals will change the character of the neighbourhood (assessed in 3.3(b);
- Inappropriate design, scale, massing of the proposals (assessed in 3.3(b);
- Increased burden on local amenities and services (assessed in 3.3(d);

- Important views will be detrimentally affected (assessed in 3.3(b);
- Impact on amenity from floodlighting (assessed in 3.3(d);
- Reduced privacy for residents (assessed in 3.3(d);
- Removal of trees and green space (assessed in 3.3(d);
- Loss of wildlife (assessed in 3.3(d);
- Inadequate transport assessment (assessed in 3.3(f));
- Concerns over traffic flow (assessed in 3.3(f);
- Lack of parking (assessed in 3.3(f);
- Impact of traffic on air quality (assessed in 3.3(f); and
- Inadequate accessibility for cycling (assessed in 3.3(f).

Two separate petitions were also received. The first has 44 signatories, where the main points of objection were the loss of the Wheatley Elms and the landscape impact. The second had 1306 signatures and objected to the removal of the trees.

Comments in Support of the Proposal

- Need to deliver new sports centre for the benefit of the City; and
- Retention of sports facilities in the City.

General Comments

- The public consultation was not sufficiently extensive;
- The football club (Edinburgh City FC) would be unlikely to return to Meadowbank due to the reduced facilities;
- Lack of swimming pool;
- Loss of grandstand and floodlights;
- The memorial stone and plaque for St Margaret's Well is not part of the plan;
- No provision for community recycling facilities;
- No provision for a social club facility;
- The cumulative impact of other developments on the area;
- There is no information regarding costs;
- The demolition of the velodrome; and
- The spending of public funds on office accommodation for Edinburgh Leisure.

Non-material comments related to the impact of the development on property prices and impact on private views.

Other comments were received in relation to the poor public consultation of the application. Additional comments referred to the closure of the existing facility, and how this is having a negative impact on levels of physical activity and participation in sport.

All representations have been taken into account in the assessment of this application.

Overall Conclusion

The proposal is for planning permission in principle for new sports centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping, drainage and ancillary works.

No details will be approved at this stage as the layout, scale and design will be matters for subsequent applications and will require to comply with the Edinburgh Local Development Plan (LDP) design policies and the Edinburgh Design Guidance. There are no issues raised with regards to flooding, drainage, or air quality, subject to mitigation. Subject to appropriate contributions being made, there are no issues with transport or education infrastructure. The provision of the affordable housing will be secured by a legal agreement (or memorandum of understanding, as appropriate).

The proposed land uses are acceptable in principle, subject to further community consultation regarding the quantum and location of the uses. Any loss of trees will be assessed in further applications, if permission is granted and will require to be justified in terms of LDP policies.

The proposals are therefore acceptable at this stage. There are no other material considerations that outweigh this conclusion.

There is no requirement to notify Scottish Ministers with regards to this proposal. This is due to the fact that the proposal is not a significant departure from the Development Plan.

It is recommended that this application be Granted subject to the details below.

3.4 Conditions/reasons/informatives
Conditions:-

1. Prior to the submission of any applications for the approval of matters specified in conditions (as required by condition 2 below), a Masterplan for the entire site shall be submitted for the approval by the Planning Authority.

   The Masterplan shall include a plan identifying individual sub-sites and phasing, including the site for the sports centre. Hereafter, reference to sub-sites in subsequent conditions relates to the identified sub-sites within this phasing plan.

   The Masterplan shall include the following details:

   - all details relevant pertaining to the sports centre site;
   - the total number of residential units;
   - the location of individual plots or development phases;
   - the location and size of retail/health/community facilities;
   - existing and proposed site levels;
   - details of scale, density, massing, heights, built form, frontages;
   - open space, landscaping and SUDS;
   - connectivity and access, including the link from the site to Restalrig Road South;
   - pedestrian, cycle and vehicular links, including works to facilitate active travel;
   - works relating to the relocation of pedestrian crossings and installation of new crossings;
   - details of the implementation of a programme of archaeological and historic interpretation for St Margaret's Well and St Margaret's Locomotive Works and Locomotive Turntable;

- Location of recycling facilities;
- standards for car parking and cycle parking; and
- a phasing plan for the delivery of open space and pedestrian/cycle routes.
- The Masterplan shall be accompanied by the following supporting information:
- If more than 700 units are proposed, an updated Transport Assessment, the scope of which will be agreed with Planning and Transport prior to the submission of the Masterplan;
- a Design and Access statement, detailing the layout, streets and spaces, accessibility, safety and security, sustainability and energy efficiency;
- an updated Landscape and Visual Impact statement;
- details of management and maintenance of the landscaping, SUDS and open space;
- an Energy Statement (as per SEPA's letter of 28 February 2018);
- surface water management strategy; and
- a layout plan which identifies the location of the combined heat and power building.

2. Before any work on a site which forms part of an identified sub-site development plot is commenced, details of the undernoted matters shall be submitted to and approved in writing by the Planning Authority; the submission shall be in the form of a detailed layout of the site within the relevant development plot and shall be in accordance with the Masterplan as approved by condition 1.

   Approval of matters:

   - Height, massing, siting and ground floor levels;
   - Design and external appearance of all buildings, roof form, open space, public realm and other structures;
   - All operational aspects of open space and public realm;
   - The quantum and locations of all non-residential uses on the site;
   - Existing and finished site and floor levels in relation to Ordnance Datum;
   - Roads, footways, cycleways, servicing and layout of car parking and cycle parking provision in accordance with standards agreed within the Masterplan;
   - Surface water management, drainage arrangements, SUDs proposals and SUDs maintenance plan;
   - Waste management and recycling facilities;
   - External lighting, including street lighting arrangements for the development;
   - Full landscaping information, including a detailed soft and hard landscaping plan, boundary treatments, tree pit details and levels; a schedule of all plants to comprise species, plant size and proposed number and density; a landscape management plan including schedule for implementation and maintenance of planting scheme; and
   - Any noise attenuation measures.

3. Notwithstanding conditions 1 and 2 above, the total amount of Class 1 floorspace, as set out in The Town and Country Planning (Use Classes) (Scotland) Order 1997, to be shown within the masterplan shall not exceed 250 square metres.

4. Construction details, specification, including trade names where appropriate, of all proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on a site; note: sample panels of the materials are to be erected and maintained on a site for an agreed period during construction.

5. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building recording, excavation, analysis, reporting, publication, preservation, public engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

6. Prior to the commencement of construction works on site:

   a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

   b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

   Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.

Reasons:-

1. To ensure that the site is designed and developed cohesively.

2. In order to secure a satisfactory design.

3. To define the permission and ensure control over the amount of Class 1 (retail) floorspace.

4. In order to consider these matters in more detail.

5. In the interests of cultural heritage.

6. To ensure the site is suitable for development.

Informatives

It should be noted that:

1. a) Application for the approval of matters specified in conditions shall be made before the expiration of 3 years from the date of the grant of planning permission in principle, unless an earlier application for such approval has been refused or an appeal against such refusal has been dismissed, in which case application for the approval of all outstanding matters specified in conditions must be made within 6 months of the date of such refusal or dismissal.

   b) The approved development shall be commenced not later than the expiration of 3 years from the date of grant of planning permission in principle or 2 years from the final approval of matters specified in conditions, whichever is later.

2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.

3. As soon as practicable upon the completion of each phase of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

4. Planning permission shall not be issued until a suitable Memorandum of Understanding has been agreed for the following:

Education Infrastructure

Drummond Education Contribution Zone
Per unit infrastructure contribution requirement:
Per Flat - £856
Per House - £3,668

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

Leith Trinity Education Contribution Zone - Sub-Area LT-1
Per unit infrastructure contribution requirement:
Per Flat - £980
Per House - £6,536
Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

Transport

The applicant will be required to contribute the sum of £60,000 in order to progress the installation of intelligent signal controls at the signalised junction of London Road and Portobello Road.

The applicant will be required to contribute the sum of £2,000 to progress each of the following orders as necessary for the development:

a. An order to redetermine sections of footway and carriageway;
b. An order to introduce and amend waiting and loading restrictions;
c. An order to introduce 20mph speed limits; and
d. A stopping up order under Section 207 of the Town and Country Planning (Scotland) Act 1984;

In support of the Council's LTS Cars1 policy, the applicant should provide approximately 8 car club vehicles at suitable locations for the development (anticipated costs are £1,500 per order plus £5,500 per car).

Affordable Housing

At least 25% of the total number of residential units on the site shall be affordable.

5. Notwithstanding the terms of condition 1, the masterplan should ensure that:

- only non-habitable rooms such as closed plan kitchens, bathrooms and utility rooms can overlook the running track and sports fields.

- upgraded acoustic glazing will be required to protect residential properties in overlooking London Road, Smokey Brae and the East Coast Main Line, as specified in Sandy Brown report: 17283-R01-A, figure 5, p22 and Table 13 p23.

- a noise attenuation package which includes attenuating louvres on the chillers air intake and exhaust areas on the sports centre will be installed as specified in drawing 16108 (55)301 Rev. A. The attenuation package will be designed such that noise levels are restricted to not to exceed LAeq 52 dB at 3m.

- further Noise Impact Assessments (NIA) will be required to support the masterplan development. These NIAs must demonstrate that Environmental Protection's standards can be achieved for mechanical plant noise, internal activity noise and entertainment noise, within residential accommodation.

6. Notwithstanding conditions 1 and 2, the developer should note that one of every six spaces should include a fully connected and ready to use electric vehicle charging point.

7. The applicant should fully explore, through the submission of appropriate supporting information, the impacts on existing and new residential amenity of any uses on site that fall outwith Class 1, 2, 3, 4(a), 7, 8, 10.

Financial impact

4.1 The financial impact has been assessed as follows:

At a Full Council meeting in March 2008, it was agreed that new build at Meadowbank was the best option for the future of this sport centre and stadium, and agreed to commission an appraisal for a new facility (found in the Minutes here: http://www.edinburgh.gov.uk/meetings/meeting/792/city_of_edinburgh_council).

These option appraisals were advanced, and in January 2015 the Council's Corporate Policy and Strategy Committee agreed feasibility studies, funding options and design studies for the demolition of the existing centre and its replacement with a new facility meeting current standards. A detailed business case, funding options and technical reviews were also undertaken along with extensive consultation with the existing users of the facility, and related sports bodies and organisations (minute found here: http://www.edinburgh.gov.uk/meetings/meeting/3585/corporate_policy_and_strategy_committee).

A report to the City of Edinburgh Council in March 2016 confirmed and agreed the strategy for the redevelopment of the existing Meadowbank complex which included a commitment to the provision of a new sports centre and associated facilities and the release of three sites for other development to generate funding for the new sports centre. The Council agreed that two of the sites released would be for future residential development and the third site for commercial development.(minute at: http://www.edinburgh.gov.uk/meetings/meeting/3894/city_of_edinburgh_council).

A subsequent update on the project was provided to the Council's Culture and Sports Committee on 14 December 2016 and this was referred to the meeting of the full Council on 9 February 2017. These update Reports were agreed, and it was noted that the funding package for the replacement sports centre relies on cross-funding and capital receipts from the proposed housing and commercial development on the surplus sites (http://www.edinburgh.gov.uk/meetings/meeting/4094/culture_and_sport_committee and http://www.edinburgh.gov.uk/meetings/meeting/4124/city_of_edinburgh_council).

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

A Proposal of Application Notice was submitted and registered on 11 November 2016 (application number: 16/05747/PAN). Copies of the Notice were also issued to:

- Craigentinny/Meadowbank Community Council;
- Northfield/Willowbrae Community Council;
- Craigentinny and Duddingston Neighbourhood Partnership;
- Local Ward Councillors;
- Tommy Sheppard MSP;
- Ash Denham MSP;
- Jeremy Balfour MSP;
- Miles Briggs MSP;
- Kezia Dugdale MSP;
- Neil Findlay MSP;
- Alison Johnstone MSP;
- Gordon Lindhurst MSP; and
- Andy Wightman MSP.

Community consultation events were held throughout November 2016. Full details can be found in the Pre-Application Consultation report, which sets out the findings from the community consultation. This is available to view on the Planning and Building Standards Online services.

A pre-application report on the proposals was presented to the Committee on 21 December 2016.

The proposals were submitted to the Urban Design Panel on 29 March 2017. Full details of the response can be found in the Consultations section.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 2 February 2018 and 569 letters of representations were received. This comprised 470 letters of objection, 80 of support and 19 of general comment. These included comments from the (Councillors??)

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

- To view details of the application go to
- Planning and Building Standards online services
- Planning guidelines
- Conservation Area Character Appraisals
- Edinburgh Local Development Plan

- Scottish Planning Policy

Statutory Development Plan Provision	The site is within the Urban Area in the Local Development Plan (LDP). Parts of the site are also designated open space. The railway line running along the site's northern boundary is safeguarded for potential future passenger services with an associated potential rail halt.
Date registered	16 January 2018
Drawing numbers/Scheme	01, 06,

David R. Leslie
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Lesley Carus, Senior Planning Officer
E-mail:lesley.carus@edinburgh.gov.uk Tel:0131 529 3770

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effect development of adjacent land or the wider area.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP Policy Des 11 (Tall Buildings - Skyline and Key Views) sets out criteria for assessing proposals for tall buildings.

LDP Policy Env 7 (Historic Gardens and Designed Landscapes) protects sites included in the national Inventory of Gardens and Designed Landscapes and other historic landscape features.

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 16 (Species Protection) sets out species protection requirements for new development.

LDP Policy Env 18 (Open Space Protection) sets criteria for assessing the loss of open space.

LDP Policy Env 19 (The Protection of Outdoor Sports Facilities) sets criteria for assessing the loss of outdoor sports facilities.

LDP Policy Env 20 (Open Space in New Development) sets out requirements for the provision of open space in new development.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

LDP Policy Emp 10 (Hotel Development) sets criteria for assessing sites for hotel development.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Hou 2 (Housing Mix) requires provision of a mix of house types and sizes in new housing developments to meet a range of housing needs.

LDP Policy Hou 4 (Housing Density) sets out the factors to be taken into account in assessing density levels in new development.

LDP Policy Hou 6 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

LDP Policy Hou 7 (Inappropriate Uses in Residential Areas) establishes a presumption against development which would have an unacceptable effect on the living conditions of nearby residents.

LDP Policy Hou 8 (Student Accommodation) sets out the criteria for assessing purpose-built student accommodation.

LDP Policy Hou 10 (Community Facilities) requires housing developments to provide the necessary provision of health and other community facilities and protects against valuable health or community facilities.

LDP Policy Ret 4 (Commercial Centres) sets criteria for assessing proposals for additional retail floorspace in a commercial centre.

LDP Policy Ret 5 (Local Centres) sets criteria for assessing proposals in or on the edge of local centres.

LDP Policy Tra 1 (Location of Major Travel Generating Development) supports major development in the City Centre and sets criteria for assessing major travel generating development elsewhere.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 9 (Cycle and Footpath Network) prevents development which would prevent implementation of, prejudice or obstruct the current or potential cycle and footpath network.

Other Relevant policy guidance

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Appendix 1

Application for Planning Permission in Principle 18/00154/PPP
At 139 London Road, Edinburgh, EH7 6AE
Proposed redevelopment of existing Sports Centre site to provide new Sports Centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping, drainage and ancillary works.

Consultations

Urban Design Panel - 29 March 2017

In developing the design, the Panel supports the following aspects and therefore advocates that these should remain in the proposals:

- A masterplan approach for the site which considers historial referencing
- The inclusion of community uses for example allotments

1.2 In developing the proposals the Panel suggests the following matters should be addressed:

- Develop a masterplan which integrates the uses both on the site and to the wider context and community
- Develop an design which repairs the street frontage to London Road
- Reconsider the massing strategy with respect to orientation and sunlight
- Develop clearly defined fronts and backs
- Further consider a mix of tenure
- Appointment of a landscape professional to assist with the design of the open spaces
- Develop an appropriate parking strategy which takes account of both the exisitng and propopsed context

2 Introduction
2.1 The proposed site is approximately 9.9 hectares in area and is currently occupied by the existing Meadowbank sport stadium and velodrome.

Two applications for planning permission (One PPP, one FULL) will be submitted for the proposed redevelopment of the existing sports centre site to provide new sports centre facilities, and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping drainage and ancillary works.

2.2 This is the first time that the proposals have been reviewed.

2.3 No declarations of interest were made by any Panel members in relation to this scheme.

2.4 This report should be read in conjunction with the following pre meeting papers; Planning Issues Paper prepared by City of Edinburgh Council and presentation material prepared by the presenting team.

2.5 This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the Panel forming a differing view about the proposals at a later stage.

3 Masterplan

3.1 A Panel advocated a masterplan approach for the site which will provide a cohesive design for the entire site. The Panel were supportive of the proposed uses for the site while noting the importance of a design which fully integrates these different uses both on the site and to the wider context and community.

3.2 The use of historical referencing as part of the design concept for the site was welcomed by the Panel. In particular the reinstatement of Clockmill Road and the concept of 'highlines and skylines'. The Panel also noted that historically, St Margaret's Well, had been located on the site and the historical importance of the most recent use as a Commonwealth sports facility.

3.3 The Panel supported the reinstatement of Clockmill Road as part of the proposal for the site and the connection it will provide to the north east of the site and Smokey Brae. However, it was acknowledged by the Panel that this connection will be a challenge given the change in level from the site to Smokey Brae coupled with trying to improve the environment and security of this existing route.

3.4 The Panel noted that the new development should take cognises of the rich urban context of Meadowbank. The Panel also noted that the historical development of Meadowbank is tenement in form with arguably Edinburgh's best inter war housing at Piershill.

3.5 The Panel advocated a design which repairs the street frontage to London Road. The current proposal of nodes, gateways and open space as a frontage is unlikely to repair and provide a successful street frontage. Further work on this aspect of the design is required.
3.6 The Panel acknowledged that the siting of the sports building, set back from the street is a response to the line of an existing sewer which for cost reasons is unlikely to be realigned. However, the Panel encouraged the presenting team to develop a design which considers this constraint but also provides frontage to the street.

3.7 The Panel supported the proposal for allotments in the north east corner of the site.

4 Layout and Built Form

4.1 The Panel questioned the massing strategy of south (high) to north (low) with respect to the effect this will have on the quality of the spaces with respect to sunlight. Given the orientation sunpath analysis should be carried out at this stage of the design to inform and test the layout.

4.2 The Panel advocated that the proposal should take cognises of the proposed redevelopment of Meadowbank House, with respect to incorporating any views through this site to Calton Hill, to inform the proposals for this site.

4.3 Clearly defined fronts and backs to the residential blocks are critical in the development of the layout. The Panel noted particular concern with the handling of the point blocks, as the public/private nature of the spaces around the blocks appears unresolved and may limit the usability/quality of the spaces.

5 Tenure

5.1 The Panel encouraged the presenting team to consider a mix of tenure, for the residential site, as this is important for the creation of a cohesive community.

6 Landscape and Public Realm

6.1 The landscape design presented was very limited. The Panel strongly advocate the appointment of a landscape professional at this stage of the design process.

6.2 Views: Views both to and from the site will require to be fully considered and tested as part of the design proposals for the site. It was noted that the site sits within a number of key views and affords views to both Calton Hill and Arthurs's Seat. The Panel encouraged the use of view analysis to inform a design for the site.

6.3 Public Space: Eye level views through the streets and spaces should be provided and used to inform the design of the streets.
6.4 Private Space: The quality of the private space requires further consideration. Both with respect of how much sunlight will enter these spaces and their relationship with the front and backs of the built form.

6.5 The use of a landscape design to delineate historical references for example the locomotive turn table was not supported by the Panel.

7 Transport Strategy

7.1 The site is well connected by public transport.

7.2 A parking strategy for the site was discussed at length by the Panel.

7.3 It was agreed that careful consideration must be given to this element of the design to ensure an appropriate strategy for the site given the existing traffic movement issues identified by the Panel. Therefore, to inform this strategy a parking and traffic survey should be carried out for entire site and the wider environs.

7.4 While it is acknowledged that there could be benefits to limiting the amount of car parking within the site, great care needs to be taken that this does not have unintended consequences that impact elsewhere. For example if residents of this site park elsewhere, this could cause problems on neighbouring streets.

7.5 If car parking is to be provided on site then it should be carefully integrated within the streetscape and the decoupling of the space from the residential units could be considered.

7.6 Car parking associated with the sports facilities will require a separate consideration and will depend on the type and proposed usage of the facility. Areas of underground parking should be considered.

7.7 The site offers an opportunity for an innovative waste and servicing strategy. The Panel encouraged this to be considered as part of the development of a design for the site and a reduced requirement for large servicing vehicles to move through the site.

8 Community

8.1 The Panel supported the proposal for allotments in the north east corner of the site.

8.2 The Panel noted the importance of a design which connects the sports facility to the wider community and noted that this is still to be considered as part of the wider masterplan and detailed design of the sports facility.

9 Environmental Constraints

9.1 The Panel noted the following environmental conditions and constraints which will require to be considered as part of the design.
- Frontage to the railway line with respect to acoustics.
- Light pollution as a result of the sports facilities

Scottish Water response - 30 January 2018

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water

There is currently sufficient capacity in the Glencorse Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Foul

There is currently sufficient capacity in the Edinburgh PFI Waste Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Infrastructure within boundary

According to our records, the development proposals impact on existing Scottish Water assets.

I can confirm that I have made our Asset Impact Team aware of this proposed development however the applicant will be required to contact them directly at service.relocation@scottishwater.co.uk.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not normally accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

Scottish Water asset plans can be obtained from our appointed asset plan providers:

Site Investigation Services (UK) Ltd
Tel: 0333 123 1223
Email: sw@sisplan.co.uk
www.sisplan.co.uk

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.

If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.

Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.

The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

Please find all of our application forms on our website at the following linkhttps://www.scottishwater.co.uk/business/connections/connecting-yourproperty/new-development-process-and-applications-forms

Next Steps:

Single Property/Less than 10 dwellings

For developments of less than 10 domestic dwellings (or non-domestic equivalent)we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a Pre-Development Enquiry Form to be submitted (for example rural location which are deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

10 or more domestic dwellings:

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessaryto support a development, the cost of these works is to be met by the developer,which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

Trade Effluent Discharge from Non Dom Property:

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link https://www.scottishwater.co.uk/business/ourservices/ compliance/trade-effluent/trade-effluent-documents/trade-effluent-notice form-h.

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com

SEPA - 16 March 2018

We ask that the planning condition in Section 2 be attached to the consent. If this will not be applied, then please consider this representation as an objection. Please also note the advice provided below.

1. Air Quality
1.1 The development is partially located within the City of Edinburgh Council's (CEC) Central Air Quality Management Area (AQMA). Analysis of the non-automatic monitoring results, reported in the CEC's Annual Progress Report 2017, shows the annual mean nitrogen dioxide (NO2) objective continues to be exceeded in locations within the Central AQMA. The AQMA declaration therefore remains valid and the council must ensure that this development will not render any measures in the Air Quality Action Plan unworkable.

1.2 SEPA welcomes the submission of an air quality impact assessment. In regards to the dispersion modelling, it is unclear how the predicted annual mean and 1-hour mean pollutant concentrations presented in the assessment have been calculated for the DS (with development) scenario, given two different dispersion models have been used. ADMS Roads has been used to determine the Process Contribution of the road sources and ADMS 5 has been used to determine the Process contribution of the energy plant emissions (CHP and 3 boilers).

1.3 It would be preferable to run all emissions sources (stack and road) in the same model. SEPA advises that the council clarify the methodology used for determining both the annual and short term predicted concentrations. If the predicted annual means presented in the report have been determined by summing the Process Contribution (PC) from roads and stack, and then adding to background to calculate the Predicted Environmental Concentration (PEC), this approach would be acceptable.

1.4 The PC from the road emissions and the PC from the energy plant emissions, should be clearly presented in the assessment. This will provide clarity regarding what the PEC at each receptor location and how it has been calculated. In addition the size of the proposed CHP plant and boiler units, in terms of thermal input is not provided so no comment can be made as to whether the energy plant will be SEPA regulated or not. Further modelling to determine appropriate stack heights may be needed, depending on size and fuel.

1.5 No data sheets for the CHP or boilers have been included in the assessment for review. It is also not clear whether the modelling scenarios for the energy plant include a worse case operating scenario when both the CHP and boilers are operational (peak demand). The council should clarify this with the consultants. In addition only one year of Met data has been used in the assessment, it is best practice to use at least three years and report the worst case year in the assessment.

1.6 Lastly the background concentration used in the assessment was obtained from the DEFRA modelled background maps. SEPA's recommendation is that the background concentration should have been characterised using CEC's extensive local monitoring. The St. Leonard's automatic monitoring station (although 2km away from the development site), is a background site representative of urban exposure. The annual background concentration recorded at the St. Leonard's site in 2016 was 23 ugm3, higher than that which was used in the assessment scenarios (17.46 ugm3).

1.7 As the development is within an AQMA the council should be satisfied that the modelling is robust enough to demonstrate that there will be negligible impact on air quality as a result of granting planning permission.

