

Development Management Sub Committee

Wednesday 12 September 2018

Application for Approval of Matters Specified in Conditions 18/01004/AMC

At Land At Greendykes South Site, Greendykes Road,
Edinburgh

Approval of matters specified in conditions (ref:
16/03848/PPP) as per condition three and condition six (as
amended).

Item number	7.2
Report number	
Wards	B17 - Portobello/Craigmillar

Summary

The site is allocated for housing in the Local Development Plan and the principle of housing is established. The proposals generally accord with the Craigmillar Urban Design Framework and the Edinburgh Design Guidance. It is acceptable in terms of design, scale, layout, open space and amenity of future and neighbouring residents. The proposal is acceptable in all other respects, subject to conditions.

Links

Policies and guidance for this application	LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN09, LEN21, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LHOU10, LTRA02, LTRA03, LTRA04, LRS06, NSG, NSGD02, NSGCDF,
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Report

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At Land At Greendykes South Site, Greendykes Road, Edinburgh

Approval of matters specified in conditions (ref: 16/03848/PPP) as per condition three and condition six (as amended).

Recommendations

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

Background

2.1 Site description

The application site is currently vacant land covering 3.75 hectares. It is bounded on three sides by Greendykes Road and is adjacent to the development site at Greendykes North which has been partially redeveloped. To the south of the site is the re-aligned Niddrie Burn and beyond that, new housing. To the west is agricultural land and beyond that is the Royal Infirmary of Edinburgh. To the east are two multi-storey residential blocks and to the north are a care home and an ancient burial ground.

Generally site levels fall to the south and the east. Beyond the north east corner of the site, the land starts to fall to the north.

Greendykes Road crosses Niddrie Burn to the south connecting to the public transport link which leads to the Royal Infirmary of Edinburgh. A housing development and the Bio-medical research park are also to the south of the burn.

The immediate surrounding area is residential in character although other uses are found close by such as a school and the aforementioned care home.

Greendykes Road is a transport safeguard for the tram route.

2.2 Site History

8 August 2013 - Revised Craigmillar Urban Design Framework (CUDF) approved by Planning Committee.

This sets out a number of principles. In relation to housing, the key design components are:

- The adoption of small street blocks as the basis of urban form;

- A requirement for all street frontages to have ground floor doors and windows, and direct access to individual properties from the street;
- Appropriate and well-designed boundaries;
- Enough open space - public, private and semi-private - to meet the needs of residents; and
- An appropriate mixture of houses and flats of varying sizes.

It also includes that new housing should be distinctive and designed to look modern, well-proportioned and attractive. Entrances to units should relate well to other buildings and spaces and the need for robust boundaries. Guidance is also provided on heights, allowing up to four storeys. A restricted palette of materials should be used.

23 December 2016 - planning permission in principle granted for residential development, potential retail/commercial uses, open spaces and associated infrastructure (application number 16/03848/PPP).

Adjacent Site to the west:

26 July 2016 - planning permission granted for the development of public open space incorporating the regional SUDS facility serving future residential developments at Greendykes North and Greendykes South and other associated works (application number 16/00973/FUL and associated variation 16/00973/VARY).

Main report

3.1 Description Of The Proposal

This application seeks approval of matters specified in condition 3 of planning permission 16/03848/PPP. The condition states that:

Condition 3: No work shall commence on each phase of the site until details of the undernoted matters have been submitted to and approved in writing by the Planning Authority; the submissions shall be in the form of a detailed layout of that phase (including landscaping and car parking) and shall include detailed plans, sections and elevations of the buildings and all other structures.

Approval of Matters:

- a) design and layout, which will include:*
 - (i) design and external appearance of all buildings, open space, urban realm and other structures;*
 - (ii) height, massing and siting including analysis of views;*
 - (iii) boundary treatments (overall site and individual plots);*
 - (iv) car and cycle parking;*
 - (v) road layouts, alignment and access arrangements, including any amendments to adopted roads and footways;*
 - (vi) footpaths and cycle routes;*
 - (vii) number, mix and size of residential units.*
- b) full details of sustainability measures in accordance with Edinburgh Design Guidance;*
- c) surface water management plan and SUDS, including a maintenance schedule for the SUDS infrastructure;*

- d) waste management and recycling facilities;*
- e) existing and finished site and floor levels in relation to Ordnance Datum;*
- f) external lighting, including footpath, street lighting and any floodlighting, arrangements for the development;*
- g) landscaping, which shall include:*
 - (i) detailed landscaping plan;*
 - (ii) a schedule of all plants/trees to comprise species, size, proposed number and density;*
 - (iii) inclusion of hard landscaping details;*
 - (iv) walls, fences, gates and any boundary treatments;*
 - (v) landscape management plan including schedule for implementation and maintenance of planting scheme;*
 - (vi) tree protection measures; and*
 - (vii) details of phasing of these works.*
- h) Details of a scheme for protecting the occupiers of the residential units from retail and commercial noise in phase/plot N.*
- i) Details of a scheme for protecting the occupiers the residential units from retail and commercial odours in phase/plot N.*

Condition 6 of 16/03848/PPP also requires that each application for approval of matters specified in condition 3 shall be accompanied by a phasing plan for the development of the site. This has been provided.

The proposal is for 169 residential units and one shop unit with a floor area of 171 sqm. There is a mixture of detached, semi-detached, terraced and flatted units proposed. The proposed development contains predominately two storey houses, though there are number of units that contain dormer windows in the second floor level. There are four flatted blocks proposed, these are all four storey in height.

The residential units are split into:

- 2 x one bedroom flats.
- 56 x two bedroom flats.
- 29 x two bedroom houses.
- 55 x three bedroom houses.
- 27 x four bedroom houses.

The proposal realigns Greendykes Road at its south western end from the existing roundabout where Greendykes Road meets Pringle Drive. A new road will be taken from the existing roundabout into the site.

Frontage is provided onto Greendykes Road along the eastern and southern sides. The four storey blocks all front onto Greendykes Road and serve to bookend the road. The proposed shop unit is located on the ground floor of the northern flatted block (Block 4). Along the eastern edge of the development that fronts onto Greendykes Road there is a difference in levels between the proposed development and the road. This results in a series of external access stairs to the proposed terraced housing. Small areas of open space are proposed in northern and southern areas with a number of street trees provided through the layout. Landscape proposals also show a line of trees along the reserved tram reservation.

Internally the proposed development is set out in a series of blocks that create a network of shared surface streets. The park to the west of the site is overlooked by terraced housing.

A total of 173 car parking spaces are proposed. These are located in a mix of parking courts, in curtilage, layby and end-on parking. Three covered motorbike spaces are proposed. Blocks 1 and 2 (12 flats each) have internal cycle stores for 12 cycles each. Block 3 (12 units) and 4 (10 units) both have adjoining cycle stores for 12 cycles each. Three bike racks are also proposed adjacent to the commercial unit. The flatted blocks have bin stores located adjacent to the buildings.

Supporting Information

The following information was submitted in support of the application:

- Design Statement;
- Noise and Odour Impact Assessment;
- Landscape Maintenance and Management Proposals Document;
- Surface Water Management Plan; and
- Sustainability Statement.

These 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 development complies with the planning permission in principle;
- b) The details of the development are acceptable;
- c) The proposals have any equalities or human rights impacts; and
- d) The representations have been addressed.

a) Compliance with the Planning Permission in Principle

The site is allocated for residential development (HSG 17) in the Edinburgh Local Development Plan (LDP). The principle of a residential development is established by the planning permission in principle (PPP) to which this application for approval of matters specified in conditions relates.

The indicative masterplan submitted as part of the PPP shows a total of 172 residential units. The proposed 169 units generally accords with the assumed number of residential units on the site. The density is 45 dwellings per hectare, which is an acceptable density for this sub-urban location.

The PPP established that the provision of affordable housing on Greendykes North would be of a sufficient level meaning that no affordable housing is required on this site.

Condition 4 of the PPP states that the retail/commercial premises shall be restricted to a maximum of 250 square metres gross floor area and to Use Class 1 (Retail), Class 2 (Financial, Professional and other services) and Class 4 (Business). The proposed floor area of the retail unit is 171 sqm and within the parameters of the condition. It is located within an acceptable part of the site within the development.

In terms of uses, the proposal complies with the planning permission in principle.

b) Acceptability of the Details

LDP Policies Des 1 - Des 8 set a requirement for proposals to be based on an overall design concept which draws on the positive characteristics of the surrounding area with the need for a high quality of design which is appropriate in terms of height, scale and form, layout, and materials.

Although the PPP masterplan was only indicative, it did demonstrate how the site could be developed, including a general road layout, development blocks and unit numbers.

The Craigmillar Urban Design Framework also covers the site. This contains guidance on issues such as key design principles for housing development and movement.