2. Heat Networks and District Heating
2.1 We require that substantial developments ensure their heat demand is met from district heating, subject to the outcome of a feasibility statement. This can be achieved through onsite heat generation, co-location with an existing or proposed heat source (including Energy from Waste facility or other facility which produces heat/power including excess or waste heat), or an existing or proposed heat network off site.

2.2 The development must enable connection to a heat network or heat producer, unless it can be demonstrated to your authority that this would not be feasible. An Energy Statement informed by a Feasibility Study should be provided for assessment demonstrating how the proposal will meet the requirements for providing district heating onsite. This should be prepared in line with the Scottish Government's online planning advice Planning and Heat and assess the technical feasibility and financial viability of heat network/district heating for this site, identifying any available existing or proposed sources of heat (within or outwith the site) and other factors such as where land will be safeguarded for future district heating infrastructure.

2.3 Please note that we do not audit Energy Statements or Feasibility Studies as the responsibility for this lies with the local authority. However we expect them to be undertaken to demonstrate full consideration of how the proposed development can contribute towards Scotland's climate change targets in line with our Public Body Duties under the Climate Change (Scotland) Act 2009 to act "in the way best calculated to help deliver the emissions reduction targets and the statutory Adaptation Programme" and" in a way we consider is most sustainable."

2.4 We consider that the submission of the Overview of the Energy Strategy Options for the Redevelopment at Meadowbank Stadium Statement satisfies our requirements for the submission of Energy Statement at this stage of the planning process. However we would highlight the concern that the separation of the Sports Centre from the assessment of the wider development may have an impact on the feasibility of a district heat network on site in the future. It is unclear from the submitted Energy Statement whether a proposed heat network would be feasible for the wider development proposals without the Sports Centre, even with the provision to maintain a connection from the Sports Centre. It would be helpful to clarify this point.

2.5 Where connections are intended to be made to proposed heat sources in the future, the design of new developments should incorporate space to 'safeguard' the future provision of pipework, energy hubs or other associated heat infrastructure to ensure that the subsequent connection to a proposed district heating network can be undertaken (if not already proposed within the original design) without causing disturbance to buildings or infrastructure. This applies to all new significant/anchor development (i.e. developments with a significant heat load or demand), such as the proposed Sports Centre. Consideration should be given to potential barriers or restrictions on making district heating connections, for example when planning new key infrastructure such as roads which may interrupt the route of district heating pipeworks.

2.6 Creating links between heat producers and heat users is essential to create heat networks and accords with guidance in SPP. In order to deliver the Scottish Government's targets for 40,000 homes to be heated through heat networks, new developments need to be designed to incorporate district heating. Where substantial new developments are planned, the opportunity arises for providing a heat network within the site and for this to be required and designed in at the earliest stages. New developments have a role to play in not only establishing and creating these networks, but also in connecting to networks to make use of heat that is being captured.

2.7 We therefore require that a condition be attached for a further detailed Energy Statement to be submitted as part of any Application for Matters Subject to Conditions as detailed proposals for the mixed use development come forward as part of the development and planning process.

Regulatory advice for the applicant
3. Regulatory requirements

3.1 Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).

3.2 You may need to apply for a construction site licence under CAR for water management across the whole construction site. These will apply to sites of 4ha or more in area, sites 5 km or more in length or sites which contain more than 1ha of ground on a slope of 25 degrees or more or which cross over 500m of ground on a slope of 25 degrees or more. It is recommended that you have pre-application discussions with a member of the regulatory team in your local SEPA office.

3.3 Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office at:
Silvan House SEPA 3rd Floor 231 Corstorphine Road Edinburgh EH12 7AT
Tel: 0131 449 7296
If you have any queries relating to this letter, please contact me by telephone on 0131 273 7259 or e-mail at planning.se@sepa.org.uk.

Affordable Housing - 23 March 2018

1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

Housing and Regulatory Services have developed a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy (AHP) for the city.

o The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.

o This is consistent with Policy Hou 7 Affordable Housing in the Edinburgh City Local Plan.

o An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, is provided.

2. Affordable Housing Provision

This application is for a mixed development including up to 300 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (75) homes of approved affordable tenures.

The mixed use development will delivered by the Council and will include up to 300 homes, including affordable homes. This is welcomed by the department. The affordable homes are required to be tenure blind, fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides.

In terms of accessibility, the affordable homes are situated within close proximity of regular public transport links and are located next to local amenities at London Road.

3. Summary

The applicant has made a commitment to delivering affordable housing on the site and this is welcomed by the department.

o The applicant is requested to confirm the tenure type and location of the affordable homes prior to the submission of any future applications
o The affordable housing includes a variety of house types and sizes to reflect the provision of homes across the wider site
o In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be expected to be identical in appearance to the market housing units, an approach often described as "tenure blind"
o An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, is provided.

We would be happy to assist with any queries on the affordable housing requirement for this application.

Coal Authority - 11 April 2018

Thank you for your consultation notification of the 25 January 2018 seeking the views of The Coal Authority on the above planning application.

The application site does not fall within the defined coalfield; there is no requirement therefore to consider coal mining issues as part of this planning application or to consult The Coal Authority.

The Coal Authority has no comments to make on this planning application

Craigentinny and Meadowbank Community Council - 26 April 2018

1. This letter offers comments on these two planning applications following consultations held jointly by the Craigentinny & Meadowbank and Northfield & Willowbrae Community Councils.
Conclusions
2. We came to no view on the Full application for the Stadium, recognising that there have been substantial discussions with a variety of sporting bodies with expertise in the technical requirements. Overall, this is replacing a building with one similar but built to modern standards in the same location.
3. We conclude that we are unable to support the Application in Principle without fuller information about the proposed buildings, in particular height, and proposed mix of occupants. Regretfully, we feel the Council has failed to engage the immediate local community in its planning, almost indicating that it did not understand that such a community existed. We can see that there is potential for a strong positive influence from this development, if the competing interests can be reconciled.
4. We welcome the proposed Development Forum.
Consultation
5. We alerted our communities to the applications by Facebook, Twitter and email lists. We publicised by posters in the area and held public meetings on 22 and 27 February in St Margaret's House. In these meetings we were assisted by Council officers who brought, to the first meeting, an architects' model of the site.
6. The meeting on 22 February was an afternoon drop-in aimed at enabling local people living close to the site to understand what was proposed and what remained still for decision. About 50 came and many left written comments.
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7. The meeting held in the evening of 27 February was intended to allow other local people to comment and for there to be some measure of discussion. This was very well-attended but space constraints meant we could not accommodate everyone who wished to attend.
8. We were conscious that our task was to take the views of our communities but that there were other groups, such as sporting bodies and campaigns on particular issues, which might overlay local opinion. We took some steps, such as checking post codes, to ensure that we heard clearly from our own people.
9. Transcript notes of comments made by attendees are attached.
ISSUES FROM THE APPLICATION IN PRINCIPLE
Height
10. The impact on Marionville was the most strongly expressed concern.
11. Even with the excellent model, it was difficult to visualise the impact of large buildings on the site. Sectional drawings would have helped. It was clear that most people had not been able to study in detail the many documents provided, in particular the Design Statement which contained photographs of the site taken from all sides showing present and prospective views. Thus it was difficult for the local people to access information on the way in which views and sight lines had been protected. There was a view that inappropriate "high rise flats" were planned.

12. It was not apparent what detailed consideration had been given by the Applicant to the precise level differences between Marionville Avenue and Park and the site which is a full storey height higher. This gave respondents concern about the impact of buildings which will rise 3-4 storeys in comparative height above their homes and obstruct light from the south. "Overwhelming" of Marionville Road was a common perception which the Applicant had not addressed. The existence of the railway between homes and the development seemed not to be considered, although there are varying stories about its future: either coming back into regular service or being converted to a cycle path.

13. Although not a formal ground for objection, many were worried about overlooking, privacy and disturbance from new buildings - bearing in mind that this area has been largely undisturbed for 50 years.

14. On the south side of the site proposal for a building which might reach 12 storeys seems almost a stalking horse to see how far it was possible to go. It certainly provoked an adverse reaction that prevented people seeing that the 6-8 storey buildings beside St Margaret's House and Meadowbank House might be hidden by those larger buildings.

Mix

15. People could not understand why more detail had not been given of the proposed mix of uses and numbers of dwellings expected. Information that 38 % of the housing would be affordable was not re-assuring - the term "affordable" was thought to be vague or relative. There was confusion about what local people wanted - on one hand keen for social housing but not significant density and on the other opposed to "fat cat developers" making a fortune from private houses.

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Traffic

16. There was a distinct agitation about traffic. Marionville is something of a rat-run and the flow towards and up Smokey Brae is a current problem without it being added to by a new development. The new housing, student accommodation or office use were all perceived as adding traffic to an already difficult area. Even increased cycle use along the re-instated Clockmill Lane was seen in a good and bad light - people being encouraged to pass at the foot of hitherto secluded gardens at all hours.

17. That much of any increased traffic would flow onto London Road was also felt to be problematic, giving rise to congestion or pedestrian hazard.

18. Current residents expressed the need for better transport infrastructure if more homes are to be built, such as more buses and a tram to Portobello.

Parking

19. There is an existing problem that users of the sports centre, even day-to-day let alone during special events, park around the site at all times of the day and night. Although the stadium audience capacity is to be reduced to 20% of current, its resumed use for events continued concerns about parking.

20. The City policy restricting parking in residential areas to one place per dwelling raised derision. Many homes will have two cars, some more, so the surplus will be parked in adjacent streets. Unless special, policed, restrictions are in place from the outset, existing congestion will worsen - the more so as people working in town start parking in the new streets.

Student Accommodation

21. Given the large amount of student accommodation already provided or under consideration, people questioned whether the City had a strategy for its provision. There was no support for providing any on this site - "short-term tenants who don't care about the area".

22. The possibility of a hotel raised concerns about AirBnB accommodation
Environment
23. The site is perceived by local people as a green oasis in the city centre. The plans give little comfort that "greening" the site has been given much thought.
24. There is confusion about trees. The removal of some elms along the London Road frontage produced campaign outrage but many did not understand that they were to be retained along Wishaw Terrace and made a feature of the new housing there. The extent of new tree planting on the whole site was unclear.
25. Several requests were made for more greenspace, a place to go for peace, nature and to enjoy history.
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Facilities
26. Concerns were expressed about infrastructure: such as drains and sewerage. More were worried about school and medical provision and general lack of amenities given current pressure on GP practices and schools.
SPORTS CENTRE
27. Much of the comment on the Full Application for the Sports Centre was on the loss of its potential for large and international events. It was hard to reconcile this with the strong views against traffic, noise, pollution and disturbance.
28. Less was said about the sports centre as a local facility, likely to be used by local people - presumably the new building will offer much to local people.
29. Despite the headlines, we understand, informally and from material on the Portal, that the sports bodies are broadly content with the specification for the new building and are keen there should be no delay in restoring provision.
THE WIDER AREA
30. Significant disappointment was expressed that a more strategic view was not being taken of the whole site, which many regard as including St Margaret's House and Meadowbank House (for which a planning permission is in place). The announcement of the sale in principle of St Margaret's House during the consultation period confused many people and diverted focus.
CONCLUSION
31. We hope these comments are helpful to the Council in determining these applications. Whichever way the PPP decision goes, we think the Council as Applicant has much more work to do before an application for full permission would be supported by the local community.
THE COMMUNITY COUNCILS' CONSULTATION 22 FEBRUARY
We estimate 50 people attended the event.
Below is a summary of the main concerns raised on 32 returned comments forms.
Height/number/type of the buildings:
Don't want too many high brick buildings blocking out light - good balance between green spaces and buildings, open views between buildings
Lack of privacy
Overshadowing
Size of flats
Noise from new properties
Buildings don't match/fit in with surroundings
Smells from flats
Access
Be sympathetic to local existing housing
Security

We were refused planning for a 2 storey extension yet you are proposing a 3 storey building beside my house!
Blocking of light - to my property and garden
New buildings are too high and there are too many of them
Height of new buildings doesn't match well with existing houses - too big and overwhelm existing buildings. Scale needs to be amended.
Height will block light out from existing houses
Particularly worried about the large 5-6 storey building overlooking Marionville Avenue
Our privacy will be affected - being looked on and over and houses too close
Too many
Please stop the mad building of high rise flats and student housing everywhere. It's too much now and is starting to ruin the city.
Height of some of the proposed buildings, especially those closest to Marionville Avenue
More affordable housing needed for young people and families not more student accommodation
That there are developments like this stretching from Norton Park to Lochend Road - making the east of Edinburgh a "sea of high rise flats" with nothing for the community but pressure on its infrastructure
Negative impact on the Marionville community if high affordable housing is built next to quiet bungalows/two storey houses
No 7 storey blocks
How many houses? Not just this bit but in addition to next bits of development
7 storey blocks not in keeping with the area which is 4 storey stone tenements and bungalows
It's all too high
The Community Councils' Consultation 22 February 2018
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I don't have a problem with more housing - just has to be the right number and type and by that I mean not too much and affordable to local people and young people. Let's not price ourselves out of the area.
2 storey max
Privacy loss and overshadowing of Marionville Avenue and Park residents from 4 storeys of an already 2 storey elevated level
Excessive heights of the flatted blocks on all elevations
Traffic:
Traffic flow challenges with increased traffic - impact on already busy junctions
Main roads already congested
Excessive stress on local transport links
Too much traffic - it's already congested
The entry and exit points for roads from the new houses
Overflow of traffic - it's already impossible to park (and that's in Lilyhill Terrace)
Remember fire station at bottom of Marionville Drive is a busy station and requires fast and easy access in and out
Increased traffic locally in in surrounding area, increased traffic flow in and out of area
It's going to increase traffic onto London Road at a time we've been trying to lessen the impact and flow of traffic - reduce pollution, safer road to cross
New housing means more traffic!
Impact of the additional traffic from St Margaret's on Smokey Brae
More traffic onto Marionville Road
Need to remove pressure from Smokey Brae

Impact on junctions and traffic flow
Traffic and parking concerns for surrounding roads when already a struggle with traffic and parking: Marionville Road, Avenue and Smokey Brae.
This will increase the congestion and safety of pedestrians trying to cross roads.
Unused railway line:
Would be great to get it opened up and something made of it
A chance to remember the history of the area - the Commonwealth Games, the station etc
Road, walk and/or cycle way - will it be better lit? Improved safety and security.
In past have had lots of problems with people throwing gravel, stones etc. into gardens.
Used to have greenhouses in many of the gardens but people stopped as they were always being broken - it would be nice to feel we could replace them.
How will you prevent vandalism and improve security - great to have improved walkway but not if it gives robbers easy access to properties.
Vermin control from embankments into gardens. If more use, more rubbish, more vermin.
Student flats:
There's already too much in city
Don't want student accommodation
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There's enough student accommodation in Edinburgh as it is
No student accommodation please
Too much student housing and provision
Short-term tenants (students!) who don't care about the area.
Change in character of the area.
Student Accommodation:
Let's have a more strategic plan to student accommodation in Edinburgh
More social housing needed not student accommodation - for rich students who don't tend to stay in Edinburgh. This is our land let it be for us, for the community, for Edinburgh people
Hotels:
Don't want hotels
No hotel please
Worried that we will end up with lots of AirBnB flats
Parking:
Will there be adequate provision for residents, existing locals - already hard to park.
Impact of overflow parking if not enough provision
Number of people working in area looking for daytime parking
Commuters parking in residential area then getting bus into town
Impact on parking - locally and in surrounding areas
Excessive stress on local parking
Too many people and houses per parking
The local streets are already full of parked cars 24/7 (go and look)
Reduced parking punishes existing and new residents
Commuter parking
People working in area and in town and where they park
Lack of car parking in the development
3d model/plan images available:
Wasn't very helpful - nothing like the leaflet we had
Architects were ok, were good - spoke better about plans that 3D model demonstrated

Plans helpful
I understand planning was already given for construction of new sports facility prior to the closure of existing facility!!!!
A complete lack of detail
Looks like a fait accompli
Trees:
Have been here for years and should not be removed
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I'm worried about the loss of the mature trees in front of the stadium
Worried about raising of the Wheatley elms
Stadium:
Spectator space too small
Historically we hosted international level events - what a loss that new facility will not allow this
New stadium will be great for sport
There isn't sufficient parking for users of the stadium - how will this effect locals and their already stretched parking
Please keep this as not enough sports facilities as it is - need to keep youth active and off the streets
No staff carpark
East Edinburgh is losing a lot of sports facilities - unfortunate if you want a lot of people to keep fit
Want weight training, running, intergenerational activities
Available parking is reduced
We have lost an opportunity to build a world class stadium - why?!
Reduced spectator area not good
Looks extremely small and inadequate especially if going to be used by an influx of many new residents and students as well as existing community
How far do I now have to travel to see international events - sad for me but also the impact this has on young people or people who cannot afford to pay/travel for big events elsewhere. I am angry that the opportunity for Edinburgh to have a state of the art international level sports facility has been lost. And why - for housing? For someone to profit? Aren't we supposed to be encouraging more people to exercise more?
Don't we have a huge obesity problem and this was an opportunity to do something local and for Edinburgh and it's been lost……
Downgrading of sports facilities at Meadowbank (in terms of seating capacity)
Stadium not appropriate size to attract high profile events
Greenspace/Creative and Active Space:
Please can we have good quality places to spend time in, walk through, and come together in?
Park space please
Walk/cycle links between area and Holyrood
Good venue - let's keep places like this
Let's have some good street art - play areas for children. That are safe and well looked after.
What about our local wildlife
Planning permission in principle means no alternatives could be considered such as expansion of sporting facilities or other developments which could bring visitors and money into the area more than a hotel would, plus enhance community pride and identity.

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Rather than have hotel for folk to go "into town" from why can't we create a place people want to come and visit, come and spend time in - surely this would be better for visitors as well as locals and could help generate local economy - create business locally.
Look at all the history in the area - let's make something of it and create a stronger community around it.
Worried about removal of green areas
Improve sightlines between buildings
Don't remove our greenspace - we want more or at least better outdoor spaces
The art complex is such a special place/building, quite unique. Not just artists - disability projects, women's support group, gardens (we now have a rare butterfly and planners will have to take this into consideration), employability projects. I think it is now the largest community of artists in one building in Europe. It would be such a shame to lose this resource from the area.
Like Holland - like green gym kit around the city - let's have small play equipment dotted around the area
Local wildlife and habitats will be lost - decades to replace
Facilities/amenities:
The doctors and dentists cannot cope as it is without having hundreds of additional people being registered
Is there going to be enough infrastructure for all these new people - GPs, schools etc.
Schools already full
Blocked drains, infrastructure and sewage issues - already not working in the area
Flooding?
Not enough doctors surgeries as it is
Excessive stress on local amenities - area already lacks amenities
Pressure on amenities for local residents
We want more keep fit classes for the elderly
There's a lack of amenities - more GPs and shops
Where are the community spaces?
Local amenities already strained eg GP Surgery/schools/nurseries: will more open?
General numbers of development in area
Housing numbers - Tai chi site under development
Effect on existing medical, education and public services.
One bit of a bigger jigsaw:
Why can't we be consulted on whole plan for area - I want to see total impact not piecemeal bits like this
Why can't we see plans for whole Meadowbank area - hard to support one small bit when you don't know what is planned for neighbouring small bit. We need to see be told what to the total projected plan is and the total impact on the area. See it as whole.
This could be a real opportunity to make the area special but can only do this if we agree plans with some cohesion not breaking it up bit by bit
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It's the end of the a1 - the end point between London and Edinburgh - this could be an opportunity to make something special of the area. A celebration of the area and an opportunity to improve what is already here and life for the existing community not just new people moving into the area. Let's develop something that brings the new together with the old instead of separate communities as has been done in other areas.

Frustrated at only being able to comment on this one small bit when I know more development is following on from this. Why can't we see and comment on the total effect. Is this because by doing it this way it's easier to get each bit passed through planning?
Change of area use - why not make it a park or designated green space instead of 400+ multi-storey homes.
Development isn't in keeping with surrounding boundaries, bungalows, semi-detached should be kept in line.
Concern around uncertainty of plans for St Margaret's House and Meadowbank House loss of space for arts and charity community currently housed in St Margaret's House.
Additional comments:
These plans are all about making money for the council not what the locals want
Sorry - not keen in principle, think the land could be better used can see total impact on the area and how each small bit connects with the other.
We were not notified officially, despite our houses proximity to the proposed developments
Please take account of existing community and what its existing needs are
Miller homes are not social housing
How does this impact on POLO?
This could be an opportunity for the area to make a positive change - to serve the community better and attract visitors into the area
It would be good to have the street cleaned up - look better, nicer and more local shop fronts
It will be good for business
Look at good models elsewhere
Had hoped for more definite information and indication of how planning will go.
2 different proposals that are fundamentally linked as you can't decide on the stadium final design without the residential design for size.
Things people like:
New developments could have the potential to rejuvenate the area
Opening up Clock Mill Lane and right of way to foot of Smokey Brae
Identifying and making something of the history of the area
Nothing!
Keeping Wheatley elms
Joining up Queens Park with area and onto Portobello for walkers and cyclists
Communal spaces
Opening up for pedestrians at Clock Mill Lane
Keeping the elms in Wishaw Terrace and Marionville Road
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Sports centre is a useful thing for the community but not at the expense of all other amenities.
Removing floodlights - nothing else.
Improvement Suggestions:
I am positive about development but it needs to improve what's already there before adding in new things
Concentrate on the stadium
Underground parking
A community café
Places for people to meet - different ages, cultures and activities
Pathways to encourage exploring of the area and its history

Traffic calming measures
Ensure buildings are not too high, especially near Marionville (clash with houses/bungalows)
Like quarter mile - shops, café, a place with a good atmosphere linked to outdoor space
Limit the number of flats built
Ensure enough parking is built for each flat
Build fewer more high end flats rather than excessive amounts of affordable housing
Build similar properties at the back of Marionville Avenue to what is already there
A high fence between Marionville Avenue and railway walkway
A community centre to meet neighbours
More quality green spaces
Keep buildings low level
A whole vision for Meadowbank please
Remove student accommodation
Air pollution monitors on Smokey Brae
Improve traffic flow and parking through Smokey Brae and Jock's Lodge
Have buildings of ranging heights - not all the same
Green spaces to bring the community together
When new stadium is open lets promote events much better than we have done - let's increase the footfall and bring people into the area
Improve walkways, cycle ways in and out of the area to encourage people to walk, cycle or use public transport to help reduce traffic congestion
Replace one residential block with a multi-storey carpark
Keep whole site as a sports centre.
Housing and commercial space should not be allowed.
More parking.
Larger stadium instead of housing at Wishaw Terrace
Houses too close to track
Retain trees in area from Wishaw to Marionville
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Questions raised:
Overall, a bit uncertain about what's happening.
Who sent the leaflet that came through the door? It wasn't from the architects who were present at the event so who sent it?
More information (in an accessible/plain English format)
Most homes now require more than one parking space - is this being taken into account?
Can we be provided with a view from Marionville Drive? All other perspectives seem to have been offered but not a viewpoint from this aspect - why?
What will the price range of the new houses/flats be?
When and how will my questions be answered?
Why prioritise housing over sports and arts?
Main problem is what will become of Meadowbank/St Margaret's Houses. Hope they will tell us sooner than later.
For next event:
Can we have a presentation explaining future vision for the area and what is planned for the different sections and timings of this then time to discuss and ask questions?
I want to see plans and tree survey
Total plan for area`

Speaker to explain the development
Better signage outside event
More pens and paper to write on - sticky notes, post its maybe?
Only a part of the overall development so we cannot see the whole and the sum of the parts is always greater than the whole.
There was very little or no detail of parking capacity and height of buildings, without this detail the event was somewhat pointless
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THE COMMUNITY COUNCILS' CONSULTATION 27 FEBRUARY
We estimate 80 people attended the event.
Below is a transcript of post-it comments made during the meeting. They were organised into sections at the event.
1. Stadium infrastructure not good enough?
Keep Meadowbank for sport
The new sports centre should replace the old one, like for like, if not better
Take money off £165 million ring-fenced for TRAMS!! And build a world class stadium for Edinburgh
Less facilities, Less of everything not good
Sort sighted - last opportunity for a fit for purpose stadium with grounds which cater for all ages
Parking already stretched for clubs - more parking required (x2)
Will there be sufficient car parking space?
A regional sports centre with only 100 parking spaces designated for this use (x2)? Come on! You said "East of Scotland". They won't travel by bus! Has a feasibility study considered a 50% reduction to be at all practical?
50% reduction in stadium/sports centre car parking is not feasible unless 50% of car park is unused
Build an international stadium that Edinburgh, Scotland and the world would be proud of
We want an international stadium - initial feasibility built on a building starved of cash
Lack of investment - no wonder it wasn't attracting enough people
This new development of the stadium was never wanted by anyone I spoke to as a member of the first campaign it is only about certain people making money
This area needs more not less sports facilities (x2)
The Scottish FA, Scottish Hockey Assoc should be asked for views on redoing stadium
Edinburgh FC needs a home!
Keep the football pitches
Stadium playing and seating too small to make the stadium worthwhile..
Does plan contain squash courts?
Why no consideration of velodrome?
Why does stadium have to be financed by loss of facilities and quality of life by residents? Direct money from trams!
Be honest reduce it to a sports centre or leave it.
Interested in the two halls….have they been used to capacity in last 18 months
Stadium needs to bigger to meet existing and growing demand. We need a stadium that is fit to host big sporting events and enable folk to participate comfortably. I.e. Good accessible sufficient changing room space as well as sporting facilities.
Meadowbank was a busy sports centre despite having been run down/neglected/poorly maintained over very many years!