Condition 3a) Design and Layout

Design and Materials:

LDP Policy Des 1 Design Quality and Context states that proposals should be based on an overall design concept and draw on the positive character of the surrounding area. The Edinburgh Design Guidance (2017) states that new suburban developments should make an efficient use of land and contain a mix of housing types.

The CUDF indicates that new housing should be locally distinctive, have regard to successful traditional designs and promote a sense of identify and place.

The wider area contains a mix of housing types and styles. These vary from differing styles of flatted blocks, included modern flat roof blocks, more traditional pitched roofs and also high rise, through to standard house builders products especially to the south and east of the site. Further west of the site there are a number of cottage style houses.

The proposal consists of standard house types throughout the development, these are simple in design with pitched roofs. These are not locally distinctive designs developed especially for the site and therefore this element of the proposal does not comply with the CUDF on this point. The majority of the house types have been proposed elsewhere in Edinburgh and are similar in style to those being currently developed out to the south/west of the site.

However, a variety of different house types can be used to provide character to the proposal. The house types have been arranged to provide a hierarchy of streets with variations in styles to provide variety within the site. This includes buildings being brought up to the kerb line to create mews style streets and dual aspect houses to provide corner features and aid in avoiding blank gables. The two and a half storey houses located next to the four storey flats to provide a transition in heights and provide a more urban form.

The Craigmillar Urban Design Framework (CUDF) indicates that a restricted palette of materials should be chosen. There is a mixture of developments and materials within the area. More recent developments have used brick and render as the predominate materials.

The proposed development also contains a mixture of brick and render as the main materials. Facing brick is utilised around the perimeter of the site and within sections of the site internally. Elsewhere white render is proposed. The white render has been used to help develop character areas or along certain streets to provide unity, such as on the two streets that front onto the adjacent proposed park area. The proposed materials are appropriate to the context.

The design of the units, albeit not locally distinctive to the site, do fit with the varied wider housing development in the area and through the use of positioning of the buildings creates a street hierarchy and framework. The proposed materials are suitable for the context of the site and a condition is recommended in relation to the specification of the materials.

Layout:

LDP Policies Des 4 Development Design - Impact on Setting and Des 7 Layout Design set out that developments should have regard to the position of buildings on the site and should include a comprehensive and integrated approach to the layout of buildings, streets, footpaths, cycle paths and open spaces.

The Edinburgh Design Guidance (2017) states that new suburban developments should be laid out to give a variety of different streets and spaces. These should integrate with the hierarchy of the streets in the surrounding area. The CUDF sets out that developments should contain perimeter blocks, clear frontages and natural surveillance.

The layout largely follows that of the indicative masterplan for the site and are set out in a series of blocks as promoted in the CUDF. The housing and flats provide a well-defined edge to Greendykes Road and establish a robust urban form.

In order to provide this well-defined edge and the change in levels required to mitigate any potential for flooding, it has resulted in the rear garden space fronting onto the central road through the site. Here a feature wall with railings is proposed to enhance the street scene. Further south on this street, frontages are provided by the orientation of the houses.

A series of streets are proposed internally within the site, this enables permeability and linkages through to the adjacent proposed park area. The streets are set out in a way to generally provide frontages and encourage passive overlooking. The inclusion of a small commercial unit also aids in providing some further diversity within the site.

In terms of privacy, the orientation of the residential units and the general provision of nine metre deep gardens results in no immediate issues in relation to overlooking within the site. The location of the proposed roads also means that there will be no adverse impacts on the adjacent sites.

Access is taken primarily from Greendykes Road with the southern part of the road realigned to facilitate the development layout. The proposed layout will integrate well with the surrounding development areas. Shared surfaces are proposed within the site, with step outs and tree planting used to provide pinch points to act as traffic calming. Paths are found within the site and provide access from the Greendykes Road through the site and into the proposed park area.

The CUDF indicates that most local cycle routes within the built-up area should be on 'local streets'. There is no direct cycle link proposed within the site (without steps), though the provision of shared surfaces and street features the site will be navigable. To the west of the site there is the existing cycle way link to the adjacent housing area and onwards to Little France.

The Roads Authority has no objection to the proposal, but note that the final road layout will be agreed through the Roads Construction Consent (RCC) process.

The site is within parking zone 3 as set out in the Edinburgh Design Guidance (2017). The standards allow for up to 294 car parking spaces for the proposed 169 units. The proposed 173 spaces is acceptable in the context of the guidance. Within this number, thirteen disabled parking spaces have been provided, which is in line with the standards requirements for 8% of the total communal spaces. It should be noted that electric vehicle charging points is not an approval matter and the informative on the PPP only indicated that charging points should be considered in the development. A number of electric vehicle spaces (eight) have also been provided within the communal parking areas. Secure cycle parking is provided for the flatted blocks.