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The reduction of size of sports centre is detrimental to the health of our young Edinburgh people.
2. Impact: transport, facilities, health, unused railway:
At peak times Lothian Transport on London Road is already stretched beyond capacity - will these services be increased? (x3)
Chance to lobby for tram extension to Portobello?
School catchment? Doctors/Dentist?
Investment need for GPs/schools
Where are the local health centres, school and shopping facilities?
You will be super overcrowded - already overcrowded area. Not enough doctors, local hospitals, dentists, schools to cope with influx of people
What about schools (x2) - already can't cope at present - St Ninian's + Craigentinny
Can't get a GP appointment just now
Impact on local infrastructure of such a large number of houses
Impact on local facilities with increase in housing
Public services at capacity already (x2)
Local doctors having to cut their districts/numbers because of overcapacity which surgery will take on 360+ people when they are already struggling?
Pressure on local church
Ensure developers pay for infrastructure
Using old railway lines as walkways/cycle corridors = good idea.
Active travel links using Powderhall Railway + to Clockmill Lane a fantastic idea
Seize the chance to improve cycle paths and pedestrians (x2) incl railway line and link from Holyrood to Lochend Park
Marionville Road: railway line and foot of garden - increase vandalism as in the past
Unused railway walkway is a security issue (x3)
Do not want walkway(x5) - will take away privacy of back garden, have enough problems with public walking along at present - beer bottles thrown in garden, crime, security, conservatories and greenhouses being damaged in past by kids throwing stones
Walkway along railway line will lead to vandalism/litter in gardens in Marionville Avenue
Want a high fence along proposed walkway on disused railway
Have enough vandalism in local area without more housing
3. Traffic: Increase, Access, Parking:
Restricted parking in the proposal will result in overspill parking via the new pedestrian access in adjacent streets
Not enough parking (x9), impact on Marionville Avenue will be immense
People in social housing will have cars - you want to stop them buying a car. These will be parked in already crowded streets.
Car parking a priority (x2)
Illegal parking, pavement parking
The Community Councils' Consultation 27 February 2018
11
Spill over parking into many surrounding areas (x3)
Too many houses - too little infrastructure - really no parking spaces moves people to roads round the corner! Doctors(x2)? Roads? Public transport? (Buses are packed)
More car clubs/car shares - need a plan for LESS congestion. Limit car parking.
Marionville Ave not wide enough at present for traffic and parked cars

Traffic congestion will increase on Smokey Brae (x5) - won't cope with excessive traffic flow and air pollution monitor required for this "stank" (x4)
If re-open Clockwork Road even as pedestrian need improved traffic control - roundabout already dangerous
Does the traffic analysis take into account new flats in Loaning Road + Marionville Road + the Art Site?
Concerned about road safety
Too much traffic already
No hotel - too much traffic, pressure on car parking, no local benefit
Speed of traffic around area and road safety concerns for small children
RAS building carpark overflow to Marionville Ave (x2) - bad enough at present
Traffic from London Road uses Marionville Ave as a rat run/gridlock (x2) - junctions at M/Ave and Smokey Brae already logged. Also Craigentinny Ave and Restalrig Ave - only going to get worse!!
Pedestrian lights at Clock Mill Lane/London Road will slow traffic even more
Potential back up of traffic if you open Clock Mill Lane!
You do not need a car if you live in Meadowbank (x2) - do not incentivise car ownership with this development
Cars need to be discouraged (x2) - let's make more provision for pedestrians and cyclists, wheelchairs, mobility scooters and buggies.
Marionville Ave: too many cars from Meadowbank House and Easter Road - can't get out of drive
How will access to B + C areas work?
4. Building: height, how many? Type? Hotels. Student flats:
If the current proposals go through the one with the sloping roofs is better
Go for colony type, low rise development, human scale!
Mixed rather than single purpose development please: mixed use and affordability together. No need to segregate.
Further gentrification?
Turning Edinburgh into central London.
Proposals look corporate and septic
Are there limitations on commercial use within section c?
Greater variety of housing in this site so as not to create a ghetto
Reduced security in area
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12
Any new housing (and height) should be sympathetic/in keeping to current residents/area (x3)
Height, number and affordable houses will cause vandalism to this area
Can you put a restriction on the height of any/all commercial buildings - no more than height of new stadium (better still - a lot less)
4/5/6 storey buildings at a 2 storey elevation height on Marionville Ave side is too high (x10)
Why so high?
This is an EXCESS of flats, tenements and you have a duty to build one storey buildings to accommodate elderly and disabled people. These would be built behind the houses 70-96 Marionville Avenue
4-6 storeys - slums in 2-5 years
No higher than 6 storey
No higher than 2 storey (x2)
Too many flats in area already

Family housing not multi-storey flats - in keeping with local area (x2)
Overshadowing/loss of light for Marionville Ave and other neighbouring houses - goldfish bowl effect, reduced privacy(x12)
Proposals given are too high for the area and are not in keeping with the area - Marionville Ave is bungalows and 2 storey houses.
No buildings should be visible from bungalows or villas on Marionville Ave/Pk.
No student accommodation
Concerned student/affordable housing will be converted soon after (within 10years) of development
Social housing to be clearly designated to a minimum of 50% on site
Criteria for social housing - ensure the right calibre of tenant?
Areas such as Loganlea not a great advertisement for peaceful coexistence - vandals, disturbance, safety issues.
How affordable is housing (x2)? What does affordable mean? Truly affordable? Need to be more specific
Social housing, young families, and retirement/old folk - all groups with greater needs
Need for more affordable housing
Do not do the horrific segregation of "affordable housing" away from the fancy houses for the rich folk! Mix them all together!
Buildings too close to Marionville Ave
Not for families/lots of flats
Too densely occupied, overcrowded (x4)
Too busy, urban jungle - value what already here
360 houses/flats is too many for the area (x4)
Where does 360 come from? What is the calculation - what assumptions were made?
How many houses, where and how high?
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Increased noise
Increased pollution/smells
Air quality needs to be improved
Damage to houses in Marionville Avenue when building work starts (PILE driving)
5. Environment: trees, greenspace, active/creative space:
Do not remove healthy trees (x8) - not replaceable, vital wildlife/insect habitats and good for mental health.
Would there be more trees planted?
We need to see green to appreciate and value green, help offset pollution
Why is the construction of the green area contingent on agreement with network rail?
Should also be green corridor to support wildlife + insulate noise, should be doing this anyway (x3)
More cycle paths and a community garden
Meadowbank and stadium and surrounds is a fabulous space with so much potential for sports, clubs, events, a social hub for the community and beyond
Ensure site is permeable to people on foot/by bike - perhaps with walkway priority (x2)
Cycle paths and walking paths to be clarified and included in final plans. Not just vague commitments as outlined here
Ensure site is permeable to those on foot/bike
Don't build walkways - especially in tunnels!! Not safe at night.
Don't build walkways unless existing buildings are secured
Our population is growing and we want to encourage more people to get active participate and stay fit.

Nowhere for the kids to play
There could be other good uses for some space e.g. Skate park
Emphasis on "village"/community development e.g. cafes
How will you help build social cohesion within the community?
Great space for large scale music events which bring in a lot of revenue - celebrate and use the space - don't destroy it!!
6. Consultation: how? Council? Planning?
No housing (x3) - don't use the land as a "cash cow" for the council
Not following Edinburgh Design Guidance
No positive news about anything - 20 minutes on stadium info - most people here to discuss the buildings to be put up
Hobsons choice
Both proposals at same time very confusing
The Community Councils' Consultation 27 February 2018
14
Used to be one application now split - why?
The two proposals are fundamentally linked but proposals are separate and yet one determines the other
No community consultation easily accessible before close date
Tuesday 2-4pm - people work
More consultation with local residents at each stage - lack of communication so far
More accessible consultation with residents - we are most affected by it. Listen to us before plans are firm
Lack of consultation when plans are drafted - nothing here to say what it will be, all words like possible, try, think, will confirm…..
Too "subject to change" without due consultation
Further consultation is needed with LOCAL PUBLIC before planning applications are given the go ahead
Poor consultation so far
Goes through with minimal local interaction
Not enough notification
General meeting after comment deadline
Not transparent
Everything unclear
We do not think any meetings up to now have given us a FAIR HEARING
Not happy about the letters not being circulated
I don't feel that the whole project reflects the needs/wishes of locals
Unfortunately the meeting feels like lip service to a local government process.
Questions not answered and people hurried up is indicative to a lip service meeting
We should love press involvement to give widespread info to those affected
Consider how overall development can be
Ensure that newsletters put through the doors actually get delivered to flats with entry phones - this is the first time in 30 years that I have got info re Meadowbank through the door.
You say the feasibility study determined the direction of travel and people don't want like for like but the people in this area do want that - not housing.
This is being presented as a fait accompli. By the time we see the plans it will be too late. Demolition starts soon
Planning portal too complicated for normal person
Plans too complicated

Environmental Protection - 6 June 2018

The application 18/00154/PPP, is for planning permission in principle for the proposed redevelopment of the existing Meadowbank Sports Centre at 139 London Road. The application is for a new Sports Centre with associated facilities as well as redevelopment of the surplus land for mixed use development including residential, hotel and commercial uses. The application follows on from pre-application consultation 16/05747/PAN and 16/05795/PAN. The application is being considered at the same time as 18/00181/FUL, which is for the re-development of the Sports Centre part of the site.

The application site is large and covers approximately 10 hectares. The site is defined on the southern edge by London Road. This stretch of London Road is used predominantly for commercial activities, but on the south west corner, there is a modern 5 storey residential apartment block. Further east on London Road, is a single-storey retail / hire services business, a single-storey fast food restaurant / take-away, a single-storey furniture showroom and a car wash business which is next to a telephone exchange building.

The site is bounded on the southeast by the rail line, where it crosses underneath London Road at the junction of Meadowbank Terrace with London Road. At this location are 4-storey traditional Edinburgh tenements with commercial units on the ground floor. On the other side of the rail line to the east and south east of the site are a 10-storey and a 7-storey office block. The offices are currently subject to planning permission in principle for a mixed-use development including Residential, Retail/Commercial, Hotel 14/05174/PPP & 14/02137/PAN.

The north-east boundary of the site is defined by the junction of the main rail line and branch line at the Smokey Brae. At this location, underneath the branch rail line as it crosses over Smokie Brae is a vehicle repair garage. To the north, the site boundary is defined by the same branch rail line with the rear gardens of 1 and 2 storey semi-detached houses of Marionville Avenue and Marionville Park. To the north west, the site is bounded by Marionville Road with a modern 5 storey apartment block and 4-storey traditional tenements. To the west, the site is bounded by Wishaw Terrace. On the west side of the street at the corner with Marionville Road, is a small retail shop on the ground floor of a 4- storey traditional tenement housing. This adjoins a modern style 4-storey living apartment block. On the corner with London Road is a 4-storey traditional tenement with a retail shop on the ground floor.

Noise

A Noise Impact Assessment (NIA) was submitted as supporting information by the agent. Sandy Brown report: 17283-R01-A.

Rail Noise & Vibration

A further addendum to the above report was provided: 17283-M010-A.

The NIA concluded that vibration levels are significantly below the threshold of 'Low probability of adverse comment' in terms of BS 6472-1: 2008 Guide to Evaluation of Human Exposure to Vibration in Buildings Part 1: Vibration Sources Other Than Blasting. Therefore, vibration is not considered to be an issue for future residents.

However, in order to achieve the internal noise criteria for bedrooms and other living areas in BS8233; Guidance on sound insulation and noise reduction for buildings, upgraded acoustic glazing will be required for those residential properties adjacent to the main rail line. A condition has been recommended.

Road Traffic Noise

The NIA concluded that in order to achieve the internal noise criteria for bedrooms and other living areas in BS8233; Guidance on sound insulation and noise reduction for buildings, upgraded acoustic glazing will be required for those residential properties adjacent to London Road. A condition has been recommended.

Noise from Sports Centre
Building Services Plant Noise

Addendum's to the main NIA were provided, which assessed noise from building services plant and equipment as well as noise from activities within the Sports Centre, including external track and field activities. (17283-M008-A, 17283-M009-B & 17283-M009-C) The agent agreed to use the proposed residential accommodation as the receptor, rather than the existing residential accommodation which is further away.
Assessment of the Air-Handling Units (AHU's), boilers and the Combined Heat and Power (CHP) units has shown that these will meet our requirement and comply with Noise Rating Curve 25 (NR25) within the nearest residential apartment.

The chiller plant which is located in the north-west corner of the Sports Centre has been assessed as being unable to achieve Noise Rating Curve 25 (NR25) within the nearest proposed residence, without mitigation measures to attenuate noise levels significantly. An attenuation package using attenuating louvres on the chillers air intake and exhaust areas that will provide the required noise attenuation has been proposed. The attenuation package has been designed based on the selected chillers (TECS HFO /SL-CA-E /0702_1) However, if a different chiller is installed, the NIA should be revised and the attenuation package altered accordingly. Therefore, a condition has been recommended based on the attenuation package and achieving an external noise level.

Noise from Sports Centre
Internal and External Sporting Activity Noise

In addition to the NIA an addendum report was provided by the agent that provided further information: 17283-M008-A.

The existing Sports Centre has been a source of fitness class noise complaints in the past from residents that are significantly further away than the proposed residential apartments.

The noise assessment provided by the agent demonstrates that noise from fitness classes in studios 1 & 3 will comply with our standards and is unlikely to be audible in the nearest proposed residential accommodation.

The noise assessment concludes that for the three large spaces on the upper floors of the building, Hall 1, 2 and gymnastics, noise levels are likely to be fairly moderate and only consist of sports activity noise and potentially low-level background music from day to day. However, these spaces will host sporting events which will include public address and potentially some amplified music. The assessment detailed a noise limit within the halls which should ensure compliance with our standards.

However, other occasional sporting events are likely to be louder than this limit and exceed Environmental Protection's standard of inaudibility.

Activity noise from typical sports pitch activities has been assessed, and the NIA concluded that sports pitch noise is expected to have a minor adverse impact at proposed residential dwellings to the north and west of the pitches. The impact may reach a moderate level at new residential dwellings to the east of the proposed pitches later into the evening. However, the conclusions are based on existing background noise levels which may reduce as the development is built, therefore providing screening from the predominant background traffic noise from London Road. However, regardless of whether the background noise level reduces or not, it is the annoying character and nature of the noise which are difficult to quantify and are not fully represented with the type of noise measurement and prediction undertaken. Environmental Protection receives noise complaints concerning outdoor multi-use sports pitches. Unfortunately, for the majority of cases, there is very little that can be done or is done by the business responsible to mitigate the noise and resolve the complaint.

On balance, based on experience of similar situations, it is concluded that proposed residential accommodation nearby, will have a poor standard of amenity.

As it is not possible to protect proposed residential amenity by ensuring that noise levels within the halls restricted, or to control noise from the use of sports pitches a condition has been recommended that only non-habitable rooms such as closed plan kitchens, bathrooms and utility rooms, have a line of sight to the running track and sports fields. This will protect the Sports Centre activities and protect the amenity of residents.

Use of the Sports Centre for Concerts

The existing Meadowbank Sports Stadium has been used for outdoor concerts in the past. Due to the close proximity of the existing residential accommodation, there were often issues controlling noise levels to comply with the relevant standard. As the current proposal is for residential accommodation to be situated significantly more closely to the Sports Centre, it is no longer feasible for concerts to be held at this venue with workable sound levels. Therefore, a condition has been recommended.

Noise from Energy Centre, Hotel and other Commercial Uses

Noise from the Energy Centre, building services plant and equipment are potential noise sources for the proposed residential apartments. As this stage, there is no specific information concerning the commercial uses proposed or their location in relation to residential accommodation. Therefore, it is not possible to determine the impact of the commercial uses on the amenity of residents.

When the detailed plans are submitted, NIA's will be required that are able to demonstrate that mechanical plant noise from the different commercial units and the Energy Centre meet the NR25 standard inside nearby residential accommodation through an open window standard. In terms of other commercial activities, internal operational noise should be inaudible to residents in nearby living apartments above, including any amplified vocals and music. Once class use information becomes available, the NIA should be based on the worst-case scenario for that class use.

As some activities cannot be adequately controlled through design or mitigation measures, and the noise from the activity would cause poor amenity, I recommend conditions restricting the opening hours of hot food takeaways, public houses and restaurants and restrictions of times for deliveries and commercial waste collections.
As this is a mixed-use development, until a detailed application is provided showing the location of the different class uses in relation to residential accommodation and additional information is provided that demonstrate there are no noise issue, I can only support this application if the commercial class uses are restricted to:
Class 1, 2, 3, 4(a only), 7, 8, 10 (excluding a & g), Sui Generis - Hot Food Take-away & Public House. A condition has been recommended.
Control of Cooking Odour
Sport Centre

The Sports Centre will have a café with limited cooking providing soups, sandwiches and panini's etc. No kitchen extract canopy will be provided with a dedicated kitchen ventilation extract. However, the kitchen will be ventilated and the extract from the kitchen area will be diluted as it equates to less than 2% of the combined extract air at the north-east elevation. Therefore, it is not considered necessary to place restrictions on cooking equipment, in order to minimise the risk of cooking odour complaints.

Control of Cooking Odour

Other commercial premises

There is a potential for cooking odour issues in the mixed-use element of the application affect residential accommodation in site C or neighbouring Site B. Therefore, any commercial premises that have a kitchen, such as the Hotel proposed, café, restaurant, bar, or takeaway etc will require a full ventilation system that meets our standards. It is expected that further information will be provided at the full application. Details must include drawings including elevations highlighting where the extract terminates. This must be at a high level above any of the neighbouring properties within a 30m radius, the number of air changes should be in accordance with DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems. A condition is recommended.

Flood-lighting

Information provided by the agent demonstrates that in terms of lighting illumination contour lines, there is no increase, but a reduction in the illumination of surrounding existing residential areas. However, no information was provided that the design, installation and operation of the floodlighting system will be such that no floodlighting bulb or floodlighting bulb reflecting surface shall be visible within any residential premises.

The existing Sports Centre has a flood lighting system where flood-lighting bulbs or floodlighting bulb reflecting surfaces are likely to be visible to existing residential properties. The proposed lighting involves an increased number of masts, but at a lower height.

On balance, the new floodlighting will provide an improvement for existing residential accommodation. In addition, the housing proposed as part of the in-principle application will block the majority of the illumination from the new lighting and therefore significantly improve the situation for the vast majority of existing residents.

As the PPP masterplan layout is only indicative and a detailed design has not been developed yet, the agent has advised that the impact of floodlighting from the Sports Centre cannot be demonstrated usefully. The agent advised that when the detailed design is known and an application for full Planning Permission for the surrounding residential apartments are submitted, the design of the masterplan site will take account of floodlighting from the adjacent site.

Therefore, a condition has been recommended that only non-habitable rooms such as closed plan kitchens, bathrooms and utility rooms, overlook the running track and sports fields. This will protect the Sports Centre and protect the amenity of residents.

Contaminated Land

Contaminated land investigation reports have been received and are currently being assessed. Therefore, Environmental Protection recommends a condition.

Local Air Quality

Planning Advice Note (PAN) 51: Planning, Environmental Protection and Regulation 3 sets out the Scottish Executive's core policies and principles with respect to environmental aspects of land use planning, including air quality. PAN 51 states that air quality is capable of being a material planning consideration for the following situations where development is proposed inside or adjacent to an Air Quality Management Area (AQMA):

- *Large scale proposals.*
- *If they are to be occupied by sensitive groups such as the elderly or young children.*
- *If there is the potential for cumulative effects.*

It should be noted that the application site is partially located in the city centre AQMA. This AQMA was declared due to exceedance of the annual mean Nitrogen Dioxide levels, mainly due to transport related pollution. The planning system has a role to play in the protection of air quality, by ensuring that development does not adversely affect air quality in AQMAs or, by cumulative impacts, lead to the creation of further AQMAs (areas where air quality standards are not being met, and for which remedial measures should therefore be taken.

AQMAs have been declared at five areas in Edinburgh - City Centre, St John's Road (Corstorphine), Great Junction Street (Leith) Glasgow Road (A8) at Ratho Station and Inverleith Row/Ferry Road. Poor air quality in the AQMAs is largely due to traffic congestion and the Council's Air Quality Action Plan contains measures to help reduce vehicle emissions in these areas. The Council monitors air quality in other locations and may require declaring further AQMAs where Air Quality Standards are being exceeded. It is noted that a significant amount of development is already planned / committed in east Edinburgh and city centre and additional development will further increase pressure on the local road network. Committed development has therefore been accounted for in the applicants Air Quality Impact Assessment.

Car parking for the Sports Centre is to be maintained at the current level of circa 100 spaces. Car parking for the wider residential masterplan site will take cognisance of the new Edinburgh Design Guidance (October 2017) in the provision made. Consequently, there will be increased traffic flows serving the wider site than there are currently.

Reducing the need to travel and promoting the use of sustainable modes of transport are key principles as identified in the LPD. The LDP also states growth of the city based on car dependency for travel would have serious consequences in terms of congestion and air quality. An improved transport system, based on sustainable alternatives to the car is therefore a high priority for the Council and continued investment in public transport, walking and cycling is a central tenet of the Council's revised Local Transport Strategy 2014-19.

The site is well-situated in relation to the existing transport network. A series of footpaths, footways and usable cycle links exist in the surrounding area offering connections with the wider network. The site is well-located for access to public transport services with local bus routes, heavy rail and Trams within walking distance.

The applicant has submitted a supporting air quality impact assessment and air quality is anticipated to be affected during the construction phase of the development by dust emission from earth moving and materials handling, however the level of emission is largely dependent on weather conditions. Mitigation measures will be adopted to limit dust emission and its associated effects on the environment and amenity. Environmental Protection shall recommend an informative to ensure this is controlled within a detailed construction and Environmental management plan.

When the development is completed the primary impact on air quality will result from traffic emissions and from the proposed Combined Heat and Power Plant (CHP). The extent of the impact is dependent on the travel behaviour of its resident/staff/customer population and the type of CHP installed.

The air quality impact assessment shows that the annual mean objective for NO2 is likely to be met at all receptor locations. The applicant states that the traffic from the proposed development makes no perceptible difference to concentrations of NO2 at these locations and will not significantly affect whether or not the objective is achieved.

If consented, the operational phase of the development will cause increases in local traffic at a level which will give rise to imperceptible increases in concentrations of PM10 and NO2 at roadside locations on affected roads. The significance of these changes has been deemed negligible, even at roadside properties in the City Centre AQMA where existing concentrations of PM10 and NO2 may be close to, or already breaking the relevant annual mean objectives. Therefore, the proposed stadium aspect of the development on its own will not have an adverse impact on local air quality as the numbers of car parking spaces will remain the same as existing levels. However, the additional parking and additional CHP unit will likely impact the existing AQMA due to slightly increased traffic.

Air quality mitigation for the operational phase can be limited however the applicant must ensure that as a minimum they install electric vehicle charging points in accordance with the Edinburgh Design Standards and install low NOX boiler within the residential properties unless connected with the CHP district heating scheme proposed.

Environmental Protection encourage the developer to work with this department to produce an up-to-date Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts;

1. *Keep Car Parking levels to minimum.*
2. *Car Club facilities (electric and/or low emission vehicles).*
3. *Provision of rapid electric vehicle charging facilities.*
4. *Public transport incentives for residents.*
5. *Improved cycle/pedestrian facilities and links.*

The Scottish Government in the 'Government's Programme for Scotland 2017-18 has a new ambition on ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. This is underpinned by a range of actions to expand the charging network, support innovative approaches, and encourage the public sector to lead the way, with developers incorporating charging points in new developments.

The applicant must be aware that there are now requirements stipulated in the Edinburgh Design Guidance must be achieved. Edinburgh has made progress in encouraging the adoption of electric/hybrid plug-in vehicles, through deployment of extensive charging infrastructure. As plug-in vehicles make up an increasing percentage of the vehicles on our roads, their lack of emissions will contribute to improving air quality especially as this site is located near an AQMA, furthermore their quieter operation will mean that a major source of noise will decrease.

The Sustainable Energy Action Plan is the main policy supporting the Council's Electric Vehicle Framework. Increasing the number of plug-in vehicles and charging infrastructure in Edinburgh will provide substantial reductions in road transport emissions.

To ensure that the infrastructure required by the growing number of electric vehicles users is delivered, one of every six spaces should include a fully connected and ready to use electric vehicle charging point, in developments where ten or more car parking spaces are proposed. Electric vehicle parking spaces should be counted as part of the overall car parking provision and not in addition to it.