Eight of the detached houses contain car parking spaces at the front of the plot. Such an arrangement is contrary to the Edinburgh Design Guidance. The guidance states that high amenity residential areas generally have car parking located on the street, set to the side or concealed from public view.

Six of these houses are within a secondary mews street and do not form part of the principal frontages of the site. There are a limited number of detached houses within the site and they provide a further mix to the mainly proposed terraced and flatted properties. Furthermore, the majority of the car parking is either on street or within small parking courts. As this is only eight units out of a total of 169 units, such an infringement is acceptable in this instance.

Open space:

LDP Policy Hou 3 Private Green Space states that for flatted developments there should be 10 sqm of open space provision per flat except where private space is provided. A minimum of 20% of the site should be open space.

The houses all have access to private gardens. In the main, these are mostly nine metres in depth. There are instances where the rear gardens do not meet the Council's guidance on garden depth. These are in locations where the importance of providing a stronger frontage to the street is of an advantage to the development and the provision of smaller gardens is acceptable.

The proposed flatted developments meet the policy requirements in terms of size, with at least 10 sqm per flat being provided. The majority of the ground floor units also contain direct access to gardens at the front of the properties.

More than 20% of the site is made up of open space, which also includes some pockets of green space within the development. Immediately to the west of the site is the proposed park area that is proposed to serve this site and other sites within this part of Greendykes.

Height and Scale:

The CUDF provides indicative heights for new development within the area. For this site, it shows buildings up to four storeys around the perimeter along Greendykes Road with heights then dropping to two and three storeys.

The proposal contains a mixture of two and two and a half storey houses and four storey flats. The higher buildings are located along Greendykes Road, with the four storey flats aiding in framing the entrance points into the development. The two storey units are located in the more internal areas. This aligns with the CUDF and also the masterplan for the site provided at the planning permission in principle stage.

A mixture of similar heights has indicatively been shown on the adjacent site to the northwest of the site, with four and three storeys being proposed around the perimeter before dropping to two storeys internally within the site. The location of the flatted blocks provide focal points within the development and provide variation in height and mass.

The proposed heights are suitable in the context of the site and the CUDF.

Mix and size of residential units:

The proposal contains a range of house types and sizes across the site. The design guidance expects that 20% of units should be homes for growing families with at least three bedrooms. The proposal contains 82 units (49%) with three or more bedrooms, this is above the design guidance expectations and the 33% target in the CUDF for family housing. The remaining 87 units consist of two bed houses and flats, plus two one bedroom flats. The mix of house types and sizes is considered acceptable in the context of LDP Policy Hou 2 Housing Mix. The internal floor areas of the proposed units comply with the recommended minimum sizes in the Edinburgh Design Guidance.

In summary, although the proposals utilise standard house types, the design and materials proposed are appropriate to the context of the site. The proposed street hierarchy and layout formed by the positioning of the buildings alongside a range in heights and building forms aids in providing a mix of housing types and a well-structured development.

Condition 3b) Sustainability

A sustainability form has been submitted in support of the application. Part A of the standards is met through the provision of boilers and photovoltaic panels.

The proposal has also been assessed against Part B of the standards. The points achieved against the essential criteria are set out in the table below:

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

The proposal meets the essential criteria and desirable elements includes a commitment to not using tropical hardwood and the use of electric vehicle car hook ups.

Condition 3c) Surface Water Management Plan/SUDS and 3e) Floor Levels

The applicant has provided the relevant flood risk assessment and surface water management information for the site as part of the self-certification (with third party verification) process. The proposals meet the Council's requirements.

Condition 2 of 16/03848/PPP sets out that the minimum site level shall be 48.5 metres AOD. SEPA does not object to the proposal, noting the minimum floor levels proposed are 48.95 metres AOD.

The information submitted in relation to these matters is satisfactory.

Condition 3d) Waste Management

Discussions have taken place between the applicant and Waste Services. The development has been set out in accordance with its policies and vehicle tracking has been provided.

Condition 3f) Lighting

Detailed information has been provided by the applicant in relation to the location of the street lighting within the proposed development. This information is acceptable for the planning stage. The Roads Authority has indicated that this matter will also be considered through the relevant RCC process.

Condition 3g) Landscaping

Comprehensive landscaping plans have been provided as part of the application. This provides the detailed information in relation to planting and hard landscaping.

A total of 86 trees are to be provided within the development. These are further supplemented by shrubs, hedges and bulb planting. The trees are proposed through the development and are mainly street trees.

The proposals also incorporates a line of trees along the tram reservation. This will visually enhance the area adjacent to Greendykes Road.

The CUDF sets out that there should be well designed robust boundaries with distinctions between public and private open space. A mixture of boundary treatments have been proposed. Where possible, timber fences are kept away from the public facing edges of the development. Brick walls are proposed on the more public edges. It is proposed to use the same brick to match in with the housing. A feature wall with black metal railings is proposed along the central north/south route at the rear of the gardens. The proposed boundary treatments are acceptable and used appropriately within the development, with the materials tying in with those proposed elsewhere in the site.

The front gardens associated with the terrace housing and ground floor flatted units generally have hedges proposed to provide a separation between the public and private areas whilst greening the streetscene.

A phasing plan for the development and a management and maintenance plan have been provided. The information provided and the proposed landscaping scheme is acceptable for the site. It is recommended that a condition is used in relation to implementation and also the replacement of any failed planting.

Condition 3h) Noise and 3i) Odour

A Noise and Odour Impact Assessment has been submitted in relation to the commercial unit. Environmental Protection has considered the assessment and recommends the use of conditions. However, as the condition on the PPP restricts the use of the unit to Class 1, 2 or 4 (with Class 1 Shops being proposed under this AMC) it is not deemed necessary to impose a condition in relation to an extract flue and ventilation system.

The information submitted adequately deals with these matters, subject to an appropriately worded condition.

Condition 6 Phasing Plan

A phasing plan has been provided to show how the site will be developed out as required by condition 6 of 16/03848/PPP. This shows the first phase of development including the realigned Greendykes Road and roundabout with phasing then continuing to the north of the site and then back through to the south. The proposed phasing is acceptable and meets the requirements of the condition. As the development site has come forward as one detailed application, rather than split into a number of smaller sites, it is not deemed necessary to condition the phasing of the development.

c) Equalities and Human Rights

The application has been assessed in terms of equalities and human rights. In general it raises no overriding concerns in relation to equalities and human rights. Due to the raising of the ground to meet flooding requirements, access to a number of the properties from Greendykes Road is by way of steps. However, level access is provided to the rear of the properties. Steps are also provided within the site and, where achievable ramps, have been used.

d) Public Comments

Material representations - support

- regeneration in this area is a positive improvement - the comment is noted.

Community Council

The community council did not comment on the proposals.

Conclusion

The site is allocated for housing in the Local Development Plan and the principle of housing is established. The proposals generally accord with the Craigmillar Urban Design Framework and the Edinburgh Design Guidance. It is acceptable in terms of design, scale, layout, open space and amenity of future and neighbouring residents. The proposal is acceptable in all other respects, subject to conditions.

It is recommended that this application be Approved 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 approved landscaping scheme shall be fully implemented within six 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.
3. For Plot N any required plant shall be located on the north-east elevation of the commercial unit (towards the north-east corner, away from the entrance).

Reasons:-

1. In order to ensure the adequacy of external building materials.
2. In order to ensure that the approved landscaping works are properly established on site.
3. In order to safeguard the amenity of neighbouring residents and other occupiers.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the 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 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. Road layouts, alignments and access arrangements - All accesses must be open for use by the public in terms of the statutory definition of 'road' and 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. A Quality Audit, as set out in Designing Streets, has been carried out and must be submitted prior to the grant of Road Construction Consent. For the avoidance of doubt, final road layout etc. will be agreed through the road construction consent;
5. Any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents;
6. 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;
7. 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 Head of Planning and Transport 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. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport.
8. It should be noted that:
 - i. Condition 5 of the 16/03848/PPP consent is relevant to any application for road construction consent;
 - ii. Stopping up orders under Section 207 of the Town and Country Planning (Scotland) Act 1977 will be required.
9. The development must be carried out in accordance with the conditions attached to planning permission in principle reference 16/03848/PPP.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the 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:

This application was assessed in terms of equalities and human rights. The impacts are identified in the Assessment section of the main report.

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

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was notified on 15 March 2018 and one letter of representation was received.