Due to the development site being located in the AQMA, as a minimum Environmental Protection would recommend that 7Kw charging provision will be required for all residential properties with rapid chargers located at some communal parking spaces and those serving the stadium for customers and staff. Information on chargers is detailed in the Edinburgh Design Standards Technical Information Design Standards.

Environmental Protection are satisfied that the impacts of this proposed development will be limited. The applicant must keep the numbers of car parking spaces to a minimum, committed to good cycle provisions, electric vehicle charging facilities and supported with a travel pack. Due to the proximity of the AQMA Environmental Protection will recommend the electric vehicle charging points are fully installed and operational prior to occupation serving 100% of the spaces.

Environmental Protection will also advise that the applicant includes a chimney height calculation in accordance with the Clean Air Act 1993 and be aware that Environmental Protection will not support the use of Biomass as a fuel for the CHP unit.

Therefore, Environmental Protection offers no objection to application 18/00154/PPP & 18/00181/FUL, subject to the following conditions and informative;

18/00154/PPP Conditions

1. Upgraded acoustic glazing will be required to protect residential properties in overlooking London Road, Smokey Brae and the East Coast Main Line, as specified in Sandy Brown report: 17283-R01-A, figure 5, p22 and Table 13 p23.
2. In order to protect residential amenity from light and noise issues, all rooms in residential accommodation (including student accommodation) with a line of sight to the running track and/or multi-use sports pitches to be only non-habitable rooms such as closed plan kitchens, utility rooms or bathrooms.

3. The Sports Centre multi-use pitches will not be used for outdoor concerts.

4. A noise attenuation package which includes attenuating louvres on the chillers air intake and exhaust areas will be installed as specified in drawing 16108 (55)301 Rev. A. The attenuation package will be designed such that noise levels are restricted to not to exceed LAeq 52 dB at 3m.

5. Excluding the Sports Centre, any commercial premises that have a kitchen, will require a full ventilation extract system, ducted to a minimum height of 1m higher than surrounding residential accommodation within a 30m radius.

a) Ventilation extract systems must be capable of achieving 30 air changes per hour by volume and a minimum upwards efflux velocity at the extract termination point of 15ms-1

b) Numbered plans and elevations should be provided showing the position of extract ventilation ducts in relation to surrounding residential accommodation within a 30m radius.

6. When the full application is submitted for the housing and commercial parts of the site, including the proposed energy centre, Noise Impact Assessments (NIA) will be required. In order to support any subsequent full application, the NIA's must demonstrate that Environmental Protection's standards can be achieved for mechanical plant noise, internal activity noise and entertainment noise, within residential accommodation.

7. When the full application and a detailed plan is available, it may be necessary to restrict the operating times of hot food takeaways, public houses and restaurants, cafes, and restrict times for deliveries and commercial waste collections in order to protect the amenity of residential accommodation.

8. As this is a mixed-use development, until a detailed application is provided showing the location of the different class uses in relation to residential accommodation and additional information is provided that demonstrate there are no environmental issues, I can only support this application if the commercial class uses are restricted to:

a. Excluding the Sports Centre and associated facilities, Planning class uses for the rest of the site are restricted to: Class 1, 2, 3, 4(a only), 7, 8, 10 (excluding a & g), Sui Generis - Hot Food Take-away & Public House only.

9. i) Prior to the commencement of construction works on site:

a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.

9. Details of the location and type of electric vehicle charging points shall be submitted and approved in accordance with the Edinburgh Design Standards (October 2017).

Informative

1. Details of the location and type of Combined Heat and Power Plant including details of fuel and power input shall be submitted and approved in accordance with the Clean Air Act 1993 Chimney Height Calculation.

Conditions 18/00181/FUL

1. A noise attenuation package which includes attenuating louvres on the chillers air intake and exhaust areas will be installed as specified in drawing 16108 (55)301 Rev. A. The attenuation package will be designed such that noise levels are restricted to not to exceed LAeq 52 dB at 3m.

2. The flood-lighting must be installed as detailed in drawings 2801-06-100, 2801-06-500, 2801-06-600.
3. The Sports Centre multi-use pitches will not be used for outdoor concerts.

4. The 18 electric vehicle charging spaces detailed in drawing: 3796 AL(0)050 D, should be served with rapid charging points that are a minimum standard of:

a) 70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 connectors, the AC supply by a 62196-2 connector. Must have the ability to be de-rated to supply 25kW to the AC and either of the DC outlets simultaneously.

Informative
Construction Mitigation

a) All mobile plant introduced onto the site shall comply with the emission limits for off road vehicles as specified by EC Directive 97/68/EC. All mobile plant shall be maintained to prevent or minimise the release of dark smoke from vehicle exhausts. Details of vehicle maintenance shall be recorded.

b) The developer shall ensure that risk of dust annoyance from the operations is assessed throughout the working day, taking account of wind speed, direction, and surface moisture levels. The developer shall ensure that the level of dust suppression implemented on site is adequate for the prevailing conditions. The assessment shall be recorded as part of documented site management procedures.

c) Internal un-surfaced temporary roadways shall be sprayed with water at regular intervals as conditions require. The frequency of road spraying shall be recorded as part of documented site management procedures.

d) Surfaced roads and the public road during all ground works shall be kept clean and swept at regular intervals using a road sweeper as conditions require. The frequency of road sweeping shall be recorded as part of documented site management procedures.

e) All vehicles operating within the site on un-surfaced roads shall not exceed 15mph to minimise the re-suspension of dust.

f) Where dust from the operations are likely to cause significant adverse impacts at sensitive receptors, then the operation(s) shall be suspended until the dust emissions have been abated. The time and duration of suspension of working and the reason shall be recorded.

g) This dust management plan shall be reviewed monthly during the construction project and the outcome of the review shall be recorded as part of the documented site management procedures.

h) No bonfires shall be permitted.

Flood Planning - 13 June 2018

18/00181/FUL Sports Centre
This application can proceed to determination with no further comment from our department.

18/00154/PPP
This application can proceed to determination. We would request that a condition is added to provide modelling outputs and overland flow paths as part of the future planning (AMC) stages.

CEC Forestry - 14 June 2018

In relation to Planning Application 18/00154/PPP I object to the proposed tree removals as part of the Meadowbank stadium development.

I am in full agreement with the comprehensive comments already provided by my colleagues. Ruthe and Paul have succinctly outlined the extreme rarity of the Wheatley elm cultivar and for this fact alone there should have been intention at the beginning of the design stage to retain and incorporate these trees into any new site design. The recommendation to remove a total of 13 Wheatley's would mean the loss of approximately 6% of the total mature Wheatley elm stock in the city, this considered along with the fact that the global population is now estimated to be in the mere hundreds highlights what an outrageous act it would be to remove any these trees.

I am sure I do not have to expand on the multitude of benefits street/urban trees provide, and to that effect you may have some idea of current concerns we have in relation to the serious decline in Edinburgh's street trees. As such to remove large mature healthy trees is in direct contradiction to many of the objectives outlined in the councils own Trees in the City - Trees and Woodlands Action Plan as well as the endeavours of the Council Forestry Service team.

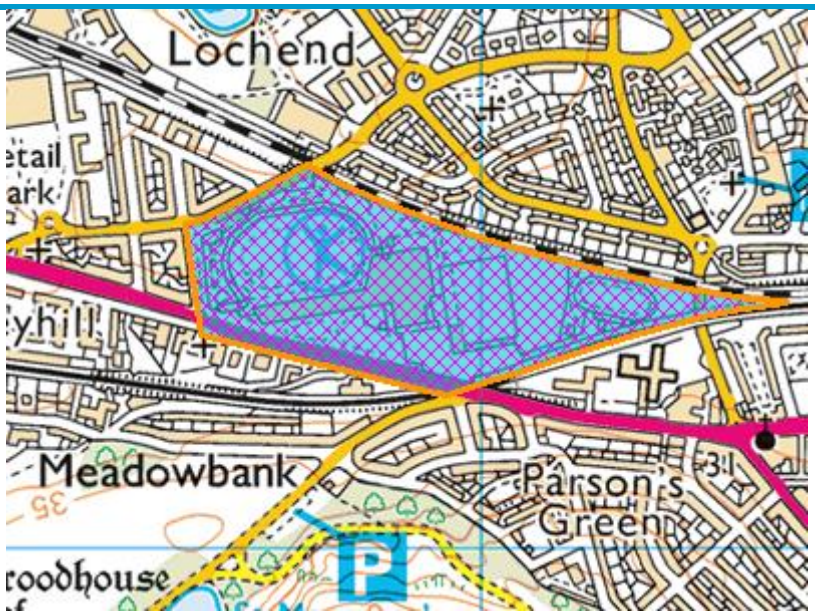
I would be grateful to know why the Council Forestry Service were not given a more prominent role as to the consideration of these public trees as part of the application process? This concern is evidenced in part by the independent tree survey report commissioned by the developers which clearly shows a definite lack of understanding in respect of the existing trees, and it was only through the determination of my colleague that these Wheatley elms have been given any sort of the proper acknowledgement required.

It has been the Council Forestry Service's responsibility and pleasure to maintain these grand specimens on the behalf of the public for decades.

I myself have been involved with managing the council DED containment programme, a programme that has now been running for 40 years with the primary endeavour of conserving rare elms such as these Wheatley's for the benefit of the city and feel that considerable investment by the local authority is being completely overlooked.

At the very least I am aware that there are 2 Planning Tree Officers and would be interested to know what involvement they have had in this application and what their opinion is as to removal of such valuable trees.

Location Plan



END

Development Management Sub-Committee

1.00pm, Friday 29 June 2018

Protocol Note for Hearing

Planning Application No 18/00181/FUL
139 London Road, Edinburgh EH7 6AE

Item number	6.2(a)
Report number	
Ward	Craigentinny/Duddingston

Laurence Rockey
Head of Strategy and Insight

Contacts: Veronica MacMillan
Email: veronica.macmillan@edinburgh.gov.uk
Tel: 0131 529 4283

Summary

Protocol Note for Hearing

Summary

The Council is committed to extending public involvement in the planning process. Hearings allow members of the public to put their views on planning applications direct to the Councillors on the Development Management Sub-Committee.

The Sub-Committee members have a report on the planning application which contains a summary of the comments received from the public. Copies of the letters are available for Councillors to view in the group rooms.

Committee Protocol for Hearings

The Planning Committee on 25 February 2016 agreed a revised general protocol within which to conduct hearings of planning applications as follows:

-	Presentation by the Chief Planning Officer	15 minutes
-	Presentation by Community Council	5 minutes
-	Presentations by Other Parties	5 minutes, each party
-	Questions by Members of the Sub-Committee	
-	Presentation by Ward Councillors	5 minutes each member
-	Presentation by Applicant	15 minutes
-	Questions by Members of the Sub-Committee	
-	Debate and decision by members of the Sub-Committee	

Order of Speakers for this Hearing

1	**Chief Planning Officer -** presentation of report	1.00pm - 1.20pm
2	**Representors or Consultees** Andrew Fournet, Craigentinny and Meadowbank Community Council Northfield and Willowbrae Community Council John Peacock David Baxter Vanessa Fuertes Simone Melanie Clark Mark Munro Gavin Kennedy	 1.20pm - 1.25pm 1.25pm - 1.30pm 1.30pm - 1.35pm 1.35pm - 1.40pm 1.40pm - 1.45pm 1.45pm - 1.50pm 1.50pm - 1.55pm 1.55pm – 2.00pm
3	**Ward Councillors** Councillor Ian Campbell Councillor John McLellan	 2.00pm - 2.05pm 2.05pm - 2.10pm
4	**Break**	2.10pm - 2.25pm
5	**Applicant and Applicant's Agent** Crawford McGhie, City of Edinburgh Council Gareth Yule, Holmes Miller Architects	 2.25pm – 3.00pm
6	**Debate and Decision on Application by Sub-Committee**	3.00pm

Scheduled times are approximate but within this the time limits for speakers will be enforced – speakers will be reminded when they have 1 minute remaining. Speakers should keep to "material planning matters" that the Sub-Committee can take into account. Any visual material must be submitted to Committee Services at least 24 hours before the meeting. Decisions will generally be to approve or refuse. Conditions of approval or reasons for refusal may be considered at a subsequent meeting. If the application is continued for further information, the Hearing will not be re-opened at a later stage and contributors will not be invited to speak again. In such cases, the public can attend the meeting to observe the discussion from the gallery.

Development Management Sub Committee

1.00pm, Friday 29 June 2018

Application for Planning Permission 18/00181/FUL At 139 London Road, Edinburgh, EH7 6AE Re-development of Meadowbank Sports Centre. The detailed proposals include the development of a new sports centre facility, including a new sports centre building with offices for Edinburgh Leisure, the retained athletics track, new spectator stand, sports pitches and floodlighting, with associated access, roads, car parking, landscaping and ancillary works.

Item number	6.2(b)
Report number	
Wards	B14 - Craigentinny/Duddingston

Summary

The proposal is for a sports centre on the site of the existing stadium. In policy and land use terms, this is acceptable. The existing buildings and grandstand are no longer fit for purpose, and so the new sports centre will provide modern facilities. The design of the building is simple but contemporary and appropriate in its context. The design compromises are outweighed by the fact that the proposal will provide modern sporting facilities for the wider community. The loss of the trees is not justifiable for arboricultural reasons, however the new landscaping provides suitable and robust replacement planting.

There is no requirement to notify Scottish Ministers with regards to this proposal. This is due to the fact that the proposal is not a significant departure from the Development Plan.

Links

Policies and guidance for this application	LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN09, LEN12, LEN16, LEN18, LEN19, LEN21, LEN22, LHOU07, LTRA01, LTRA02, LTRA03, LTRA04, LTRA07, LTRA08, NSG, NSGD02,

Report

Application for Planning Permission 18/00181/FUL At 139 London Road, Edinburgh, EH7 6AE Re-development of Meadowbank Sports Centre. The detailed proposals include the development of a new sports centre facility, including a new sports centre building with offices for Edinburgh Leisure, the retained athletics track, new spectator stand, sports pitches and floodlighting, with associated access, roads, car parking, landscaping and ancillary works.

Recommendations

1.1 It is recommended that this application be Granted subject to the details below.

Background

2.1 Site description

The development site is approximately 4.7 hectares in area and is currently occupied by the existing Meadowbank Sports Centre and stadium. The site slopes west to east about 5 metres and about 5 metres from north to south at the west end of site.

The site is defined on its southern edge by London Road. The existing sports centre and spectator stand are set back, forming a triangular wedge of landscaped land between the road and the building. The spectator stand sits at approximately 20 metres in height.

The southeast of the site is defined by an existing railway line with two 7 - 10 storey office buildings beyond. To the west, the site is bounded by Wishaw Terrace, with 4 - 5 storey tenement housing on the west side of the road and a line of mature Elm trees on the west side. To the northwest, the site is bounded by Marionville Road with 4 storey tenements on the north side and mature trees on the south side. The northern edge of the site is defined by 1 - 2 storey semi-detached houses with rear gardens adjoining the railway line forming the site boundary.

The site is currently accessed off London Road. At present there are no pedestrian routes through the site. There are a number of large mature trees along the western boundary. This includes a number of mature Wheatley Elm trees.

There are also two large advertising hoardings on the London Road frontage.

To the south of the site lies Holyrood Abbey, Palace Gardens and Park, which are Scheduled Ancient Monuments, within a conservation area and forming part of Historic Gardens.

Existing Sports Facilities

The current Meadowbank Sports Centre and Stadium was built in the late 1960s as a key venue for the 1970 Commonwealth Games. It is a multi-purpose sports complex, providing for a range of sports and activities, including a stadium, pitches and indoor sports and leisure facilities.

The main sports centre building contains a number of sports halls which are primarily used for badminton, athletics and gymnastics. There are also three range halls which are currently set up as a boxing ring and training area and a rifle range facility. The main building also contains squash courts, a concourse area, a fitness suite and separate free weights area, and a café. Children's parties are also catered for in the sports centre building.

The stadium area includes a 400 metre running track with infield throws areas, long/triple jumps area and a pole-vault area. Additional practice throws and jumps areas are provided on the eastern portion of the site adjacent to the velodrome. The infield grass pitches also host football matches, as well as non-sporting events. A full sized outdoor 3G pitch is provided to the east of the existing sports centre building along with a warm up area provided by part of the previous artificial surface. Adjoining the eastern boundary of the site is the velodrome facility which comprises a 250 metre wooden outdoor track which is in a poor state of repair, with limited access. The velodrome closed in August 2017.

2.2 Site History

16 January 2018 - Planning permission in principle submitted for the proposed redevelopment of existing Sports Centre site to provide new Sports Centre facilities & redevelopment of surplus land for mixed uses including residential, student accommodation, hotel & commercial uses, together with car parking, landscaping, drainage and ancillary works (application reference: 18/00154/PPP).

11 November 2016 - Proposal of Application Notice submitted for proposed redevelopment of existing sports centre site to provide new sports centre facility including new sports centre building, athletics track, stadium and sports pitches with associated access, roads, car parking, landscaping and ancillary works. (application reference: 16/05795/PAN).

Relevant Adjacent Developments

10 November 2016 - Planning Permission in Principle was granted for the redevelopment of the adjacent St Margaret's House for up to 21,500 square metres of mixed use development including residential, retail/commercial, hotel and student accommodation (application reference: 14/05174/PPP).

Other Relevant History

A full history of previous committee decisions by various committees is available in the Finance section at the end of this report.

Main report

3.1 Description Of The Proposal

Full planning permission is sought for the detailed design of the new sports centre facilities. The proposals include the development of a new sports centre facility, including a new sports centre building with offices for Edinburgh Leisure, the retained athletics track, new spectator stand, sports pitches and floodlighting, and associated access, roads, car parking, landscaping and ancillary works. Detailed proposals include:

- An outdoor athletics track with seating for around 500 spectators;
- A 3G synthetic sports pitch in the centre of the athletics track;
- An additional outdoor 3G synthetic sports pitch;
- An indoor 60m 6 lane athletics track with jumps facilities;
- Outdoor throws area;
- An eight badminton court sports hall with permanent and moveable seating;
- A four badminton court sports hall with permanent seating;
- A gymnastics hall;
- A gym;
- Studios;
- Café;
- Meeting rooms;
- Changing facilities; and
- Offices for Edinburgh Leisure.

The design of the new sports centre takes a parallelogram form, which is derived from the footprint of the existing 1968 building, and is a like for like replacement in terms of building mass and position. The position of the new building is also dictated by the presence of a main sewer that bisects the site.

The design of the building is such that there are a number of visually permeable uses on the ground floor (including a cafe and indoor athletics hall). The ground floor contains a larger proportion of glazing, while the upper floor sits on a plinth and is a more solid mass. The ground floor is proposed to comprise of brick and pre-cast concrete, while the upper floor is proposed to be finished in a light-coloured metal cladding with some areas of polycarbonate glazing.

A new access road will be provided from London Road, approximately in line with the pedestrian entrance to the current sport centre. This road is proposed to allow access to the wider masterplan site when developed. This road provides access to the service yard to the east of the building for deliveries and servicing, and to car parking and drop off area to the front and east.

It is proposed that 101 car parking spaces are provided, including 10 accessible spaces and 18 electric car charging spaces. Cycle storage is also provided near the entrance to the building.

There is a second access for pedestrians to the west end of the site off London Road where they can enter and exit the seating terrace. This is intended for event days and includes turnstile access and a pass gate for wheelchair users. A vehicle gate will also be provided for maintenance access. Spectators for external events will also be able to leave via a second escape route to the east in the event of emergency.

With regards to the existing advertising hoardings on site, it is proposed that one is retained in its existing location and the other will be repositioned on site.

The main area of existing and proposed landscaping within the site is located along the London Road frontage, where there is a wedge of open space containing trees set within grassed mounds. There is also an area to the rear where 10 trees are located. With regards to all these trees, an Arboricultural Report has been provided. There are 63 trees within or affected by the sports centre site, and six of these are Wheatley Elms. It is proposed that three of these elms are removed in order to accommodate the building (at the corner where it comes closest to London Road). A total of 61 trees are proposed to be lost from the Sports Centre site (including the three Wheatley Elms).

In total, 51 of the 61 trees are to the front of the existing sports centre and include the following species;

- Three Wheatley Elm;
- Three Whitebeam;
- Two Hornbeam;
- Five Norway Maple;
- One Cypress, and
- 37 Sycamore.

The remaining ten of the 61 trees are located to the rear of the Sports Centre and include;

- Two Sycamore; and
- Eight Rowan.

Based on current proposals, 48 new trees will be planted within the plaza and car park to the front of the proposed sports centre as listed below;

- 19 Ulmus 'New Horizon' (Elm);
- 23 Tilia cordata 'Winter Orange' (Small Leaved Lime);
- Two Fagus sylvatica 'Purpurea' (Purple Beech); and
- Four Acer campestre (Field Maple).

Gas fired CHP with gas fired back up boilers are proposed to serve the sports centre. In addition, mechanical ventilation is proposed throughout to maximise the availability of free cooling to the facility. All Air Handling units shall be provided with heat recovery.

Floodlighting for the external pitches shall be of the LED type and shall be positioned and angled such that the illuminance is targeted onto the playing surfaces with minimal overspill into adjacent areas. The photometric characteristics of the luminaire will cut off unnecessary upward light to achieve dark sky compliance.

Supporting Information

The following information was submitted in support of the application:

- Design Statement;
- Landscape and Visual Impact Assessment;
- Landscape Strategy;
- Tree Survey Report;
- Tree Constraints plan;
- Ecology Survey;
- Bat Survey;
- Geotechnical & Geo-environmental Interpretive Report;
- Desk Study and Ground Investigation;
- Noise and Vibration Assessment;
- Air Quality Assessment;
- Sustainability Statement and Energy Strategy Options;
- Drainage Strategy Statement;
- Transportation Assessment;
- External Sports Lighting Layout;
- Supporting Planning Statement, and
- Pre-Application Consultation (PAC) report.

These documents are available to view on the Planning and Building Standards Online Service.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

a) The principle of the development complies with the Development Plan;

b) The proposals provide a development of appropriate design, scale and layout;

c) The proposals provide a good landscape quality;

d) The proposals provide an acceptable level of amenity for existing adjoining residents;

e) The transport, access, parking arrangements and air quality impacts are acceptable;

f) The proposals address issues of sustainability;

g) The proposals have any equalities or human rights impacts;

h) There are any other material issues, and

i) The representations have been addressed.

a) <u>The Principle of the Development</u>

The development plan comprises the South East Scotland Strategic Development Plan (SESplan) and the adopted Edinburgh Local Development Plan (LDP).

The Strategic Development Plan - SESplan

The vision of SESplan is that by 2032, the Edinburgh City Region is a healthier, more prosperous and sustainable place.

In terms of this application, the most relevant aims relate to: integrating land use and sustainable modes of transport, reducing the need to travel and cut carbon emissions by steering new development to the most sustainable locations, and promoting the development of urban brownfield land for appropriate uses.

In terms of these aims, the proposal seeks to provide a new sport centre on a brownfield site within an area of established public transport connections. While further assessment of transport infrastructure is assessed below, it is concluded at this stage that the proposal accords with the aims of SESplan.

Edinburgh Local Development Plan (LDP)

The site is within the Urban Area in the Local Development Plan (LDP), with the majority of it being designated as open space.

The railway line running along the site's northern boundary is safeguarded for potential future passenger services with an associated potential rail halt.

The principle of the redevelopment of the site for a new sports centre is acceptable. This is due to the fact that the footprint of the proposed building is similar to the existing building, and the open spaces to the front and rear of the building are retained (albeit reduced to the front).

With regards to the reprovision of sporting facilities, LDP Policy Env 19 (Protection of Outdoor Sports Facilities) allows for the loss of some or all of a playing field or sports pitch when one of four criteria are met. These criteria relate to whether:

- The proposed development is ancillary to the principal use of the site as an outdoor sports facility;
- The proposed development involves a minor part of outdoor sports facilities and would not adversely affect the use or potential of the remainder for sport and training;
- An alternative outdoor sports facility is to be provided of at least equivalent sporting value in a no less convenient location, or existing provision is to be significantly improved to compensate for the loss; and
- The Council is satisfied that there is a clear excess of sports pitches to meet demand.

In this case, the proposals will ensure the provision of an alternative outdoor sports facility of equivalent and better sporting value in a no less convenient location (as it is replacing the existing facilities).

Representations were received with regards to the reduction in size from the original stadium to a smaller sports centre. While the size of the area being taken up by sporting facilities has reduced, the new facilities have been developed along with key stakeholders and sporting bodies. In addition, SportScotland was consulted as part of the application process as a statutory consultee. SportScotland has been involved in the proposals for the replacement sports centre for a number of years, and supports the new facilities. This is on the basis that part of the proposal is the delivery of two 3G pitches; one full sized and one 90metres x 60metres and that these pitches will provide greater playing capacity than the existing facilities on site.

With regards to the loss of the velodrome on site, a new velodrome is currently under consideration at the Jack Kane centre.

The current proposals do not affect the rail safeguard to the north.

Other issues of amenity and transport are assessed below.