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 application site is identified as a housing site (HSG 17) in the Edinburgh Local Development Plan. A Tram Route Safeguard runs along Greendykes Road.
Date registered	8 March 2018
Drawing numbers/Scheme	54,55B,56-69, 01,02C,03C,04B,05-13,14A,15A,17-26,30C,32B,33B,34B,35B,36C,, 37B,38B,39A,40,41A,42A,43B,44C,45B,46B,47C,49,50,51,52B,53B,,

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

Contact: Kenneth Bowes, Senior Planning Officer
 E-mail:kenneth.bowes@edinburgh.gov.uk Tel:0131 529 6724

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

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 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

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 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 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 RS 6 (Water and Drainage) sets a presumption against development where the water supply and sewerage is inadequate.

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.

Non-statutory guidelines 'The Craigmillar Urban Design Framework' sets out a vision and principles for development of the Craigmillar area.

Appendix 1

Application for Approval of Matters Specified in Conditions 18/01004/AMC

At Land At Greendykes South Site, Greendykes Road, Edinburgh

Approval of matters specified in conditions (ref: 16/03848/PPP) as per condition three and condition six (as amended).

Consultations

Archaeology Officer - comments dated 19 March 2018

Further to your consultation request I would like to make the following comments and recommendations concerning this application for approval of matters as specified in conditions (ref; 16/03848/PPP).

As stated in my 2016 response to application 16/03848/PPP, historically the site occurred across the south-western limits for Niddrie Marischal Estate, an area identified as being of archaeological interest. However assessment of the results from recent archaeological work in the immediate area indicated that the potential for disturbing significant remains on this site was low.

It was therefore concluded that there were no known archaeological implications in regards to this site. This viewpoint has not changed.

Communities and Families - comments dated 15 March 2018

The impact of this development on education infrastructure and whether any developer contributions are required was assessed as part of the application for planning permission in principle (16/03848/PPP).

Environmental Protection - comments dated 24 April 2018

The applicant has submitted a noise and odour impact assessment to address issues raised by Environmental Protection at the PPP stage.

The applicants noise impact assess has investigated a number of scenarios to ensure that plant serving the proposed commercial use will located somewhere that does not adversely impact the proposed residential amenity.

The refrigeration and chiller units shall be relocated on the north-east elevation of the retail unit (towards the north-east corner, away from the entrance). In this Scenario the predicted worst-case noise level reduces to 39 dB LAeq 15 minutes at night at the worst-case receptor. All three Scenarios include for noise from a hot food exhaust located at roof level. The contribution from the hot food exhaust was deemed insignificant. The noise impact assessment has demonstrated that the noise levels would be below NR25 inside any dwelling based on 'Scenario 3' as described above.

Ducting for commercial cooking flues will be discharged 1m above ridge level which is satisfactory to ensure odours are dispersed and do not adversely impact amenity.

Therefore, Environmental Protection offer no objections subject the plant being installed as per the noise impact assessment 'scenario 3' and the kitchen extract serving the commercial units being discharged 1m above the ridge level. The following conditions would be recommended;

Conditions

Prior to the use being taken up, the extract flue and ventilation system, capable of 30 air changes per hour, and terminating 1m above the ridge level of the building being served by the extract, shall be implemented.

Plant shall be located on the north-east elevation of the retail unit (towards the north-east corner, away from the entrance).

Housing and Regulatory Services - comments dated 25 April 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.

2. Affordable Housing Provision

This application is for a development consisting of 169 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (42) homes of approved affordable tenures. The applicant has asked that affordable provision for both Greendykes North (499 homes, reference 05/01358/OUT) and Greendykes South (169 homes, reference 16/03848/PPP) be considered; the Council's housing service is amenable to this approach for these closely connected areas. The affordable requirement for both North and South sites based on there being a total number of 668 homes is 167.

There are 130 affordable homes provided in Greendykes North at sites B and C, (a mix of social and mid-market rent). A further 75 affordable homes are being taken forward by the Council's 21st Century Homes team at Greendykes G. This will provide a total affordable provision of 205 homes in Greendykes North, (31% of the total homes), which is 38 additional affordable homes above the 167 affordable homes required.

The affordable provision for Greendykes South being provided at Greendykes G in the North is supported by the housing service. This enables the affordable provision to be accelerated and delivered by the Council. A well integrated and representative mix of flatted and colony style homes are being provided. Across Greendykes North and South, 205 affordable homes would be provided, which is 31% affordable for the Greendykes North and South areas.

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.

3. Summary

The affordable housing provision for this application will be provided on plots B, C and G of Greendykes North. This equate to a total of 205 affordable homes (31%) across the Greendykes North and South Masterplan areas.