Therefore, the proposals are acceptable in principle.

b) <u>Design, Scale, Landscape Quality and Layout</u>

The design, scale and layout of the proposals are assessed against with respect to design policies contained with the LDP and the Edinburgh Design Guidance.

Design

Policy Des 1 (Design Quality and Context) states that planning permission will be granted for development where it is demonstrated that the proposal will create or contribute towards a sense of place. Design should be based on an overall design concept that draws upon positive characteristics of the surrounding area. Planning permission will not be granted for poor quality or inappropriate design, or for proposals that would be damaging to the character or appearance of the area around it, particularly where this has a special importance.

The applicant has submitted supporting information to demonstrate how the design of the new stadium will sit within its context. The surrounding urban grain comprises a mix of heights, styles, design and building lines, and the report from the Edinburgh Urban Design Panel identified an opportunity for the design of the new sports centre to repair the street frontage to London Road. Due to the presence of a major pipeline underground along the frontage of the site, the building cannot have a direct frontage with London Road. However, the angle of the new building sits on the same axis as the existing building, and this, coupled with the robust landscaping scheme, will enable the building to create a sense of place. The proposed building comes closer to the footway at its western end than the existing building, and due to its height, it will be a prevalent feature in the streetscape. However, within this context, the simple design of the building, coupled with the new landscaping, means that the design is appropriate within the area and will address the frontage onto London Road.

The Scale and Layout

LDP Policy Des 4 (Development Design - Impact on Setting) states that planning permission will be granted for development where it is demonstrated that it will have a positive impact on its surroundings, including the character of the wider townscape and landscape, and impact on existing views, having regard to: height and form, scale and proportions, including the space between the buildings, position of the buildings and other features on the site, materials and detailing.

In assessing the acceptability of the proposals, it is noted that the character of the wider townscape is varied. Along London Road, there is a mix of building heights and sizes, and there is not a uniform townscape. The prevailing character on the south side of London Road is that of four storey, traditional tenement buildings which have commercial units on the ground floor, creating a strong street frontage; while Meadowbank House on the north side fails to create a positive relationship with the street. Further westwards along London Road, the townscape is characterised by single storey commercial buildings, existing floodlighting infrastructure and the Wheatley Elm trees along the Meadowbank frontage. The view is terminated by the blue/green copper clad building on the corner of London Road and Abbey Lane.

In assessing the impact of the sports centre on the character of the wider townscape, alongside the importance of repairing the street frontage along London Road, it is noted that the sport centre does not create a solid building frontage along London Road. This is partly due to the presence of the water mains below the ground, and also partly to the importance of the trees along London Road.

In considering the height and form of the proposed new sports centre, it is important to consider several aspects: first is the impact of the development on long views into the site from important viewpoints; second is the impact on local views, including along London Road. In addition, the impact of the scale of the buildings on immediately surrounding areas is also a consideration.

It is also important to take into account the existing buildings on site, including the scoreboard and floodlighting columns, and consider whether the proposal will have a positive impact on its surroundings.

In long views into the site from viewpoints on Arthur's Seat, the site is readily visible. However, the building and rationalisation of the sports centre form, will be positive in these views. The floodlighting columns will be lower than existing, and although the building will be lit, the height and massing is similar to the existing building.

The impact on local views (particularly along London Road) will be most significant. The loss of the mature trees along the frontage, coupled with the close proximity of the building to the footway, will mean that the building will become a more prominent feature in the streetscape.

The new building position is constrained by the underground pipeline, which has an influence on its siting, and due to the depth and size of the pipe, it cannot be relocated. In urban design terms, the corner of the building would benefit from being further from the footway. However, on balance, consideration is given to the facilities that are within the building, and that the new sports centre will be a positive benefit to the local community, this outweighs the shortfalls in the siting and position of the building.

Impact on Key Views

The topography of Edinburgh has shaped the way the city has evolved. The setting of the city, between the open hills and the Firth of Forth, and the impact of volcanic hills and ridges which define the built form, create a very strong sense of place. This establishes views to and from many key features around the city and allows the city to be defined by its topography rather than the height of its buildings.

The Edinburgh Design Guidance (January 2018) identifies a series of key views across the city. This helps assess the impact of proposals on the skyline, and is supported by LDP Policy Des 11 (Tall Buildings - Skyline and Key Views).

In this instance, the site is within viewcones of views E8 (London Road, Meadowbank - Calton Hill) and E9a (Lochend Park, upper level and Lochend Road South to Arthur's Seat).

In assessing the proposals against the impact on these views, the proposed sports centre will have the greatest impact. This is due to the potential height of the building, plus additional infrastructure. However, the existing grand stand and flood lighting columns are also a consideration. As the new sports centre building on the site is the same height and massing as the existing, it will have a neutral effect on the skyline.

Therefore, the scale, design and layout are acceptable in this instance, and in accordance with design policies of the LDP.

c) Landscape Quality

LDP Policy Env 12 (Trees) states that development will not be permitted if likely to have a damaging impact on any tree worthy of retention, unless necessary for arboricultural reasons. Where such permission is granted, replacement planting of appropriate species and numbers will be required to offset the loss to amenity.

The main area of existing and proposed landscaping within the site is located along the London Road frontage, where there is a wedge of open space containing trees set within grassed mounds. These trees are of moderate quality when considered individually, and when considered as a whole they form a landscape feature of high value and with an extensive visual impact. This is a wide strip of mature trees along a main road in an area which has very little greenspace otherwise, and this landscape feature is highly valued by local residents.

There is also an area to the rear where 10 trees are located. With regards to all these trees, an Arboricultural Report has been provided. There are 63 trees within or affected by the sports centre site, and six of these are Wheatley elms. It is proposed that three of these elms are removed in order to accommodate the building (at the corner where it comes closest to London Road). A total of 61 trees are proposed to be lost from the Sports Centre site (including the three Wheatley elms).

A total of 48 new trees will be planted within the plaza and car park to the front of the proposed sports centre as listed below:

- 19 Ulmus 'New Horizon' (Elm).
- 23 Tilia cordata 'Winter Orange' (Small Leaved Lime).
- Two Fagus sylvatica 'Purpurea' (Purple Beech).
- Four Acer campestre (Field Maple).

The landscape strategy has been developed around the objectives of retaining as many of the Wheatley Elms as possible. The strategy has also considered succession planting by providing new elm avenues; improving planting densities around the remaining elms in order to improve ground conditions and allow the trees to develop unhindered; enhancing the species mix and biodiversity by incorporating additional and native species; increasing overall bio-resilience, and; replacing lower amenity and non-native species with species more appropriate to an urban setting.

As above, the retained mature elms will be supplemented with 19 disease resistant elm species (Ulmus 'New Horizon') planted as single row avenues. The selected species is 100% resistant to Dutch Elm Disease and has been successfully planted across Europe. It is noted, however, that these are not Wheatley Elms, which are a rare cultivar, and particularly associated with Edinburgh.

In assessing the loss of the trees, it is noted that although these trees are not protected by Tree Preservation Orders, they are important rare specimens, and form part of the established character of the area. In terms of LDP Policy Env 12, the loss of the trees cannot be justified for arboricultural reason. However, this policy allows for the removal of trees where replacement planting of appropriate numbers and species are provided.

The proposed landscaping has been designed to complement the new sports centre building within the urban landscape. The proposed landscaping also takes into account the lifespan of the existing trees and the constraints of the underground pipeline. Supporting visualisations show how the area will look after five years when the trees are reaching maturity and it indicates that the new elms mature at a considerable rate, which will enhance the area. The species of elm that has been selected for the site is disease resistant, will provide suitable succession planting, and will complement the retained Wheatley Elms.

From a design viewpoint, the new landscaping will create a pedestrian-friendly active frontage, which will contribute positively to the character of the area.

Therefore, while the loss of trees is not for arboricultural reasons, the proposed replacement planting is suitable and will provide a robust landscape with increased longevity. The proposal is therefore in accordance with policy Env 12.

LDP Policies Env 7 (Historic Gardens and Designed Landscapes and Env 11 (Special Landscape Area) are relevant as the site is close to Holyrood Park. Therefore the impacts of the new facility require to be assessed in terms of the impacts on the park. Policy Env 7 states that development will only be permitted where there is no detrimental impact on the character of the site (Holyrood Park) in terms of adverse impacts on its setting or value. Policy Env 11 states that planning permission will not be granted for development which would have a significant adverse impact on the special character or qualities of the Special Landscaped Area.

In this instance, the proposed new facility will be visible from higher locations within the Park, and at night when the building is lit, it will be prominent in the foreground. However, the impact will be neutral due to the presence of the existing stadium, coupled with the fact that the site is within an urban context. Therefore, the character of Holyrood Park will be maintained and there will be no adverse impact.

The proposal is therefore acceptable in terms of LDP Policies relating to the quality and impacts on the landscape.

Ecology

A Bat Survey and separate Ecological Survey were carried out for the site. The aim of the survey was to assess the potential for buildings and trees within the site to support bats and to identify the presence and location of any bat roosts.

It was determined from the habitat assessment that this site has a moderate suitability to support roosting, foraging or commuting bats, so further bat survey work was carried out. The bat survey consisted of one dusk emergence survey carried out on 3 July 2017, covering buildings with low or moderate potential to support roosting bats. One dawn re-entry survey was carried out on 3 August 2017 covering buildings with moderate potential to support roosting bats. Commuting and feeding common and soprano pipistrelle bats were recorded as well as a single Daubenton's bat pass recorded on the dawn survey. No bat roosts were identified during the survey.

Two areas of trees were also inspected, which consist of semi mature amenity tree species and are in good physical condition. They are of a size and maturity which does not commonly provide roosting features for bats and no features with suitability for roosting bats were identified during the survey. No field signs for bats were found in trees during the survey.

As no bat roosts were recorded, and there will be no significant loss of foraging or commuting habitat, the proposed development is not considered to have any significant effect on the survival of the individual bats or effect the favourable conservation status of the species' in their natural range. However, it is recommended that an informative is applied to the planning permission, requiring the installation of bat boxes and/or bat bricks into new buildings.

Other protected species (including badger and red squirrel were also surveyed and no evidence was found of these species on the site.

Therefore, the ecological impact of the development is acceptable.

d) Impact on Amenity

LDP Policy Des 5 (Development Design - Amenity) states that planning permission will be granted for development where it is demonstrated that the amenity of neighbouring developments is not adversely affected and that future occupiers have acceptable levels of amenity in relation to noise, lighting, daylight, sunlight, privacy or immediate outlook.

Noise

With regards to noise arising from the proposed new sports centre, the existing sports centre has been a source of fitness class noise complaints in the past from existing residents.

The noise assessment provided by the agent demonstrates that noise from fitness classes in studios 1 and 3 will comply with standards and will not be audible in the nearest residential accommodation.

The noise assessment concludes that for the three large spaces on the upper floors of the building (halls 1, 2 and gymnastics) noise levels are likely to be fairly moderate and only consist of sports activity noise and potentially low-level background music from day to day. However, these spaces will host sporting events which will include public address and potentially some amplified music. The assessment detailed a noise limit within the halls which should ensure compliance with our standards.

However, other occasional sporting events are likely to be louder than this limit and exceed Environmental Protection's standard of inaudibility, however these will not be on a more frequent basis than existing and so the impact will not be worsened.

Lighting

In terms of lighting illumination contour lines, there a reduction in the illumination of surrounding existing residential areas.

The existing sports centre has a flood lighting system where flood-lighting bulbs or floodlighting bulb reflecting surfaces are likely to be visible to existing residential properties. The proposed lighting involves an increased number of masts, but at a lower height, and this is acceptable.

On balance, the new floodlighting will provide an improvement for existing residential accommodation.

Daylight, Sunlight, Privacy and Outlook

In terms of sunlight and daylight, the proposed sports centre will not have any impact on existing residential properties. This is due to the distances between the building and existing properties, and the orientations of rear garden grounds and windows.

With regards to the outlook, the removal of trees along the northern boundary of the site will result in the site being more visible than before from properties on Marionville Park/Marionville Avenue/Marionville Road.

The proposals are therefore acceptable and are in accordance with LDP policy Des 5.

e) Transport, Access and Parking

Transport Impacts

LDP Policy Tra 1 (Local of Major Travel Generating Development) states that planning permission for major development which would generate significant travel demand will be permitted on suitable sites, having regard to the accessibility of the site by modes other than the car, the contribution the proposal makes to the Local Transport Strategy objectives and the effect on targets in respect of overall travel patterns and car use, and the impact of any travel demand generated by the new development on the existing road and public transport networks.

The main transport impacts arising from this site will be cars accessing the sports centre from London Road. Access to Meadowbank Sports Centre will be maintained by use of the existing junction with London Road, although marginally relocated from its current location.

The Transport Statement submitted in support of the application indicated that the sports centre component of the development proposals would be regarded as neutral in terms of trip generation, being a like-for-like replacement of the existing centre with more modern facilities.

In addition, the development is accessible by a number of buses along London Road, and there is scope to enhance the cycling network to the site with the provision of enhanced routes and crossing points along London Road and from Restalrig Road South. As the new sports centre will not operate as a national facility, the catchment will be on a more local basis, therefore people may not be travelling as far and the need to use cars to travel to the site could be reduced.

On this basis, the Roads Authority have raised no objections with regards to the impacts of this development on London Road or the junctions at Jock's Lodge. At this stage, the proposals accord with LDP Policy Tra 1.

Access

The Edinburgh Street Design Guidance aims to achieve coherence and co-ordination across the city, with the ultimate goal of providing the people of Edinburgh with a high quality network of vibrant, safe, attractive, effective and enjoyable streets. It provides Edinburgh-specific guidance, fully embracing the protocol and principles set out in the Scottish Government's 'Designing Streets' Policy.

Access into the site for cars is proposed from London Road, in a similar position as existing.

With regards to pedestrian links, there are no new facilities for pedestrians or cyclists as part of this proposal. However, the redevelopment of the wider site proposes increased permeability into the site from other areas (particularly Marionville Avenue to the north). The site is already well served by public transport and improvements to the car parking to include electric car charging points will be of benefit.

Parking

LDP Policy Tra 2 (Private Car Parking) states that planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in Council guidance. Lower provision will be pursued subject to consideration of a number of factors, including the accessibility of the site to public transport and accessibility to shops, schools, centres of employment by foot, cycle and public transport. However, consideration is required as to whether there would be any adverse impact on the amenity of neighbouring occupiers through on-street parking.

The purpose of policy Tra 2 is to ensure car parking is tailored to local circumstances, including location, public transport accessibility and economic needs, but generally fulfil the wider strategy of encouraging sustainable, non-car modes. In this area, London Road is very well served in terms of public transport. There are also a range of local shops and amenities within walking distance.

There are currently around 180 parking spaces within the site of the sports centre. The proposed car parking for the sports centre is to be 100 spaces (including disabled spaces). For staff using the office accommodation within the building, it is proposed that pool cars are provided within two designated spaces within the car park (which will be barrier controlled) and staff will be discouraged from bringing cars to the site.

The proposal is therefore in accordance with Tra 2.

Overall, the Roads Authority have raised no objections with this proposal, on the basis of securing several Traffic Regulation Orders; the submission of a Quality Audit; and a Travel Plan.

Air Quality

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) states that planning permission will only be granted for development where there will be no significant adverse effects for health, the environment and amenity; or that appropriate mitigation can be provided to minimise any adverse effects.

The site is located within an Air Quality Management Area (AQMA) and as such, there are concerns that the proposal will introduce future site users to poor air quality. The impacts may include vehicles travelling to and from the site, and emissions generated by the proposed on-site CHP and boiler units. As such, an Air Quality Assessment was required to quantify pollutant levels across the site, consider its suitability for the proposed end-use and assess potential impacts as a result of the development.

Dispersion modelling was undertaken in order to quantify pollutant concentrations at the site and to predict air quality impacts as a result of the proposed boiler unit and additional traffic generated as a result of the proposals. Results were subsequently verified using monitoring results obtained from CEC Environmental Protection.

The dispersion modelling results indicated that pollutant levels at sensitive locations across the proposed on-site units were below the relevant Air Quality Objectives (AQO). The location is therefore suitable for the proposed end-use without the inclusion of mitigation methods to protect future users from poor air quality. Predicted impacts on modelled pollutant concentrations as a result of emissions from traffic generated by the site and the proposed on-site boiler units were predicted to be negligible at all thirty receptor locations considered. The overall significance of potential impacts was determined to be not significant, in accordance with the EPUK and IAQM guidance.

Based on the assessment results, the proposal will not have an adverse impact on air quality, and there will be no significant adverse effects for health, the environment and amenity. The proposal is therefore in accordance with LDP Policy Env 22.

f) Sustainability

The applicant has completed an S1 form in support of the application, which confirms that the following sustainability criteria have been achieved:

Essential Criteria	**Available**	**Achieved**
Section 1: Energy Needs	20	20
Section 2: Water conservation	10	10
Section 3: Surface water run off	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total points	**80**	**80**

In addition to the essential criteria, the applicant has provided a commitment to further sustainability measures as set out in the desirable elements sections, including the use of two Combined Heat and Power plants (CHPs) for the base load with high efficiency (98%) gas boilers providing back up and peak load cover.

The sustainability measures meet the requirements of policy Des 6 of the LDP and the Edinburgh Urban Design Guidance and are acceptable.

g) Equalities and Human Rights

An Equalities and Rights Impact Assessment has been carried out. There are no issues of equalities and rights due to the fact that the buildings have been designed to accommodate a wide range of users. The open space on site is also fully accessible. A copy of the full assessment can be viewed on the Planning and Building Standards Online Service.

h) Other Material Issues

Archaeology

LDP Policy Env 9 relates to the development of sites of archaeological significance. The policy states that planning permission will be granted for development on sites of known archaeological significance, on the basis that certain criteria are met. The criteria relate to the extent of archaeological features on the site, and whether they can be preserved in situ.

The current Meadowbank Stadium was constructed for the 1970 Commonwealth Games and replaced an earlier stadium and separate speedway track. The site comprises a range of sports buildings and structures including a score board from the 1984 Los Angeles Olympics and Velodrome.

Prior to this, the site has a complex history. Before the 19th century, the site formed part of Restalrig Meadows, and was bisected by a burn (now culverted under the stadium) leading from Holyrood.

The proposals seek to demolish the Commonwealth Stadium and associated buildings and structures including the Velodrome and Olympic Scoreboard. Although not listed, the Stadium, Scoreboard and Velodrome are of archaeological and historic importance and as such these works must be regarded as having a significant adverse impact. However, the loss of these historic buildings and structures would not be significant to warrant refusal on archaeological grounds. Notwithstanding, it is essential that a programme of archaeological building survey (phased/annotated plans, internal and external elevations, photographic and written survey) linked to an appropriate level of documentary research is undertaken prior to their demolition.

Buried Archaeology

Given the extent of modern development, the impact of this scheme upon any buried archaeology is regarded as low-moderate. However, ground-breaking works associated with demolition and construction could disturb significant remains associated the areas significant industrial and railway heritage and also earlier occupation dating back to the medieval period.

Accordingly, it is essential that a programme of archaeological work is undertaken prior to and during demolition and development. This will require a phased archaeological programme of works. The initial phase being an archaeological evaluation. The results of the evaluation will determine the scale of further archaeological mitigation across the site.

It is recommended the above programmes of archaeological work should be secured by an appropriate condition, and this is in accordance with LDP Policy Env 9.

Drainage and Flooding

Drainage

The nature of existing drainage infrastructure has been informed through review of the current and historic (circa 1968) drainage layouts. These identified that the site is currently drained via a separate foul and surface water private drainage network, which outfalls into the combined public sewer that runs through the site. The strategy from the historic drawings suggests that the site is currently discharging into the public sewer with an unrestricted flow at the combined discharge point.

The Scottish Water waste water asset plan noted that two Scottish Water combined trunk sewers cross through the site, running east to west. The sewer to the north of the development site is believed to be a 525mm diameter with the sewer to the south of the site recorded as a 1550mm. Two Scottish Water sewers also enter the site from the south boundary at its corner with the railway (400mm and 300mm) and cross the site to the north connecting to the 1550mm diameter near the boundary. A further separate sewer (880 by 600) also enters the site from the east at Restalrig Road and terminates near the velodrome. This sewer is understood to have serviced the former St Margaret's Depot in Clockmill Lane which occupied the site till the 1970s.

The surface water strategy is developed on the principle that, subject to Scottish Water approval, post development flows will outfall to the existing combined Scottish Water sewer. There are no watercourses or bodies of water in the vicinity of the site and requirement to discharge into the existing combined sewer is considered to be the only feasible option.

The closest watercourse has been identified as the Firth of Forth which lies approximately 1.8 km to the North of the site boundary. It is anticipated that post development flows for the site will be attenuated to the 1 in 2 year greenfield release or 4.5l/s/ha, whichever is lower in accordance with City of Edinburgh Council (CEC) Surface Water Management Plan guidance notes. The Greenfield runoff for the proposed site has been assessed at 4.25l/s/ha. The surface water attenuation strategy is to retain storm events up to and including the 1 in 30 year plus 30% climate change event underground with the 1 in 200 year plus 20% climate change event being stored on site. This can be in a combination of below and above ground drainage features.

This is acceptable.

Flooding

The risk of fluvial flooding was assessed through a review of SEPA Indicative River and coastal flood maps. There are no watercourses within the vicinity of the site. The SEPA flood mapping does not identify the site to be at risk from fluvial flooding.

The risk of pluvial flood risk and overland flow was assessed through a review of the existing topographical layout drawing. Levels within the site generally fall to the south-east where the site is bounded by a railway track. The wider catchment generally falls towards the Firth of Forth. The SEPA Flood Maps identify a small area to the centre of the site that has the potential for pluvial flooding, although the applicant is proposing to incorporate mitigation measures in order to negate pluvial flooding. These include setting the floor level of the buildings above the surrounding ground level; ensuring that the surrounding ground falls away from the building; ensuring that surface water can flow through the site without ponding or otherwise posing an unacceptable flood risk; and limiting development-generated overland flow to avoid potential impact to off-site areas.

The details have been reviewed by Flood Prevention and are acceptable.

i) Representations

Material Objections

- Inadequate provision of sporting facilities, storage and spectator capacity (assessed in 3.3(a);
- Poor design of the sports centre - the building mass and flat roof are inappropriate (assessed in 3.3(b);
- Loss of grandstand and floodlights (assessed in 3.3(b);
- Removal of trees and green space (assessed in 3.3(c);
- Loss of wildlife (assessed in 3.3(c);
- Impact on amenity from floodlighting (assessed in 3.3(d);
- Reduced privacy for residents (assessed in 3.3(d);
- Inadequate transport assessment (assessed in 3.3(e);
- Concerns over traffic flow (assessed in 3.3(e);
- Lack of parking (assessed in 3.3(e);
- Impact of traffic on air quality (assessed in 3.3(e); and
- Inadequate accessibility for cycling (assessed in 3.3(e).

Two separate petitions were also received. The first had 44 signatories, where the main points of objection were the loss of the Wheatley Elms and the landscape impact. The second had 1306 signatures and objected to the removal of the trees.

Comments in Support of the Proposal

- Need to deliver new sports centre for the benefit of the City; and
- Retention of sports facilities in the City.

General Comments

- The public consultation was not sufficiently extensive;
- The demolition of the velodrome;
- More of the wider site should be assigned to sports uses;
- The football club (Edinburgh City FC) would be unlikely to return to Meadowbank due to the reduced facilities;
- Lack of swimming pool;
- The memorial stone and plaque for St Margaret's Well is not part of the plan;
- No provision for community recycling facilities;
- No provision for a social club facility;
- There is no information regarding costs; and
- The spending of public funds on office accommodation for Edinburgh Leisure.

Non-material comments related to the impact of the development on property prices and impact on private views.

The Craigentinny and Meadowbank Community Council and Northfield and Willowbrae Community Council made comments in relation to the application. They recognised that substantial discussions had taken place with a variety of sporting bodies who have expertise in the technical requirements, and that this proposal is replacing a building with one similar, but built to modern standards.

Other comments were received in relation to the wider proposals, which are not directly relevant to the consideration of this application. Additional comments referred to the closure of the existing facility, and how this is having a negative impact on levels of physical activity and participation in sport.

All representations have been taken into account in the assessment of this application.

Overall Conclusion

The proposal is for a sports centre on the site of the existing stadium. In policy and land use terms, this is acceptable. The existing buildings and grandstand are no longer fit for purpose, and so the new sports centre will provide modern facilities. The design of the building is simple but contemporary and appropriate in its context. The design compromises are outweighed by the fact that the proposal will provide modern sporting facilities for the wider community. The loss of the trees is not justifiable for arboricultural reasons, however the new landscaping provides suitable and robust replacement planting.

Lastly, there is no requirement to notify Scottish Ministers with regards to this proposal. This is due to the fact that the proposal is not a significant departure from the Development Plan.

It is recommended that this application be Granted subject to the details below.

3.4 Conditions/reasons/informatives
Conditions:-

1. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.

2. The new 100 metre x 64 metre pitch, and the new 90 metre x 60 metre pitch shall both be surfaced with a synthetic pitch that will be designed and constructed by a recognised (e.g Sports and Play Construction Association (SAPCA) registered) specialist pitch contractor(s). Details of the pitch specification shall be submitted for the written approval of the Planning Authority prior to the commencement of development.

3. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, historic building recording, analysis & reporting, publication, public engagement/interpretation) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

4. The approved landscaping scheme shall be fully implemented within 6 months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.

5. The trees to be retained on the site shall be protected during the construction period by the erection of fencing, in accordance with clause 2 of BS 5837:2012 " Trees in relation to design, demolition and construction".

Reasons:-

1. In order to enable the planning authority to consider this/these matter/s in detail.

2. To ensure the pitch is finished in an appropriate material.

3. In the interests of cultural heritage.

4. In order to ensure the landscaping is established, in the interests of amenity of the site and wider area.

5. In order to adequately protect the trees on site.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.

2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.

3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

4. Consent shall not be issued until the developer has entered into a legal agreement or memorandum of understanding for the following transport contributions:

   The sum of £2,000 to progress each of the following orders as necessary for the development:

   a. An order to redetermine sections of footway and carriageway;
   b. An order to introduce and amend waiting and loading restrictions; and
   c. An order to introduce 20mph speed limits.

5. Incorporation of bat bricks: Bat boxes and bat bricks could be incorporated, providing roosting habitat for bat species. Roost sites for bats can easily be incorporated into new buildings and requirements for bats should be included in the architect's brief. These should be appropriately sited and designed within or attached to the external wall of the new buildings.

6. A safeguarding scheme which protects the existing athletics track during the demolition and construction period shall be submitted for the written approval of the Planning Authority. The approved scheme shall be implemented for the duration of the demolition and construction period.

7. A noise attenuation package which includes attenuating louvres on the chillers air intake and exhaust areas will be installed as specified in drawing 16108 (55)301 Rev. A. The attenuation package will be designed such that noise levels are restricted to not to exceed LAeq 52 dB at 3 metres

8. The flood-lighting must be installed as detailed in drawings 2801-06-100, 2801-06-500, 2801-06-600.

9. The 18 electric vehicle charging spaces detailed in drawing: 3796 AL(0)050 D, should be served with rapid charging points that are a minimum standard of:

   a) 70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 connectors, the AC supply by a 62196-2 connector, and must have the ability to be de-rated to supply 25kW to the AC and either of the DC outlets simultaneously.

Financial impact

4.1 The financial impact has been assessed as follows:

At a Full Council meeting in March 2008, it was agreed that new build at Meadowbank was the best option for the future of this sport centre and stadium, and agreed to commission an appraisal for a new facility (found in the Minutes here: http://www.edinburgh.gov.uk/meetings/meeting/792/city_of_edinburgh_council).

These option appraisals were advanced, and in January 2015 the Council's Corporate Policy and Strategy Committee agreed feasibility studies, funding options and design studies for the demolition of the existing centre and its replacement with a new facility meeting current standards. A detailed business case, funding options and technical reviews were also undertaken along with extensive consultation with the existing users of the facility, and related sports bodies and organisations (minute found here: http://www.edinburgh.gov.uk/meetings/meeting/3585/corporate_policy_and_strategy_committee).

A report to the City of Edinburgh Council in March 2016 confirmed and agreed the strategy for the redevelopment of the existing Meadowbank complex which included a commitment to the provision of a new sports centre and associated facilities and the release of three sites for other development to generate funding for the new sports centre. The Council agreed that two of the sites released would be for future residential development and the third site for commercial development. (minute at: http://www.edinburgh.gov.uk/meetings/meeting/3894/city_of_edinburgh_council).

A subsequent update on the project was provided to the Council's Culture and Sports Committee on 14 December 2016 and this was referred to the meeting of the full Council on 9 February 2017. These update Reports were agreed, and it was noted that the funding package for the replacement sports centre relies on cross-funding and capital receipts from the proposed housing and commercial development on the surplus sites (http://www.edinburgh.gov.uk/meetings/meeting/4094/culture_and_sport_committee and http://www.edinburgh.gov.uk/meetings/meeting/4124/city_of_edinburgh_council).

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

A Proposal of Application Notice was submitted and registered on 11 November 2016 (application number: 16/05795/PAN). Copies of the Notice were also issued to:

- Craigentinny/Meadowbank Community Council;
- Northfield/Willowbrae Community Council;
- Craigentinny and Duddingston Neighbourhood Partnership;
- Local Ward Councillors;
- Tommy Sheppard MSP;
- Ash Denham MSP;
- Jeremy Balfour MSP;
- Miles Briggs MSP;
- Kezia Dugdale MSP;
- Neil Findlay MSP;
- Alison Johnstone MSP;
- Gordon Lindhurst MSP; and
- Andy Wightman MSP.

Community consultation events were held throughout November 2016. Full details can be found in the Pre-Application Consultation report, which sets out the findings from the community consultation. This is available to view on the Planning and Building Standards Online services.

A pre-application report on the proposals was presented to the Committee on 21 December 2016.

The proposals were submitted to the Urban Design Panel on 29 March 2017. Full details of the response can be found in the Consultations section.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 2 February 2018 and 482 letters of representations were received. This comprised 380 letters of objection, 86 of support and 16 of general comment. These included comments from the local community councils and MSP.

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

- To view details of the application go to
- Planning and Building Standards online services
- Planning guidelines
- Conservation Area Character Appraisals
- Edinburgh Local Development Plan

- Scottish Planning Policy

Statutory Development Plan Provision	The site is within the Urban Area in the Local Development Plan (LDP). Parts of the site are also designated open space. The railway line running along the site's northern boundary is safeguarded for potential future passenger services with an associated potential rail halt.
Date registered	16 January 2018
Drawing numbers/Scheme	01-41,

David R. Leslie
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Lesley Carus, Senior Planning Officer
E-mail:lesley.carus@edinburgh.gov.uk Tel:0131 529 3770

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effect development of adjacent land or the wider area.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 16 (Species Protection) sets out species protection requirements for new development.

LDP Policy Env 18 (Open Space Protection) sets criteria for assessing the loss of open space.

LDP Policy Env 19 (The Protection of Outdoor Sports Facilities) sets criteria for assessing the loss of outdoor sports facilities.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

LDP Policy Hou 7 (Inappropriate Uses in Residential Areas) establishes a presumption against development which would have an unacceptable effect on the living conditions of nearby residents.

LDP Policy Tra 1 (Location of Major Travel Generating Development) supports major development in the City Centre and sets criteria for assessing major travel generating development elsewhere.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

LDP Policy Tra 7 (Public Transport Proposals and Safeguards) prevents development which would prejudice the implementation of the public transport proposals and safeguards listed.

LDP Policy Tra 8 (Provision of Transport Infrastructure) sets out requirements for assessment and mitigation of transport impacts of new development.

Relevant Non-Statutory Guidelines

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Appendix 1

Application for Planning Permission 18/00181/FUL At 139 London Road, Edinburgh, EH7 6AE Re-development of Meadowbank Sports Centre. The detailed proposals include the development of a new sports centre facility, including a new sports centre building with offices for Edinburgh Leisure, the retained athletics track, new spectator stand, sports pitches and floodlighting, with associated access, roads, car parking, landscaping and ancillary works.

Consultations

Urban Design Panel - 29 March 2017

In developing the design, the Panel supports the following aspects and therefore advocates that these should remain in the proposals:

- A masterplan approach for the site which considers historial referencing
- The inclusion of community uses for example allotments

1.2 In developing the proposals the Panel suggests the following matters should be addressed:

- Develop a masterplan which integrates the uses both on the site and to the wider context and community
- Develop an design which repairs the street frontage to London Road
- Reconsider the massing strategy with respect to orientation and sunlight
- Develop clearly defined fronts and backs
- Further consider a mix of tenure
- Appointment of a landscape professional to assist with the design of the open spaces
- Develop an appropriate parking strategy which takes account of both the exisitng and propopsed context

2 Introduction
2.1 The proposed site is approximately 9.9 hectares in area and is currently occupied by the existing Meadowbank sport stadium and velodrome.

Two applications for planning permission (One PPP, one FULL) will be submitted for the proposed redevelopment of the existing sports centre site to provide new sports centre facilities, and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping drainage and ancillary works.

2.2 This is the first time that the proposals have been reviewed.

2.3 No declarations of interest were made by any Panel members in relation to this scheme.

2.4 This report should be read in conjunction with the following pre meeting papers; Planning Issues Paper prepared by City of Edinburgh Council and presentation material prepared by the presenting team.

2.5 This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the Panel forming a differing view about the proposals at a later stage.

3 Masterplan

3.1 A Panel advocated a masterplan approach for the site which will provide a cohesive design for the entire site. The Panel were supportive of the proposed uses for the site while noting the importance of a design which fully integrates these different uses both on the site and to the wider context and community.

3.2 The use of historical referencing as part of the design concept for the site was welcomed by the Panel. In particular the reinstatement of Clockmill Road and the concept of 'highlines and skylines'. The Panel also noted that historically, St Margaret's Well, had been located on the site and the historical importance of the most recent use as a Commonwealth sports facility.

3.3 The Panel supported the reinstatement of Clockmill Road as part of the proposal for the site and the connection it will provide to the north east of the site and Smokey Brae. However, it was acknowledged by the Panel that this connection will be a challenge given the change in level from the site to Smokey Brae coupled with trying to improve the environment and security of this existing route.

3.4 The Panel noted that the new development should take cognises of the rich urban context of Meadowbank. The Panel also noted that the historical development of Meadowbank is tenement in form with arguably Edinburgh's best inter war housing at Piershill.

3.5 The Panel advocated a design which repairs the street frontage to London Road. The current proposal of nodes, gateways and open space as a frontage is unlikely to repair and provide a successful street frontage. Further work on this aspect of the design is required.

3.6 The Panel acknowledged that the siting of the sports building, set back from the street is a response to the line of an existing sewer which for cost reasons is unlikely to be realigned. However, the Panel encouraged the presenting team to develop a design which considers this constraint but also provides frontage to the street.

3.7 The Panel supported the proposal for allotments in the north east corner of the site.

4 Layout and Built Form

4.1 The Panel questioned the massing strategy of south (high) to north (low) with respect to the effect this will have on the quality of the spaces with respect to sunlight. Given the orientation sunpath analysis should be carried out at this stage of the design to inform and test the layout.

4.2 The Panel advocated that the proposal should take cognises of the proposed redevelopment of Meadowbank House, with respect to incorporating any views through this site to Calton Hill, to inform the proposals for this site.

4.3 Clearly defined fronts and backs to the residential blocks are critical in the development of the layout. The Panel noted particular concern with the handling of the point blocks, as the public/private nature of the spaces around the blocks appears unresolved and may limit the usability/quality of the spaces.

5 Tenure

5.1 The Panel encouraged the presenting team to consider a mix of tenure, for the residential site, as this is important for the creation of a cohesive community.

6 Landscape and Public Realm

6.1 The landscape design presented was very limited. The Panel strongly advocate the appointment of a landscape professional at this stage of the design process.

6.2 Views: Views both to and from the site will require to be fully considered and tested as part of the design proposals for the site. It was noted that the site sits within a number of key views and affords views to both Calton Hill and Arthurs's Seat. The Panel encouraged the use of view analysis to inform a design for the site.

6.3 Public Space: Eye level views through the streets and spaces should be provided and used to inform the design of the streets.

6.4 Private Space: The quality of the private space requires further consideration. Both with respect of how much sunlight will enter these spaces and their relationship with the front and backs of the built form.

6.5 The use of a landscape design to delineate historical references for example the locomotive turn table was not supported by the Panel.

7 Transport Strategy

7.1 The site is well connected by public transport.

7.2 A parking strategy for the site was discussed at length by the Panel.

7.3 It was agreed that careful consideration must be given to this element of the design to ensure an appropriate strategy for the site given the existing traffic movement issues identified by the Panel. Therefore, to inform this strategy a parking and traffic survey should be carried out for entire site and the wider environs.

7.4 While it is acknowledged that there could be benefits to limiting the amount of car parking within the site, great care needs to be taken that this does not have unintended consequences that impact elsewhere. For example if residents of this site park elsewhere, this could cause problems on neighbouring streets.

7.5 If car parking is to be provided on site then it should be carefully integrated within the streetscape and the decoupling of the space from the residential units could be considered.

7.6 Car parking associated with the sports facilities will require a separate consideration and will depend on the type and proposed usage of the facility. Areas of underground parking should be considered.

7.7 The site offers an opportunity for an innovative waste and servicing strategy. The Panel encouraged this to be considered as part of the development of a design for the site and a reduced requirement for large servicing vehicles to move through the site.

8 Community

8.1 The Panel supported the proposal for allotments in the north east corner of the site.

8.2 The Panel noted the importance of a design which connects the sports facility to the wider community and noted that this is still to be considered as part of the wider masterplan and detailed design of the sports facility.

9 Environmental Constraints

9.1 The Panel noted the following environmental conditions and constraints which will require to be considered as part of the design.
- Frontage to the railway line with respect to acoustics.
- Light pollution as a result of the sports facilities

Transport - 2 May 2018

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. The applicant will be required to contribute the sum of £2,000 to progress each of the following orders as necessary for the development:
a. An order to redetermine sections of footway and carriageway;
b. An order to introduce and amend waiting and loading restrictions;
c. An order to introduce 20mph speed limits
d. A stopping up order under Section 207 of the Town and Country Planning (Scotland) Act 1984;
2. The applicant should be required to provide:
a. a minimum of 40 secure and undercover cycle parking spaces;
b. a minimum of 6 secure motorcycle parking spaces (at a ratio of 1 plus 1 per 20 car parking space provision);
c. a minimum of 16 electric vehicle charging points (as part of the overall 101 provision), i.e. 1 in 6 spaces;

d. a minimum of 8 disabled parking spaces, i.e. 8% of overall car parking provision. The proposed 10 disabled spaces are acceptable;
3. The applicant should be required to provide a computer or similar terminal capable of showing real time bus and rail information within the building;
4. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities) and timetables for local public transport;
5. The applicant should ensure that floodlighting does not overspill into the road network to the detriment of road safety or convenience;
6. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;
7. The proposed access on London Road will be required to be open for use by the public in terms of the statutory definition of 'road' to serve the proposed neighbouring residential development. It will therefore require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;
8. The applicant should note that details of the location and type of proposed barrier control will be required as part of any application for Road Construction Consent to ensure that it does not pose a danger to pedestrians and other road users;
9. A Quality Audit, as set out in Designing Streets, will be required in relation to the proposed neighbouring development as part of any application for Road Construction Consent;
10. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.

Note:
The proposed 101 car parking spaces are considered acceptable, subject to the above points being included. The proposed provision has been considered in the context of the following:
- The Council's parking standards do not set out specific provision for sports stadiums;
- The proposed stadium development includes: a 500 seat outdoor track, 2 synthetic sports pitches, an indoor athletics track, outdoor throws area, 2 court sports halls with seating, a gymnastics hall, a gym, studios, café, meeting rooms and offices;
- Car parking provision needs to be balanced against potential overspill parking in existing residential areas and in the proposed neighbouring residential area, given the absence of parking controls.

Scottish Water - 29 January 2018

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water

There is currently sufficient capacity in the Glencorse Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Foul

There is currently sufficient capacity in the Edinburgh PFI Waste Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Infrastructure within boundary

According to our records, the development proposals impact on existing Scottish Water assets.

I can confirm that I have made our Asset Impact Team aware of this proposed development however the applicant will be required to contact them directly at service.relocation@scottishwater.co.uk.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not normally accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

Scottish Water asset plans can be obtained from our appointed asset plan providers:

Site Investigation Services (UK) Ltd
Tel: 0333 123 1223
Email: sw@sisplan.co.uk
www.sisplan.co.uk

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.

If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.

Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.

The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

Please find all of our application forms on our website at the following link https://www.scottishwater.co.uk/business/connections/connecting-yourproperty/new-development-process-and-applications-forms

Next Steps:

Single Property/Less than 10 dwellings

For developments of less than 10 domestic dwellings (or non-domestic equivalent)we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a Pre-Development Enquiry Form to be submitted (for example rural location which are deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

10 or more domestic dwellings:

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Non Domestic/Commercial Property:
Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

Trade Effluent Discharge from Non Dom Property:
Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link https://www.scottishwater.co.uk/business/ourservices/ compliance/trade-effluent/trade-effluent-documents/trade-effluent-notice form-h.

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com.

SEPA - 19 March 2018

We have no objection to this planning application. Please note the advice provided below.
1. Air Quality
1.1 The development is partially located within the City of Edinburgh Council's (CEC) Central Air Quality Management Area (AQMA). Analysis of the non-automatic monitoring results, reported in the CEC's Annual Progress Report 2017, shows the annual mean nitrogen dioxide (NO2) objective continues to be exceeded in locations within the Central AQMA. The AQMA declaration therefore remains valid and the council must ensure that this development will not render any measures in the Air Quality Action Plan unworkable.

1.2 SEPA welcomes the submission of an air quality impact assessment. In regards to the dispersion modelling, it is unclear how the predicted annual mean and 1-hour mean pollutant concentrations presented in the assessment have been calculated for the DS (with development) scenario, given two different dispersion models have been used. ADMS Roads has been used to determine the Process Contribution of the road sources and ADMS 5 has been used to determine the Process contribution of the energy plant emissions (CHP and 3 boilers).

1.3 It would be preferable to run all emissions sources (stack and road) in the same model. SEPA advises that the council clarify the methodology used for determining both the annual and short term predicted concentrations. If the predicted annual means presented in the report have been determined by summing the Process Contribution (PC) from roads and stack, and then adding to background to calculate the Predicted Environmental Concentration (PEC), this approach would be acceptable.

1.4 The PC from the road emissions and the PC from the energy plant emissions, should be clearly presented in the assessment. This will provide clarity regarding what the PEC at each receptor location and how it has been calculated. In addition the size of the proposed CHP plant and boiler units, in terms of thermal input is not provided so no comment can be made as to whether the energy plant will be SEPA regulated or not. Further modelling to determine appropriate stack heights may be needed, depending on size and fuel.

1.5 No data sheets for the CHP or boilers have been included in the assessment for review. It is also not clear whether the modelling scenarios for the energy plant include a worse case operating scenario when both the CHP and boilers are operational (peak demand). The council should clarify this with the consultants. In addition only one year of Met data has been used in the assessment, it is best practice to use at least three years and report the worst case year in the assessment.

1.6 Lastly the background concentration used in the assessment was obtained from the DEFRA modelled background maps. SEPAs recommendation is that the background concentration should have been characterised using CEC's extensive local monitoring. The St. Leonard's automatic monitoring station (although 2km away from the development site), is a background site representative of urban exposure. The annual background concentration recorded at the St. Leonard's site in 2016 was 23 ugm3, higher than that which was used in the assessment scenarios (17.46 ugm3).

1.7 As the development is within an AQMA the council should be satisfied that the modelling is robust enough to demonstrate that there will be negligible impact on air quality as a result of granting planning permission.

2. Heat Networks and District Heating
2.1 We require that substantial developments ensure their heat demand is met from district heating, subject to the outcome of a feasibility statement. This can be achieved through onsite heat generation, co-location with an existing or proposed heat source (including Energy from Waste facility or other facility which produces heat/power including excess or waste heat), or an existing or proposed heat network off site.

2.2 The development must enable connection to a heat network or heat producer, unless it can be demonstrated to your authority that this would not be feasible. An Energy Statement informed by a Feasibility Study should be provided for assessment demonstrating how the proposal will meet the requirements for providing district heating onsite. This should be prepared in line with the Scottish Government's online planning advice Planning and Heat and assess the technical feasibility and financial viability of heat network/district heating for this site, identifying any available existing or proposed sources of heat (within or outwith the site) and other factors such as where land will be safeguarded for future district heating infrastructure.

2.3 Please note that we do not audit Energy Statements or Feasibility Studies as the responsibility for this lies with the local authority. However we expect them to be undertaken to demonstrate full consideration of how the proposed development can contribute towards Scotland's climate change targets in line with our Public Body Duties under the Climate Change (Scotland) Act 2009 to act "in the way best calculated to help deliver the emissions reduction targets and the statutory Adaptation Programme" and" in a way we consider is most sustainable."

2.4 We consider that the submission of the Overview of the Energy Strategy Options for the Redevelopment at Meadowbank Stadium Statement satisfies our requirements for the submission of Energy Statement at this stage of the planning process. However we would highlight the concern that the separation of the Sports Centre from the assessment of the wider development of which it is part of may have an impact on the feasibility of a district heat network on the wider site in the future. It is unclear from the submitted Energy Statement whether a proposed heat network would be feasible for the wider development proposals without the Sports Centre, even with the provision to maintain a connection from the Sports Centre. It would be helpful to clarify this point.

2.5 Where connections are intended to be made to proposed heat sources in the future, the design of new developments should incorporate space to 'safeguard' the future provision of pipework, energy hubs or other associated heat infrastructure to ensure that the subsequent connection to a proposed district heating network can be undertaken without causing disturbance to buildings or infrastructure. This applies to all new significant/anchor development (i.e. developments with a significant heat load or demand), such as the proposed Sports Centre. We advise that consideration should be given to potential barriers or restrictions on making district heating connections, for example when planning new key infrastructure such as roads which may interrupt the route of district heating pipeworks.

2.6 Creating links between heat producers and heat users is essential to create heat networks and accords with guidance in SPP. In order to deliver the Scottish Government's targets for 40,000 homes to be heated through heat networks, new developments need to be designed to incorporate district heating. Where substantial new developments are planned, the opportunity arises for providing a heat network within the site and for this to be required and designed in at the earliest stages. New developments have a role to play in not only establishing and creating these networks, but also in connecting to networks to make use of heat that is being captured.

Regulatory advice for the applicant
3. Regulatory requirements 3.1 Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).

3.2 Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011. Proposed crushing or screening will require a permit under The Pollution Prevention and Control (Scotland) Regulations 2012. Consider if other environmental licences may be required for any installations or processes.

3.3 You may need to apply for a construction site licence under CAR for water management across the whole construction site. These will apply to sites of 4ha or more in area, sites 5 km or more in length or sites which contain more than 1ha of ground on a slope of 25 degrees or more or which cross over 500m of ground on a slope of 25 degrees or more. It is recommended that you have pre-application discussions with a member of the regulatory team in your local SEPA office.

3.4 Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office at:
Silvan House SEPA 3rd Floor 231 Corstorphine Road Edinburgh EH12 7AT
Tel: 0131 449 7296
If you have any queries relating to this letter, please contact me by telephone on 0131 273 7259 or
e-mail at planning.se@sepa.org.uk.

Coal Authority - 11 April 2018

Thank you for your consultation notification of the 25 January 2018 seeking the views of The Coal Authority on the above planning application.

The application site does not fall within the defined coalfield; there is no requirement therefore to consider coal mining issues as part of this planning application or to consult The Coal Authority.

The Coal Authority has no comments to make on this planning.

Craigentinny and Meadowbank Community Council - 26.April 2018

1. This letter offers comments on these two planning applications following consultations held jointly by the Craigentinny & Meadowbank and Northfield & Willowbrae Community Councils.

Conclusions

2. We came to no view on the Full application for the Stadium, recognising that there have been substantial discussions with a variety of sporting bodies with expertise in the technical requirements. Overall, this is replacing a building with one similar but built to modern standards in the same location.

3. We conclude that we are unable to support the Application in Principle without fuller information about the proposed buildings, in particular height, and proposed mix of occupants. Regretfully, we feel the Council has failed to engage the immediate local community in its planning, almost indicating that it did not understand that such a community existed. We can see that there is potential for a strong positive influence from this development, if the competing interests can be reconciled.

4. We welcome the proposed Development Forum.

Consultation

5. We alerted our communities to the applications by Facebook, Twitter and email lists. We publicised by posters in the area and held public meetings on 22 and 27 February in St Margaret's House. In these meetings we were assisted by Council officers who brought, to the first meeting, an architects' model of the site.

6. The meeting on 22 February was an afternoon drop-in aimed at enabling local people living close to the site to understand what was proposed and what remained still for decision. About 50 came and many left written comments.

7. The meeting held in the evening of 27 February was intended to allow other local people to comment and for there to be some measure of discussion. This was very well-attended but space constraints meant we could not accommodate everyone who wished to attend.

8. We were conscious that our task was to take the views of our communities but that there were other groups, such as sporting bodies and campaigns on particular issues, which might overlay local opinion. We took some steps, such as checking post codes, to ensure that we heard clearly from our own people.

9. Transcript notes of comments made by attendees are attached.

ISSUES FROM THE APPLICATION IN PRINCIPLE

Height

10. The impact on Marionville was the most strongly expressed concern.

11. Even with the excellent model, it was difficult to visualise the impact of large buildings on the site. Sectional drawings would have helped. It was clear that most people had not been able to study in detail the many documents provided, in particular the Design Statement which contained photographs of the site taken from all sides showing present and prospective views. Thus it was difficult for the local people to access information on the way in which views and sight lines had been protected. There was a view that inappropriate "high rise flats" were planned.