- 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 identical in appearance to the market housing units, an approach often described as "tenure blind"*

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

Roads Authority Issues - comments dated 16 April 2018

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

1. *Car parking:*

- a. Current Council parking standards for this area (Zone 3) permit up to 294 car parking spaces for the 169 units. The proposed 174 car parking spaces are considered acceptable;
- b. The applicant is required to provide 8% of total communal spaces (both on- and off-street) as disabled parking spaces;
- c. The applicant is required provide an electric vehicle charge point at 1 of every 6 proposed spaces. For dwellings with a driveway / garage, passive provision should be made so that a charge point can be added in the future, i.e. a 7kW socket;
2. Cycle parking - The applicant is required to provide 2 cycle parking spaces for each flatted unit. The proposed 48 spaces for 48 units does not meet the Council's standards and is not considered acceptable. It appears that the proposed cycle stores are capable of accommodating 2 tier cycle parking;
3. Motorcycle parking - The applicant is required to provide 1 motorcycle parking space per 25 units without a garage or other secure area, i.e. 1 space per block of flats. This must be in a covered and secure area;
4. Road layouts, alignments and access arrangements - All accesses must be open for use by the public in terms of the statutory definition of 'road' and 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. A Quality Audit, as set out in Designing Streets, has been carried out and must be submitted prior to the grant of Road Construction Consent. For the avoidance of doubt, final road layout etc. will be agreed through the road construction consent;
5. External lighting - final design to be agreed through the road construction consent;
6. The applicant must be informed that any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents;
7. 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;
8. 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 Head of Planning and Transport 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. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport.

Note:

The applicant should note that:

- i. Condition 5 of the 16/03848/PPP consent is relevant to any application for road construction consent;
- i. Stopping up orders under Section 207 of the Town and Country Planning (Scotland) Act 1997 will be required.

SEPA - comments dated 3 April 2018

Thank you for your consultation which SEPA received on 15 March 2018.

Advice for the planning authority

We have no objection to this planning application, but please note the advice provided below, particularly our advice on sustainable urban drainage systems at Section 2.

1. Flood Risk

1.1 We have no objection to the proposed development on flood risk grounds. Notwithstanding this we expect the City of Edinburgh Council to undertake its responsibilities as the Flood Prevention Authority.

1.2 SEPA has been consulted on a number of applications for Greendykes Road. Our previous responses indicated that finished floor levels should be above 48.5mAOD or further information on the flood risk from the Niddrie Burn was required. The information provided on the levels layout shows minimum floor levels to be 48.95mAOD.

1.3 We also previously noted that there should be no development on top of the existing or proposed Niddrie Burn culvert, which runs through the site. The Drainage Layout shows all culverts and drains to run under the road network.

1.4 Given the above, we have no objection to this application.

Caveats & Additional Information for Applicant

1.5 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood-maps/>

1.6 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

2. Sustainable Urban Drainage Systems (SUDS)

2.1 We advise that all proposals for SUDS are supported by the output from the Simple Index Approach tool. This allows for a clear and consistent demonstration that the proposals are appropriate and adequate. The output should be provided as documentation supporting the planning application for planning authorities to approve.

Regulatory advice for the applicant

3. Regulatory requirements

3.1 Management of surplus 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.

3.2 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 the 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 7334 or e-mail at planning.se@sepa.org.uk.

Waste Services - comments dated 26 March 2018

I have been asked to consider this application on behalf of the Waste Management Service.

Waste and Cleansing services takes no stance either for or against the proposed development but as a consultee would make the following comments.

Waste Management Responsibilities

The Waste and Cleansing Services will be responsible for managing the waste from households.

It would be the responsibility of any third party commercial organisations using the site to source their own trade waste uplifts. Architects should however note the requirement for trade waste producers to comply with legislation, in particular the Waste (Scotland) Regulations which require the segregation of defined waste types to allow their recycling. This means there would need to be storage space off street for segregated waste streams arising from commercial activities.

Any appointed waste collection contractors, appointed to manage commercial waste, could be expected to have similar requirements to the Council in terms of their need to be able to safely access waste for collection.

Compliance with Waste Strategy (Domestic Waste Only)

The provision of a full recycling service is mandatory in Scotland. Developers must make provision for the full range of bins: landfill waste, mixed recycling for paper and packaging, glass and food.

For low density properties, we would recommend individual kerbside collections. This provides each property with landfill (140 litres); mixed recycling (240 litres), glass (box), food box and internal caddy. All of these must be presented on the day of collection before a specified time and removed thereafter. They must otherwise be stored off street at all times.

For high density properties, we would recommend communal waste containers, for: landfill waste, mixed recycling for paper and packaging, glass, and food.

Key points are:

- each bin store must accept the full range of materials in bins, segregated as outlined above. It is not acceptable to have some types of bin in one bin storage area, and others in a different collection point, as recycling is a fully integrated part of the service;*
- the maximum size of a food bin is 500 litres; and that of a glass bin is 660 litres, which are both smaller than other types of waste due to weight issues;*
- provision must be made for the storage and disposal of bulky wastes such as furniture produced by the residents, and indeed access to those by our collection teams.*

Developers can either source their own bins in line with our requirements, or can arrange for us to do so and recharge the cost- this will probably be most convenient for them.

It is imperative that adequate provision is made for the storage of waste off street, and that cognisance is taken of the need to provide adequate space for the storage of segregated waste streams in line with the Waste (Scotland) Regulations.

The waste collection teams will require safe and efficient access to these from the earliest occupation. Developers need to ensure that services are accessible so that collection crews can provide the service in a safe and efficient manner, taking account of turning circles, length and width of vehicles, distance bins must be pulled, surfaces, slopes and so on

Waste Strategy and Letter of Agreement

New development layout and access

The roads that will be used by vehicles to collect waste and recycling from the properties should be to adoptable standard and able to withstand the Gross Vehicle Weight (GVW) of the collection vehicle of up to 26 tonnes without causing damages to the road surface. To ensure waste and recycling vehicles can safely access and service the properties within the development a swept path analysis would need to be provided.

High-density properties

The development will include high density properties serviced by communal waste and recycling containers.

To assess if the number of bins provided are sufficient for each block of flats further information would need to be provided:

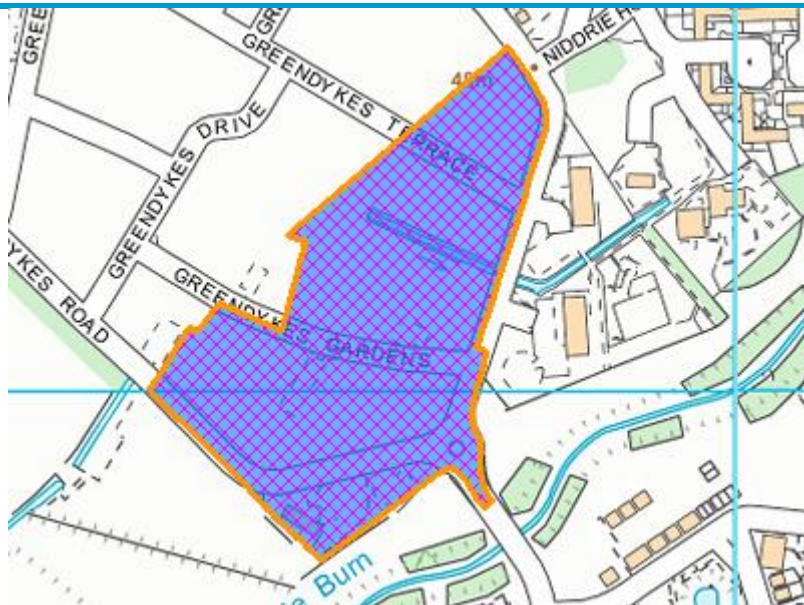
- number of flats serviced by each bin store.*

- Doorways must be a minimum of 1600mm wide to ensure the largest container can be moved in and out the store. Doorways must be wide enough for the easy passage of wheeled containers; we require a minimum 300mm either side of the largest container.
- Confirmation of the distance between the bin store and vehicle access point. The maximum straight pull of 10 metres walking distance from bin storage area to the vehicle is respected. A straight pull of 10 metres is the maximum walking distance from bin storage area to the vehicle, (a bin full of glass is heavy), and bins will only be wheeled over, and lifted from, hard standing surfaces.
- drop kerbs will be provided where needed to ensure the Operational Team can empty the bins in a safe manner. Dropped kerbs to be provided when transporting containers from vehicle to bin storage area, these should be protected with the use of white line
- Where locks are fitted to bin store doors, the standard "Budget Lock" must be fitted.

Further details will need to be provided to agree on the waste strategy for the new development (distance from the bin stores to the vehicle access point, swept path analysis and number of properties serviced by individual and communal services, drop kerbs etc.) to ensure the Architects Instructions requirements are met.

In view of these factors the developer must contact me, Erica Manfroi on 0131 529 3210 or email Erica.Manfroi@edinburgh.gov.uk as soon as possible to ensure adequate provision of segregated household waste bins and provision of suitable access for the waste and recycling collectors.

Location Plan



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