12. It was not apparent what detailed consideration had been given by the Applicant to the precise level differences between Marionville Avenue and Park and the site which is a full storey height higher. This gave respondents concern about the impact of buildings which will rise 3-4 storeys in comparative height above their homes and obstruct light from the south. "Overwhelming" of Marionville Road was a common perception which the Applicant had not addressed. The existence of the railway between homes and the development seemed not to be considered, although there are varying stories about its future: either coming back into regular service or being converted to a cycle path.

13. Although not a formal ground for objection, many were worried about overlooking, privacy and disturbance from new buildings - bearing in mind that this area has been largely undisturbed for 50 years.

14. On the south side of the site proposal for a building which might reach 12 storeys seems almost a stalking horse to see how far it was possible to go. It certainly provoked an adverse reaction that prevented people seeing that the 6-8 storey buildings beside St Margaret's House and Meadowbank House might be hidden by those larger buildings.

Mix

15. People could not understand why more detail had not been given of the proposed mix of uses and numbers of dwellings expected. Information that 38 % of the housing would be affordable was not re-assuring - the term "affordable" was thought to be vague or relative. There was confusion about what local people wanted - on one hand keen for social housing but not significant density and on the other opposed to "fat cat developers" making a fortune from private houses.

Traffic

16. There was a distinct agitation about traffic. Marionville is something of a rat-run and the flow towards and up Smokey Brae is a current problem without it being added to by a new development. The new housing, student accommodation or office use were all perceived as adding traffic to an already difficult area. Even increased cycle use along the re-instated Clockmill Lane was seen in a good and bad light - people being encouraged to pass at the foot of hitherto secluded gardens at all hours.

17. That much of any increased traffic would flow onto London Road was also felt to be problematic, giving rise to congestion or pedestrian hazard.

18. Current residents expressed the need for better transport infrastructure if more homes are to be built, such as more buses and a tram to Portobello.

Parking

19. There is an existing problem that users of the sports centre, even day-to-day let alone during special events, park around the site at all times of the day and night. Although the stadium audience capacity is to be reduced to 20% of current, its resumed use for events continued concerns about parking.

20. The City policy restricting parking in residential areas to one place per dwelling raised derision. Many homes will have two cars, some more, so the surplus will be parked in adjacent streets. Unless special, policed, restrictions are in place from the outset, existing congestion will worsen - the more so as people working in town start parking in the new streets.

Student Accommodation

21. Given the large amount of student accommodation already provided or under consideration, people questioned whether the City had a strategy for its provision. There was no support for providing any on this site - "short-term tenants who don't care about the area".

22. The possibility of a hotel raised concerns about AirBnB accommodation
Environment
23. The site is perceived by local people as a green oasis in the city centre. The plans give little comfort that "greening" the site has been given much thought.
24. There is confusion about trees. The removal of some elms along the London Road frontage produced campaign outrage but many did not understand that they were to be retained along Wishaw Terrace and made a feature of the new housing there. The extent of new tree planting on the whole site was unclear.
25. Several requests were made for more greenspace, a place to go for peace, nature and to enjoy history.
Facilities
26. Concerns were expressed about infrastructure: such as drains and sewerage. More were worried about school and medical provision and general lack of amenities given current pressure on GP practices and schools.
SPORTS CENTRE
27. Much of the comment on the Full Application for the Sports Centre was on the loss of its potential for large and international events. It was hard to reconcile this with the strong views against traffic, noise, pollution and disturbance.
28. Less was said about the sports centre as a local facility, likely to be used by local people - presumably the new building will offer much to local people.
29. Despite the headlines, we understand, informally and from material on the Portal, that the sports bodies are broadly content with the specification for the new building and are keen there should be no delay in restoring provision.
THE WIDER AREA
30. Significant disappointment was expressed that a more strategic view was not being taken of the whole site, which many regard as including St Margaret's House and Meadowbank House (for which a planning permission is in place). The announcement of the sale in principle of St Margaret's House during the consultation period confused many people and diverted focus.
CONCLUSION
31. We hope these comments are helpful to the Council in determining these applications. Whichever way the PPP decision goes, we think the Council as Applicant has much more work to do before an application for full permission would be supported by the local community.
THE COMMUNITY COUNCILS' CONSULTATION 22 FEBRUARY
We estimate 50 people attended the event.
Below is a summary of the main concerns raised on 32 returned comments forms.

Height/number/type of the buildings:
Don't want too many high brick buildings blocking out light - good balance between green spaces and buildings, open views between buildings
Lack of privacy
Overshadowing
Size of flats
Noise from new properties
Buildings don't match/fit in with surroundings
Smells from flats
Access
Be sympathetic to local existing housing
Security

We were refused planning for a 2 storey extension yet you are proposing a 3 storey building beside my house!
Blocking of light - to my property and garden
New buildings are too high and there are too many of them
Height of new buildings doesn't match well with existing houses - too big and overwhelm existing buildings. Scale needs to be amended.
Height will block light out from existing houses
Particularly worried about the large 5-6 storey building overlooking Marionville Avenue
Our privacy will be affected - being looked on and over and houses too close
Too many
Please stop the mad building of high rise flats and student housing everywhere. It's too much now and is starting to ruin the city.
Height of some of the proposed buildings, especially those closest to Marionville Avenue
More affordable housing needed for young people and families not more student accommodation
That there are developments like this stretching from Norton Park to Lochend Road - making the east of Edinburgh a "sea of high rise flats" with nothing for the community but pressure on its infrastructure
Negative impact on the Marionville community if high affordable housing is built next to quiet bungalows/two storey houses
No 7 storey blocks
How many houses? Not just this bit but in addition to next bits of development
7 storey blocks not in keeping with the area which is 4 storey stone tenements and bungalows
It's all too high
I don't have a problem with more housing - just has to be the right number and type and by that I mean not too much and affordable to local people and young people. Let's not price ourselves out of the area.
2 storey max
Privacy loss and overshadowing of Marionville Avenue and Park residents from 4 storeys of an already 2 storey elevated level
Excessive heights of the flatted blocks on all elevations

Traffic:
Traffic flow challenges with increased traffic - impact on already busy junctions
Main roads already congested
Excessive stress on local transport links
Too much traffic - it's already congested
The entry and exit points for roads from the new houses
Overflow of traffic - it's already impossible to park (and that's in Lilyhill Terrace)
Remember fire station at bottom of Marionville Drive is a busy station and requires fast and easy access in and out
Increased traffic locally in in surrounding area, increased traffic flow in and out of area
It's going to increase traffic onto London Road at a time we've been trying to lessen the impact and flow of traffic - reduce pollution, safer road to cross
New housing means more traffic!
Impact of the additional traffic from St Margaret's on Smokey Brae
More traffic onto Marionville Road
Need to remove pressure from Smokey Brae
Impact on junctions and traffic flow

Traffic and parking concerns for surrounding roads when already a struggle with traffic and parking: Marionville Road, Avenue and Smokey Brae.
This will increase the congestion and safety of pedestrians trying to cross roads.

Unused railway line:
Would be great to get it opened up and something made of it
A chance to remember the history of the area - the Commonwealth Games, the station etc
Road, walk and/or cycle way - will it be better lit? Improved safety and security.
In past have had lots of problems with people throwing gravel, stones etc. into gardens.
Used to have greenhouses in many of the gardens but people stopped as they were always being broken - it would be nice to feel we could replace them.
How will you prevent vandalism and improve security - great to have improved walkway but not if it gives robbers easy access to properties.
Vermin control from embankments into gardens. If more use, more rubbish, more vermin.

Student flats:
There's already too much in city
Don't want student accommodation
There's enough student accommodation in Edinburgh as it is
No student accommodation please
Too much student housing and provision
Short-term tenants (students!) who don't care about the area.
Change in character of the area.

Student Accommodation:
Let's have a more strategic plan to student accommodation in Edinburgh
More social housing needed not student accommodation - for rich students who don't tend to stay in Edinburgh. This is our land let it be for us, for the community, for Edinburgh people

Hotels:
Don't want hotels
No hotel please
Worried that we will end up with lots of AirBnB flats

Parking:
Will there be adequate provision for residents, existing locals - already hard to park.
Impact of overflow parking if not enough provision
Number of people working in area looking for daytime parking
Commuters parking in residential area then getting bus into town
Impact on parking - locally and in surrounding areas
Excessive stress on local parking
Too many people and houses per parking
The local streets are already full of parked cars 24/7 (go and look)
Reduced parking punishes existing and new residents
Commuter parking
People working in area and in town and where they park
Lack of car parking in the development

3d model/plan images available:
Wasn't very helpful - nothing like the leaflet we had
Architects were ok, were good - spoke better about plans that 3D model demonstrated
Plans helpful
I understand planning was already given for construction of new sports facility prior to the closure of existing facility!!!!
A complete lack of detail
Looks like a fait accompli

Trees:
Have been here for years and should not be removed
I'm worried about the loss of the mature trees in front of the stadium
Worried about raising of the Wheatley elms

Stadium:
Spectator space too small
Historically we hosted international level events - what a loss that new facility will not allow this
New stadium will be great for sport
There isn't sufficient parking for users of the stadium - how will this effect locals and their already stretched parking
Please keep this as not enough sports facilities as it is - need to keep youth active and off the streets
No staff carpark
East Edinburgh is losing a lot of sports facilities - unfortunate if you want a lot of people to keep fit
Want weight training, running, intergenerational activities
Available parking is reduced
We have lost an opportunity to build a world class stadium - why?!
Reduced spectator area not good
Looks extremely small and inadequate especially if going to be used by an influx of many new residents and students as well as existing community
How far do I now have to travel to see international events - sad for me but also the impact this has on young people or people who cannot afford to pay/travel for big events elsewhere. I am angry that the opportunity for Edinburgh to have a state of the art international level sports facility has been lost. And why - for housing? For someone to profit? Aren't we supposed to be encouraging more people to exercise more?
Don't we have a huge obesity problem and this was an opportunity to do something local and for Edinburgh and it's been lost……
Downgrading of sports facilities at Meadowbank (in terms of seating capacity)
Stadium not appropriate size to attract high profile events
Greenspace/Creative and Active Space:
Please can we have good quality places to spend time in, walk through, and come together in?
Park space please
Walk/cycle links between area and Holyrood
Good venue - let's keep places like this
Let's have some good street art - play areas for children. That are safe and well looked after.

What about our local wildlife
Planning permission in principle means no alternatives could be considered such as expansion of sporting facilities or other developments which could bring visitors and money into the area more than a hotel would, plus enhance community pride and identity.
Rather than have hotel for folk to go "into town" from why can't we create a place people want to come and visit, come and spend time in - surely this would be better for visitors as well as locals and could help generate local economy - create business locally.
Look at all the history in the area - let's make something of it and create a stronger community around it.
Worried about removal of green areas
Improve sightlines between buildings
Don't remove our greenspace - we want more or at least better outdoor spaces
The art complex is such a special place/building, quite unique. Not just artists - disability projects, women's support group, gardens (we now have a rare butterfly and planners will have to take this into consideration), employability projects. I think it is now the largest community of artists in one building in Europe. It would be such a shame to lose this resource from the area.
Like Holland - like green gym kit around the city - let's have small play equipment dotted around the area
Local wildlife and habitats will be lost - decades to replace

Facilities/amenities:
The doctors and dentists cannot cope as it is without having hundreds of additional people being registered
Is there going to be enough infrastructure for all these new people - GPs, schools etc.
Schools already full
Blocked drains, infrastructure and sewage issues - already not working in the area
Flooding?
Not enough doctors surgeries as it is
Excessive stress on local amenities - area already lacks amenities
Pressure on amenities for local residents
We want more keep fit classes for the elderly
There's a lack of amenities - more GPs and shops
Where are the community spaces?
Local amenities already strained eg GP Surgery/schools/nurseries: will more open?
General numbers of development in area
Housing numbers - Tai chi site under development
Effect on existing medical, education and public services.

One bit of a bigger jigsaw:
Why can't we be consulted on whole plan for area - I want to see total impact not piecemeal bits like this
Why can't we see plans for whole Meadowbank area - hard to support one small bit when you don't know what is planned for neighbouring small bit. We need to see be told what to the total projected plan is and the total impact on the area. See it as whole.
This could be a real opportunity to make the area special but can only do this if we agree plans with some cohesion not breaking it up bit by bit

It's the end of the a1 - the end point between London and Edinburgh - this could be an opportunity to make something special of the area. A celebration of the area and an opportunity to improve what is already here and life for the existing community not just new people moving into the area. Let's develop something that brings the new together with the old instead of separate communities as has been done in other areas.
Frustrated at only being able to comment on this one small bit when I know more development is following on from this. Why can't we see and comment on the total effect. Is this because by doing it this way it's easier to get each bit passed through planning?
Change of area use - why not make it a park or designated green space instead of 400+ multi-storey homes.
Development isn't in keeping with surrounding boundaries, bungalows, semi-detached should be kept in line.
Concern around uncertainty of plans for St Margaret's House and Meadowbank House loss of space for arts and charity community currently housed in St Margaret's House.

Additional comments:
These plans are all about making money for the council not, what the locals want
Sorry - not keen in principle, think the land could be better used can see total impact on the area and how each small bit connects with the other.
We were not notified officially, despite our houses proximity to the proposed developments
Please take account of existing community and what its existing needs are
Miller homes are not social housing
How does this impact on POLO?
This could be an opportunity for the area to make a positive change - to serve the community better and attract visitors into the area
It would be good to have the street cleaned up - look better, nicer and more local shop fronts
It will be good for business
Look at good models elsewhere
Had hoped for more definite information and indication of how planning will go.
2 different proposals that are fundamentally linked as you can't decide on the stadium final design without the residential design for size.

Things people like:
New developments could have the potential to rejuvenate the area
Opening up Clock Mill Lane and right of way to foot of Smokey Brae
Identifying and making something of the history of the area
Nothing!
Keeping Wheatley elms
Joining up Queens Park with area and onto Portobello for walkers and cyclists
Communal spaces
Opening up for pedestrians at Clock Mill Lane
Keeping the elms in Wishaw Terrace and Marionville Road
Sports centre is a useful thing for the community but not at the expense of all other amenities.
Removing floodlights - nothing else.

Improvement Suggestions:
I am positive about development but it needs to improve what's already there before adding in new things
Concentrate on the stadium
Underground parking
A community café
Places for people to meet - different ages, cultures and activities
Pathways to encourage exploring of the area and its history
Traffic calming measures
Ensure buildings are not too high, especially near Marionville (clash with houses/bungalows)
Like quarter mile - shops, café, a place with a good atmosphere linked to outdoor space
Limit the number of flats built
Ensure enough parking is built for each flat
Build fewer more high end flats rather than excessive amounts of affordable housing
Build similar properties at the back of Marionville Avenue to what is already there
A high fence between Marionville Avenue and railway walkway
A community centre to meet neighbours
More quality green spaces
Keep buildings low level
A whole vision for Meadowbank please
Remove student accommodation
Air pollution monitors on Smokey Brae
Improve traffic flow and parking through Smokey Brae and Jock's Lodge
Have buildings of ranging heights - not all the same
Green spaces to bring the community together
When new stadium is open lets promote events much better than we have done - let's increase the footfall and bring people into the area
Improve walkways, cycle ways in and out of the area to encourage people to walk, cycle or use public transport to help reduce traffic congestion
Replace one residential block with a multi-storey carpark
Keep whole site as a sports centre.
Housing and commercial space should not be allowed.
More parking.
Larger stadium instead of housing at Wishaw Terrace
Houses too close to track
Retain trees in area from Wishaw to Marionville
Questions raised:
Overall, a bit uncertain about what's happening.
Who sent the leaflet that came through the door? It wasn't from the architects who were present at the event so who sent it?
More information (in an accessible/plain English format)
Most homes now require more than one parking space - is this being taken into account?
Can we be provided with a view from Marionville Drive? All other perspectives seem to have been offered but not a viewpoint from this aspect - why?
What will the price range of the new houses/flats be?
When and how will my questions be answered?
Why prioritise housing over sports and arts?

Main problem is what will become of Meadowbank/St Margaret's Houses. Hope they will tell us sooner than later.

For next event:
Can we have a presentation explaining future vision for the area and what is planned for the different sections and timings of this then time to discuss and ask questions?
I want to see plans and tree survey
Total plan for area`
Speaker to explain the development
Better signage outside event
More pens and paper to write on - sticky notes, post its maybe?
Only a part of the overall development so we cannot see the whole and the sum of the parts is always greater than the whole.
There was very little or no detail of parking capacity and height of buildings, without this detail the event was somewhat pointless

THE COMMUNITY COUNCILS' CONSULTATION 27 FEBRUARY
We estimate 80 people attended the event.
Below is a transcript of post-it comments made during the meeting. They were organised into sections at the event.
1. Stadium infrastructure not good enough?
Keep Meadowbank for sport
The new sports centre should replace the old one, like for like, if not better
Take money off £165 million ring-fenced for TRAMS!! And build a world class stadium for Edinburgh
Less facilities, Less of everything not good
Sort sighted - last opportunity for a fit for purpose stadium with grounds which cater for all ages
Parking already stretched for clubs - more parking required (x2)
Will there be sufficient car parking space?
A regional sports centre with only 100 parking spaces designated for this use (x2)? Come on! You said "East of Scotland". They won't travel by bus! Has a feasibility study considered a 50% reduction to be at all practical?
50% reduction in stadium/sports centre car parking is not feasible unless 50% of car park is unused

Build an international stadium that Edinburgh, Scotland and the world would be proud of
We want an international stadium - initial feasibility built on a building starved of cash
Lack of investment - no wonder it wasn't attracting enough people
This new development of the stadium was never wanted by anyone I spoke to as a member of the first campaign it is only about certain people making money
This area needs more not less sports facilities (x2)
The Scottish FA, Scottish Hockey Assoc should be asked for views on redoing stadium
Edinburgh FC needs a home!
Keep the football pitches
Stadium playing and seating too small to make the stadium worthwhile..
Does plan contain squash courts?
Why no consideration of velodrome?
Why does stadium have to be financed by loss of facilities and quality of life by residents? Direct money from trams!

Be honest reduce it to a sports centre or leave it.
Interested in the two halls….have they been used to capacity in last 18 months
Stadium needs to bigger to meet existing and growing demand. We need a stadium that is fit to host big sporting events and enable folk to participate comfortably. I.e. Good accessible sufficient changing room space as well as sporting facilities.
Meadowbank was a busy sports centre despite having been run down/neglected/poorly maintained over very many years!
The reduction of size of sports centre is detrimental to the health of our young Edinburgh people.
2. Impact: transport, facilities, health, unused railway:
At peak times Lothian Transport on London Road is already stretched beyond capacity - will these services be increased? (x3)
Chance to lobby for tram extension to Portobello?
School catchment? Doctors/Dentist?
Investment need for GPs/schools
Where are the local health centres, school and shopping facilities?
You will be super overcrowded - already overcrowded area. Not enough doctors, local hospitals, dentists, schools to cope with influx of people
What about schools (x2) - already can't cope at present - St Ninian's + Craigentinny
Can't get a GP appointment just now
Impact on local infrastructure of such a large number of houses
Impact on local facilities with increase in housing
Public services at capacity already (x2)
Local doctors having to cut their districts/numbers because of overcapacity which surgery will take on 360+ people when they are already struggling?
Pressure on local church
Ensure developers pay for infrastructure

Using old railway lines as walkways/cycle corridors = good idea.
Active travel links using Powderhall Railway + to Clockmill Lane a fantastic idea
Seize the chance to improve cycle paths and pedestrians (x2) incl railway line and link from Holyrood to Lochend Park
Marionville Road: railway line and foot of garden - increase vandalism as in the past
Unused railway walkway is a security issue (x3)
Do not want walkway(x5) - will take away privacy of back garden, have enough problems with public walking along at present - beer bottles thrown in garden, crime, security, conservatories and greenhouses being damaged in past by kids throwing stones
Walkway along railway line will lead to vandalism/litter in gardens in Marionville Avenue
Want a high fence along proposed walkway on disused railway
Have enough vandalism in local area without more housing

3. Traffic: Increase, Access, Parking:
Restricted parking in the proposal will result in overspill parking via the new pedestrian access in adjacent streets
Not enough parking (x9), impact on Marionville Avenue will be immense
People in social housing will have cars - you want to stop them buying a car. These will be parked in already crowded streets.
Car parking a priority (x2)
Illegal parking, pavement parking
Spill over parking into many surrounding areas (x3)

Too many houses - too little infrastructure - really no parking spaces moves people to roads round the corner! Doctors(x2)? Roads? Public transport? (Buses are packed)
More car clubs/car shares - need a plan for LESS congestion. Limit car parking.
Marionville Ave not wide enough at present for traffic and parked cars
Traffic congestion will increase on Smokey Brae (x5) - won't cope with excessive traffic flow and air pollution monitor required for this "stank" (x4)
If re-open Clockwork Road even as pedestrian need improved traffic control - roundabout already dangerous
Does the traffic analysis take into account new flats in Loaning Road + Marionville Road + the Art Site?
Concerned about road safety
Too much traffic already
No hotel - too much traffic, pressure on car parking, no local benefit
Speed of traffic around area and road safety concerns for small children
RAS building carpark overflow to Marionville Ave (x2) - bad enough at present
Traffic from London Road uses Marionville Ave as a rat run/gridlock (x2) - junctions at M/Ave and Smokey Brae already logged. Also Craigentinny Ave and Restalrig Ave - only going to get worse!!
Pedestrian lights at Clock Mill Lane/London Road will slow traffic even more
Potential back up of traffic if you open Clock Mill Lane!
You do not need a car if you live in Meadowbank (x2) - do not incentivise car ownership with this development
Cars need to be discouraged (x2) - let's make more provision for pedestrians and cyclists, wheelchairs, mobility scooters and buggies.
Marionville Ave: too many cars from Meadowbank House and Easter Road - can't get out of drive
How will access to B + C areas work?

4. Building: height, how many? Type? Hotels. Student flats:
If the current proposals go through the one with the sloping roofs is better
Go for colony type, low rise development, human scale!
Mixed rather than single purpose development please: mixed use and affordability together. No need to segregate.
Further gentrification?
Turning Edinburgh into central London.
Proposals look corporate and septic
Are there limitations on commercial use within section c?
Greater variety of housing in this site so as not to create a ghetto
Reduced security in area

Any new housing (and height) should be sympathetic/in keeping to current residents/area (x3)
Height, number and affordable houses will cause vandalism to this area

Can you put a restriction on the height of any/all commercial buildings - no more than height of new stadium (better still - a lot less)
4/5/6 storey buildings at a 2 storey elevation height on Marionville Ave side is too high (x10)

Why so high?
This is an EXCESS of flats, tenements and you have a duty to build one storey buildings to accommodate elderly and disabled people. These would be built behind the houses 70-96 Marionville Avenue
4-6 storeys - slums in 2-5 years
No higher than 6 storey
No higher than 2 storey (x2)
Too many flats in area already
Family housing not multi-storey flats - in keeping with local area (x2)
Overshadowing/loss of light for Marionville Ave and other neighbouring houses - goldfish bowl effect, reduced privacy(x12)
Proposals given are too high for the area and are not in keeping with the area - Marionville Ave is bungalows and 2 storey houses.
No buildings should be visible from bungalows or villas on Marionville Ave/Pk.
No student accommodation
Concerned student/affordable housing will be converted soon after (within 10years) of development
Social housing to be clearly designated to a minimum of 50% on site
Criteria for social housing - ensure the right calibre of tenant?
Areas such as Loganlea not a great advertisement for peaceful coexistence - vandals, disturbance, safety issues.
How affordable is housing (x2)? What does affordable mean? Truly affordable? Need to be more specific
Social housing, young families, and retirement/old folk - all groups with greater needs
Need for more affordable housing
Do not do the horrific segregation of "affordable housing" away from the fancy houses for the rich folk! Mix them all together!

Buildings too close to Marionville Ave
Not for families/lots of flats
Too densely occupied, overcrowded (x4)
Too busy, urban jungle - value what already here
360 houses/flats is too many for the area (x4)
Where does 360 come from? What is the calculation - what assumptions were made?
How many houses, where and how high?

Increased noise
Increased pollution/smells
Air quality needs to be improved
Damage to houses in Marionville Avenue when building work starts (PILE driving)

5. Environment: trees, greenspace, active/creative space:
Do not remove healthy trees (x8) - not replaceable, vital wildlife/insect habitats and good for mental health.
Would there be more trees planted?

We need to see green to appreciate and value green, help offset pollution
Why is the construction of the green area contingent on agreement with network rail?
Should also be green corridor to support wildlife + insulate noise, should be doing this anyway (x3).

More cycle paths and a community garden
Meadowbank and stadium and surrounds is a fabulous space with so much potential for sports, clubs, events, a social hub for the community and beyond
Ensure site is permeable to people on foot/by bike - perhaps with walkway priority (x2)
Cycle paths and walking paths to be clarified and included in final plans. Not just vague commitments as outlined here
Ensure site is permeable to those on foot/bike
Don't build walkways - especially in tunnels!! Not safe at night.
Don't build walkways unless existing buildings are secured

Our population is growing and we want to encourage more people to get active participate and stay fit.
Nowhere for the kids to play
There could be other good uses for some space e.g. Skate park
Emphasis on "village"/community development e.g. cafes
How will you help build social cohesion within the community?
Great space for large scale music events which bring in a lot of revenue - celebrate and use the space - don't destroy it!!

6. Consultation: how? Council? Planning?
No housing (x3) - don't use the land as a "cash cow" for the council
Not following Edinburgh Design Guidance
No positive news about anything - 20 minutes on stadium info - most people here to discuss the buildings to be put up
Hobsons choice

Both proposals at same time very confusing
Used to be one application now split - why?
The two proposals are fundamentally linked but proposals are separate and yet one determines the other

No community consultation easily accessible before close date
Tuesday 2-4pm - people work
More consultation with local residents at each stage - lack of communication so far
More accessible consultation with residents - we are most affected by it. Listen to us before plans are firm
Lack of consultation when plans are drafted - nothing here to say what it will be, all words like possible, try, think, will confirm…..
Too "subject to change" without due consultation
Further consultation is needed with LOCAL PUBLIC before planning applications are given the go ahead
Poor consultation so far
Goes through with minimal local interaction
Not enough notification
General meeting after comment deadline
Not transparent
Everything unclear
We do not think any meetings up to now have given us a FAIR HEARING
Not happy about the letters not being circulated

I don't feel that the whole project reflects the needs/wishes of locals
Unfortunately the meeting feels like lip service to a local government process.
Questions not answered and people hurried up is indicative to a lip service meeting
We should love press involvement to give widespread info to those affected
Consider how overall development can be
Ensure that newsletters put through the doors actually get delivered to flats with entry phones - this is the first time in 30 years that I have got info re Meadowbank through the door.
You say the feasibility study determined the direction of travel and people don't want like for like but the people in this area do want that - not housing.
This is being presented as a fait accompli. By the time we see the plans it will be too late. Demolition starts soon

Planning portal too complicated for normal person
Plans too complicated

Environmental Protection - 6 June 2018

The application 18/00154/PPP, is for planning permission in principle for the proposed redevelopment of the existing Meadowbank Sports Centre at 139 London Road. The application is for a new Sports Centre with associated facilities as well as redevelopment of the surplus land for mixed use development including residential, hotel and commercial uses. The application follows on from pre-application consultation 16/05747/PAN and 16/05795/PAN. The application is being considered at the same time as 18/00181/FUL, which is for the re-development of the Sports Centre part of the site.

The application site is large and covers approximately 10 hectares. The site is defined on the southern edge by London Road. This stretch of London Road is used predominantly for commercial activities, but on the south west corner, there is a modern 5 storey residential apartment block. Further east on London Road, is a single-storey retail / hire services business, a single-storey fast food restaurant / take-away, a single-storey furniture showroom and a car wash business which is next to a telephone exchange building.

The site is bounded on the southeast by the rail line, where it crosses underneath London Road at the junction of Meadowbank Terrace with London Road. At this location are 4-storey traditional Edinburgh tenements with commercial units on the ground floor. On the other side of the rail line to the east and south east of the site are a 10-storey and a 7-storey office block. The offices are currently subject to planning permission in principle for a mixed-use development including Residential, Retail/Commercial, Hotel 14/05174/PPP & 14/02137/PAN.

The north-east boundary of the site is defined by the junction of the main rail line and branch line at the Smokey Brae. At this location, underneath the branch rail line as it crosses over Smokie Brae is a vehicle repair garage. To the north, the site boundary is defined by the same branch rail line with the rear gardens of 1 and 2 storey semi-detached houses of Marionville Avenue and Marionville Park. To the north west, the site is bounded by Marionville Road with a modern 5 storey apartment block and 4-storey traditional tenements. To the west, the site is bounded by Wishaw Terrace. On the west side of the street at the corner with Marionville Road, is a small retail shop on the ground floor of a 4- storey traditional tenement housing. This adjoins a modern style 4-storey living apartment block. On the corner with London Road is a 4-storey traditional tenement with a retail shop on the ground floor.

Noise

A Noise Impact Assessment (NIA) was submitted as supporting information by the agent. Sandy Brown report: 17283-R01-A.

Rail Noise & Vibration

A further addendum to the above report was provided: 17283-M010-A.

The NIA concluded that vibration levels are significantly below the threshold of 'Low probability of adverse comment' in terms of BS 6472-1: 2008 Guide to Evaluation of Human Exposure to Vibration in Buildings Part 1: Vibration Sources Other Than Blasting. Therefore, vibration is not considered to be an issue for future residents.

However, in order to achieve the internal noise criteria for bedrooms and other living areas in BS8233; Guidance on sound insulation and noise reduction for buildings, upgraded acoustic glazing will be required for those residential properties adjacent to the main rail line. A condition has been recommended.

Road Traffic Noise

The NIA concluded that in order to achieve the internal noise criteria for bedrooms and other living areas in BS8233; Guidance on sound insulation and noise reduction for buildings, upgraded acoustic glazing will be required for those residential properties adjacent to London Road. A condition has been recommended.

Noise from Sports Centre
Building Services Plant Noise

Addendum's to the main NIA were provided, which assessed noise from building services plant and equipment as well as noise from activities within the Sports Centre, including external track and field activities. (17283-M008-A, 17283-M009-B & 17283-M009-C) The agent agreed to use the proposed residential accommodation as the receptor, rather than the existing residential accommodation which is further away.
Assessment of the Air-Handling Units (AHU's), boilers and the Combined Heat and Power (CHP) units has shown that these will meet our requirement and comply with Noise Rating Curve 25 (NR25) within the nearest residential apartment.

The chiller plant which is located in the north-west corner of the Sports Centre has been assessed as being unable to achieve Noise Rating Curve 25 (NR25) within the nearest proposed residence, without mitigation measures to attenuate noise levels significantly. An attenuation package using attenuating louvres on the chillers air intake and exhaust areas that will provide the required noise attenuation has been proposed. The attenuation package has been designed based on the selected chillers (TECS HFO /SL-CA-E /0702_1) However, if a different chiller is installed, the NIA should be revised and the attenuation package altered accordingly. Therefore, a condition has been recommended based on the attenuation package and achieving an external noise level.

Noise from Sports Centre
Internal and External Sporting Activity Noise

In addition to the NIA an addendum report was provided by the agent that provided further information: 17283-M008-A.

The existing Sports Centre has been a source of fitness class noise complaints in the past from residents that are significantly further away than the proposed residential apartments.

The noise assessment provided by the agent demonstrates that noise from fitness classes in studios 1 & 3 will comply with our standards and is unlikely to be audible in the nearest proposed residential accommodation.

The noise assessment concludes that for the three large spaces on the upper floors of the building, Hall 1, 2 and gymnastics, noise levels are likely to be fairly moderate and only consist of sports activity noise and potentially low-level background music from day to day. However, these spaces will host sporting events which will include public address and potentially some amplified music. The assessment detailed a noise limit within the halls which should ensure compliance with our standards.

However, other occasional sporting events are likely to be louder than this limit and exceed Environmental Protection's standard of inaudibility.

Activity noise from typical sports pitch activities has been assessed, and the NIA concluded that sports pitch noise is expected to have a minor adverse impact at proposed residential dwellings to the north and west of the pitches. The impact may reach a moderate level at new residential dwellings to the east of the proposed pitches later into the evening. However, the conclusions are based on existing background noise levels which may reduce as the development is built, therefore providing screening from the predominant background traffic noise from London Road. However, regardless of whether the background noise level reduces or not, it is the annoying character and nature of the noise which are difficult to quantify and are not fully represented with the type of noise measurement and prediction undertaken. Environmental Protection receives noise complaints concerning outdoor multi-use sports pitches. Unfortunately, for the majority of cases, there is very little that can be done or is done by the business responsible to mitigate the noise and resolve the complaint.

On balance, based on experience of similar situations, it is concluded that proposed residential accommodation nearby, will have a poor standard of amenity.

As it is not possible to protect proposed residential amenity by ensuring that noise levels within the halls restricted, or to control noise from the use of sports pitches a condition has been recommended that only non-habitable rooms such as closed plan kitchens, bathrooms and utility rooms, have a line of sight to the running track and sports fields. This will protect the Sports Centre activities and protect the amenity of residents.

Use of the Sports Centre for Concerts

The existing Meadowbank Sports Stadium has been used for outdoor concerts in the past. Due to the close proximity of the existing residential accommodation, there were often issues controlling noise levels to comply with the relevant standard. As the current proposal is for residential accommodation to be situated significantly more closely to the Sports Centre, it is no longer feasible for concerts to be held at this venue with workable sound levels. Therefore, a condition has been recommended.

Noise from Energy Centre, Hotel and other Commercial Uses

Noise from the Energy Centre, building services plant and equipment are potential noise sources for the proposed residential apartments. As this stage, there is no specific information concerning the commercial uses proposed or their location in relation to residential accommodation. Therefore, it is not possible to determine the impact of the commercial uses on the amenity of residents.

When the detailed plans are submitted, NIA's will be required that are able to demonstrate that mechanical plant noise from the different commercial units and the Energy Centre meet the NR25 standard inside nearby residential accommodation through an open window standard. In terms of other commercial activities, internal operational noise should be inaudible to residents in nearby living apartments above, including any amplified vocals and music. Once class use information becomes available, the NIA should be based on the worst-case scenario for that class use.

As some activities cannot be adequately controlled through design or mitigation measures, and the noise from the activity would cause poor amenity, I recommend conditions restricting the opening hours of hot food takeaways, public houses and restaurants and restrictions of times for deliveries and commercial waste collections.
As this is a mixed-use development, until a detailed application is provided showing the location of the different class uses in relation to residential accommodation and additional information is provided that demonstrate there are no noise issue, I can only support this application if the commercial class uses are restricted to:
Class 1, 2, 3, 4(a only), 7, 8, 10 (excluding a & g), Sui Generis - Hot Food Take-away & Public House. A condition has been recommended.
Control of Cooking Odour
Sport Centre

The Sports Centre will have a café with limited cooking providing soups, sandwiches and panini's etc. No kitchen extract canopy will be provided with a dedicated kitchen ventilation extract. However, the kitchen will be ventilated and the extract from the kitchen area will be diluted as it equates to less than 2% of the combined extract air at the north-east elevation. Therefore, it is not considered necessary to place restrictions on cooking equipment, in order to minimise the risk of cooking odour complaints.

Control of Cooking Odour

Other commercial premises

There is a potential for cooking odour issues in the mixed-use element of the application affect residential accommodation in site C or neighbouring Site B. Therefore, any commercial premises that have a kitchen, such as the Hotel proposed, café, restaurant, bar, or takeaway etc will require a full ventilation system that meets our standards. It is expected that further information will be provided at the full application. Details must include drawings including elevations highlighting where the extract terminates. This must be at a high level above any of the neighbouring properties within a 30m radius, the number of air changes should be in accordance with DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems. A condition is recommended.

Flood-lighting

Information provided by the agent demonstrates that in terms of lighting illumination contour lines, there is no increase, but a reduction in the illumination of surrounding existing residential areas. However, no information was provided that the design, installation and operation of the floodlighting system will be such that no floodlighting bulb or floodlighting bulb reflecting surface shall be visible within any residential premises.
The existing Sports Centre has a flood lighting system where flood-lighting bulbs or floodlighting bulb reflecting surfaces are likely to be visible to existing residential properties. The proposed lighting involves an increased number of masts, but at a lower height.

On balance, the new floodlighting will provide an improvement for existing residential accommodation. In addition, the housing proposed as part of the in-principle application will block the majority of the illumination from the new lighting and therefore significantly improve the situation for the vast majority of existing residents.

As the PPP masterplan layout is only indicative and a detailed design has not been developed yet, the agent has advised that the impact of floodlighting from the Sports Centre cannot be demonstrated usefully. The agent advised that when the detailed design is known and an application for full Planning Permission for the surrounding residential apartments are submitted, the design of the masterplan site will take account of floodlighting from the adjacent site.

Therefore, a condition has been recommended that only non-habitable rooms such as closed plan kitchens, bathrooms and utility rooms, overlook the running track and sports fields. This will protect the Sports Centre and protect the amenity of residents.

Contaminated Land

Contaminated land investigation reports have been received and are currently being assessed. Therefore, Environmental Protection recommends a condition.

Local Air Quality

Planning Advice Note (PAN) 51: Planning, Environmental Protection and Regulation 3 sets out the Scottish Executive's core policies and principles with respect to environmental aspects of land use planning, including air quality. PAN 51 states that air quality is capable of being a material planning consideration for the following situations where development is proposed inside or adjacent to an Air Quality Management Area (AQMA):

Large scale proposals.
If they are to be occupied by sensitive groups such as the elderly or young children.
If there is the potential for cumulative effects.

It should be noted that the application site is partially located in the city centre AQMA. This AQMA was declared due to exceedance of the annual mean Nitrogen Dioxide levels, mainly due to transport related pollution. The planning system has a role to play in the protection of air quality, by ensuring that development does not adversely affect air quality in AQMAs or, by cumulative impacts, lead to the creation of further AQMAs (areas where air quality standards are not being met, and for which remedial measures should therefore be taken.

AQMAs have been declared at five areas in Edinburgh - City Centre, St John's Road (Corstorphine), Great Junction Street (Leith) Glasgow Road (A8) at Ratho Station and Inverleith Row/Ferry Road. Poor air quality in the AQMAs is largely due to traffic congestion and the Council's Air Quality Action Plan contains measures to help reduce vehicle emissions in these areas. The Council monitors air quality in other locations and may require declaring further AQMAs where Air Quality Standards are being exceeded. It is noted that a significant amount of development is already planned / committed in east Edinburgh and city centre and additional development will further increase pressure on the local road network. Committed development has therefore been accounted for in the applicants Air Quality Impact Assessment.

Car parking for the Sports Centre is to be maintained at the current level of circa 100 spaces. Car parking for the wider residential masterplan site will take cognisance of the new Edinburgh Design Guidance (October 2017) in the provision made. Consequently, there will be increased traffic flows serving the wider site than there are currently.

Reducing the need to travel and promoting the use of sustainable modes of transport are key principles as identified in the LPD. The LDP also states growth of the city based on car dependency for travel would have serious consequences in terms of congestion and air quality. An improved transport system, based on sustainable alternatives to the car is therefore a high priority for the Council and continued investment in public transport, walking and cycling is a central tenet of the Council's revised Local Transport Strategy 2014-19.

The site is well-situated in relation to the existing transport network. A series of footpaths, footways and usable cycle links exist in the surrounding area offering connections with the wider network. The site is well-located for access to public transport services with local bus routes, heavy rail and Trams within walking distance.

The applicant has submitted a supporting air quality impact assessment and air quality is anticipated to be affected during the construction phase of the development by dust emission from earth moving and materials handling, however the level of emission is largely dependent on weather conditions. Mitigation measures will be adopted to limit dust emission and its associated effects on the environment and amenity. Environmental Protection shall recommend an informative to ensure this is controlled within a detailed construction and Environmental management plan.

When the development is completed the primary impact on air quality will result from traffic emissions and from the proposed Combined Heat and Power Plant (CHP). The extent of the impact is dependent on the travel behaviour of its resident/staff/customer population and the type of CHP installed.

The air quality impact assessment shows that the annual mean objective for NO2 is likely to be met at all receptor locations. The applicant states that the traffic from the proposed development makes no perceptible difference to concentrations of NO2 at these locations and will not significantly affect whether or not the objective is achieved.

If consented, the operational phase of the development will cause increases in local traffic at a level which will give rise to imperceptible increases in concentrations of PM10 and NO2 at roadside locations on affected roads. The significance of these changes has been deemed negligible, even at roadside properties in the City Centre AQMA where existing concentrations of PM10 and NO2 may be close to, or already breaking the relevant annual mean objectives. Therefore, the proposed stadium aspect of the development on its own will not have an adverse impact on local air quality as the numbers of car parking spaces will remain the same as existing levels. However, the additional parking and additional CHP unit will likely impact the existing AQMA due to slightly increased traffic.

Air quality mitigation for the operational phase can be limited however the applicant must ensure that as a minimum they install electric vehicle charging points in accordance with the Edinburgh Design Standards and install low NOX boiler within the residential properties unless connected with the CHP district heating scheme proposed.

Environmental Protection encourage the developer to work with this department to produce an up-to-date Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts;

1. *Keep Car Parking levels to minimum.*
2. *Car Club facilities (electric and/or low emission vehicles).*
3. *Provision of rapid electric vehicle charging facilities.*
4. *Public transport incentives for residents.*
5. *Improved cycle/pedestrian facilities and links.*

The Scottish Government in the 'Government's Programme for Scotland 2017-18 has a new ambition on ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. This is underpinned by a range of actions to expand the charging network, support innovative approaches, and encourage the public sector to lead the way, with developers incorporating charging points in new developments.

The applicant must be aware that there are now requirements stipulated in the Edinburgh Design Guidance must be achieved. Edinburgh has made progress in encouraging the adoption of electric/hybrid plug-in vehicles, through deployment of extensive charging infrastructure. As plug-in vehicles make up an increasing percentage of the vehicles on our roads, their lack of emissions will contribute to improving air quality especially as this site is located near an AQMA, furthermore their quieter operation will mean that a major source of noise will decrease.

The Sustainable Energy Action Plan is the main policy supporting the Council's Electric Vehicle Framework. Increasing the number of plug-in vehicles and charging infrastructure in Edinburgh will provide substantial reductions in road transport emissions.

To ensure that the infrastructure required by the growing number of electric vehicles users is delivered, one of every six spaces should include a fully connected and ready to use electric vehicle charging point, in developments where ten or more car parking spaces are proposed. Electric vehicle parking spaces should be counted as part of the overall car parking provision and not in addition to it.

Due to the development site being located in the AQMA, as a minimum Environmental Protection would recommend that 7Kw charging provision will be required for all residential properties with rapid chargers located at some communal parking spaces and those serving the stadium for customers and staff. Information on chargers is detailed in the Edinburgh Design Standards Technical Information Design Standards.

Environmental Protection are satisfied that the impacts of this proposed development will be limited. The applicant must keep the numbers of car parking spaces to a minimum, committed to good cycle provisions, electric vehicle charging facilities and supported with a travel pack. Due to the proximity of the AQMA Environmental Protection will recommend the electric vehicle charging points are fully installed and operational prior to occupation serving 100% of the spaces.

Environmental Protection will also advise that the applicant includes a chimney height calculation in accordance with the Clean Air Act 1993 and be aware that Environmental Protection will not support the use of Biomass as a fuel for the CHP unit.

Therefore, Environmental Protection offers no objection to application 18/00154/PPP & 18/00181/FUL, subject to the following conditions and informative;

18/00154/PPP Conditions

1. Upgraded acoustic glazing will be required to protect residential properties in overlooking London Road, Smokey Brae and the East Coast Main Line, as specified in Sandy Brown report: 17283-R01-A, figure 5, p22 and Table 13 p23.

2. In order to protect residential amenity from light and noise issues, all rooms in residential accommodation (including student accommodation) with a line of sight to the running track and/or multi-use sports pitches to be only non-habitable rooms such as closed plan kitchens, utility rooms or bathrooms.

3. The Sports Centre multi-use pitches will not be used for outdoor concerts.

4. A noise attenuation package which includes attenuating louvres on the chillers air intake and exhaust areas will be installed as specified in drawing 16108 (55)301 Rev. A. The attenuation package will be designed such that noise levels are restricted to not to exceed LAeq 52 dB at 3m.

5. Excluding the Sports Centre, any commercial premises that have a kitchen, will require a full ventilation extract system, ducted to a minimum height of 1m higher than surrounding residential accommodation within a 30m radius.

a) Ventilation extract systems must be capable of achieving 30 air changes per hour by volume and a minimum upwards efflux velocity at the extract termination point of 15ms-1

b) Numbered plans and elevations should be provided showing the position of extract ventilation ducts in relation to surrounding residential accommodation within a 30m radius.

6. When the full application is submitted for the housing and commercial parts of the site, including the proposed energy centre, Noise Impact Assessments (NIA) will be required. In order to support any subsequent full application, the NIA's must demonstrate that Environmental Protection's standards can be achieved for mechanical plant noise, internal activity noise and entertainment noise, within residential accommodation.

7. When the full application and a detailed plan is available, it may be necessary to restrict the operating times of hot food takeaways, public houses and restaurants, cafes, and restrict times for deliveries and commercial waste collections in order to protect the amenity of residential accommodation.

8. As this is a mixed-use development, until a detailed application is provided showing the location of the different class uses in relation to residential accommodation and additional information is provided that demonstrate there are no environmental issues, I can only support this application if the commercial class uses are restricted to:

a. Excluding the Sports Centre and associated facilities, Planning class uses for the rest of the site are restricted to: Class 1, 2, 3, 4(a only), 7, 8, 10 (excluding a & g), Sui Generis - Hot Food Take-away & Public House only.

9. i) Prior to the commencement of construction works on site:

a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.

9. Details of the location and type of electric vehicle charging points shall be submitted and approved in accordance with the Edinburgh Design Standards (October 2017).

Informative

1. Details of the location and type of Combined Heat and Power Plant including details of fuel and power input shall be submitted and approved in accordance with the Clean Air Act 1993 Chimney Height Calculation.

Conditions 18/00181/FUL

1. A noise attenuation package which includes attenuating louvres on the chillers air intake and exhaust areas will be installed as specified in drawing 16108 (55)301 Rev. A. The attenuation package will be designed such that noise levels are restricted to not to exceed LAeq 52 dB at 3m.

2. The flood-lighting must be installed as detailed in drawings 2801-06-100, 2801-06-500, 2801-06-600.
3. The Sports Centre multi-use pitches will not be used for outdoor concerts.

4. The 18 electric vehicle charging spaces detailed in drawing: 3796 AL(0)050 D, should be served with rapid charging points that are a minimum standard of:

a) 70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 connectors, the AC supply by a 62196-2 connector. Must have the ability to be de-rated to supply 25kW to the AC and either of the DC outlets simultaneously.

Informative
Construction Mitigation

a) All mobile plant introduced onto the site shall comply with the emission limits for off road vehicles as specified by EC Directive 97/68/EC. All mobile plant shall be maintained to prevent or minimise the release of dark smoke from vehicle exhausts. Details of vehicle maintenance shall be recorded.

b) The developer shall ensure that risk of dust annoyance from the operations is assessed throughout the working day, taking account of wind speed, direction, and surface moisture levels. The developer shall ensure that the level of dust suppression implemented on site is adequate for the prevailing conditions. The assessment shall be recorded as part of documented site management procedures.

c) Internal un-surfaced temporary roadways shall be sprayed with water at regular intervals as conditions require. The frequency of road spraying shall be recorded as part of documented site management procedures.

d) Surfaced roads and the public road during all ground works shall be kept clean and swept at regular intervals using a road sweeper as conditions require. The frequency of road sweeping shall be recorded as part of documented site management procedures.

e) All vehicles operating within the site on un-surfaced roads shall not exceed 15mph to minimise the re-suspension of dust.

f) Where dust from the operations are likely to cause significant adverse impacts at sensitive receptors, then the operation(s) shall be suspended until the dust emissions have been abated. The time and duration of suspension of working and the reason shall be recorded.

g) This dust management plan shall be reviewed monthly during the construction project and the outcome of the review shall be recorded as part of the documented site management procedures.

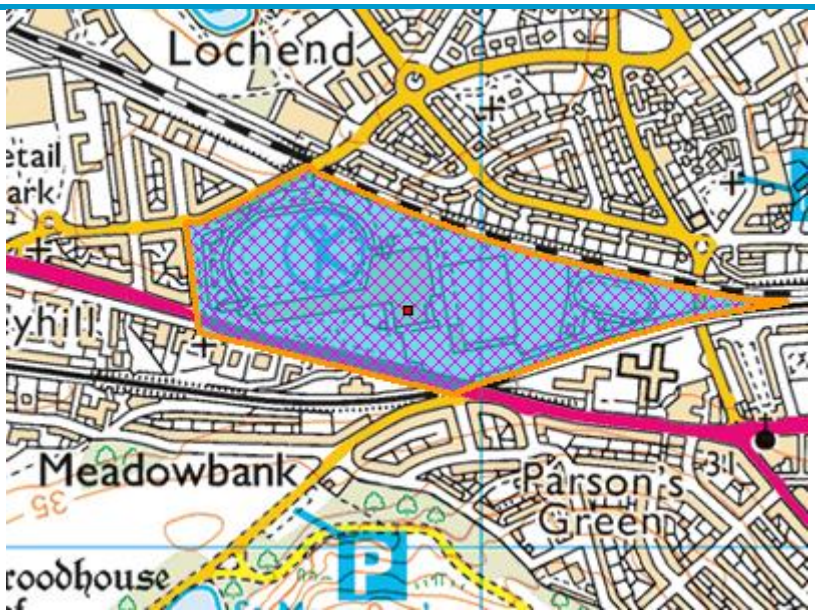
h) No bonfires shall be permitted.

Flood Planning - 13 June 2018

18/00181/FUL Sports Centre
This application can proceed to determination with no further comment from our department.

18/00154/PPP
This application can proceed to determination. We would request that a condition is added to provide modelling outputs and overland flow paths as part of the future planning (AMC) stages.

Location Plan



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