

Development Management Sub Committee

Wednesday 24 October 2018

**Application for Planning Permission 18/02744/FUL
At 100 Niddrie Mains Road, Edinburgh, EH16 4DT
Demolition of existing Lidl building and erection of new build
residential development comprising of 136 flatted units
across 5 no. blocks; with associated parking, roads and
landscaping.**

Item number	4.4
Report number	
Wards	B17 - Portobello/Craigmillar

Summary

The principle of housing on the site is acceptable and the proposed mix, layout, scale, design and access arrangements are acceptable and appropriate to their context. The proposal will provide an appropriate level of amenity to existing and future occupiers and will make a positive contribution to the regeneration of the wider Craigmillar neighbourhood. It provides the opportunity for future regeneration to take place within the Craigmillar Local Centre on Niddrie Mains Road. There are no material considerations which outweigh this conclusion.

Links

<u>Policies and guidance for this application</u>	LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES06, LDES07, LDES08, LEN09, LEN16, LEN20, LEN21, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LHOU10, LTRA02, LTRA04, NSG, NSGCDF, NSGD02,
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Report

Application for Planning Permission 18/02744/FUL At 100 Niddrie Mains Road, Edinburgh, EH16 4DT Demolition of existing Lidl building and erection of new build residential development comprising of 136 flatted units across 5 no. blocks; with associated parking, roads and landscaping.

Recommendations

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

Background

2.1 Site description

The site extends to 1.35ha and is located to the south of Niddrie Mains Road, in the Craigmillar neighbourhood. It is located within the Craigmillar Local Centre boundary, as defined in the Edinburgh Local Development Plan.

The site is currently occupied by a variety of building forms. The south of the site is now vacant land, previously occupied by a Lidl supermarket and associated car parking area. There are a number of commercial shed buildings located in the central area of the site, and an area of scrubby woodland. A parade of single storey shops is located along the northern edge of the site on Niddrie Mains Road, with associated car parking and servicing area to the rear of these. It is noted that no changes are proposed to the shops or parking/ serving area as part of this planning application.

There are two existing access points into the site on its northern boundary. Site levels change across the site from north to south, with an approximately 3m drop in level between the former Lidl site and the small commercial buildings to the north of the site.

The site is bounded to the north by Niddrie Mains Road. To the south and west, boundaries are formed by rear gardens of residential properties on Craigmillar Castle Ave, and Craigmillar Castle Loan respectively. The eastern edge of the site is defined by the boundary of the Craigmillar Medical Centre and the rear garden grounds of properties located at Niddrie Farm Grove.

The existing landscaping located in the centre of the site has an informal and unmaintained appearance and does not make a significant contribution to the wider landscape character.

The wider area has a mixture of uses, characteristic of the town centre setting. A number of small and medium sized shop units stretch along the southern side of Niddrie Mains Road westwards from the site and Craigmillar Medical Centre is located directly to the east of the site. The Craigmillar Library and community hub building is located on the opposite side of Niddrie Mains Road to the north of the site. Land to the east and south of this is currently subject to significant regeneration, with housing development underway. A newly built strip of retail units and associated car parking is located approximately 100m to the east of the site, on the northern side of Niddrie Mains Road. Land to the immediate south, east and west of the site is predominantly residential in character.

There are no listed buildings on the site or within its immediate vicinity. The White House (Category B listed) is located approximately 50m from the western site boundary, but is separated by existing built form along Craigmillar Castle Loan and its setting is not directly affected by the proposed development.

2.2 Site History

20 September 2017 - Proposal of Application Notice approved for residential flatted development at former Lidl retail site, 100 Niddrie Mains Road (application reference 17/03400/PAN).

Adjacent site at 80 Niddrie Mains Road

Planning application for a four storey residential/retail development (application reference 17/05243/PPP) under consideration.

Surrounding area

24 September 2015 - Planning permission granted for mixed use development inc. retail (class 1); financial, professional + other services (class 2); food + drink (class 3); business + employment (class 4); residential institutions (class 8); residential (class 9); assembly + leisure (class 11); sui generis flatted development + other associated works including car parking, public realm, access arrangements + works in general at Niddrie Mains Road Edinburgh (application reference 14/03416/PPP).

9 December 2016 - Application approved to extend the public realm in front of the neighbourhood hub at Craigmillar Town Square connecting the two spaces through uniform materials and building on the existing design framework (application reference 16/02697/AMC).

Main report

3.1 Description Of The Proposal

The applicant seeks full planning permission for the following;

Demolition of the existing building and erection of new build residential development. This will comprise 136 flatted units across five blocks, providing a mix of one and two bed properties. Blocks will range between three and four storeys in height. The design is contemporary with blocks arranged around a central open space. Materials include two-tone facing brick and zinc feature cladding with grey windows.

Associated parking, road and landscaping will also be provided as part of the development. The proposal will form a new roadway between the site and Niddrie Mains Road along the western boundary of the site. Car and cycle parking is provided across the site. A total of 82 car parking spaces are to be provided with 16 spaces equipped for electrical vehicle charging. Cycle parking is to be provided at the rate of two spaces per apartment in secure covered cycle shelters within the rear courtyards with some provision within the buildings. A total of 925 sq m of amenity greenspace will be formed in the central area of the site. Additional shared private greenspace will be provided around each residential block.

The proposed development seeks to form part of a longer-term phased development of the wider block, including redevelopment of the existing retail frontage along Niddrie Mains Road as a future mixed-use regeneration development. The proposed development seeks to safeguard the opportunity to expand development into this area, and has been designed to allow for the continuation of the masterplan layout in the future.

Supporting Statements

The following documents have been provided in support of the application:

- Design and Access Statement;
- Site Investigation Report;
- Pre-application consultation report;
- Sunlight and Daylight Study;
- S1 Sustainability Statement Form;
- Preliminary Ecology Report;
- Bat Survey;
- SUDs and drainage strategy; and
- Additional flooding info.

Copies of these documents are available to view on Planning and Building Standards On-line Services.

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) Layout, density, design, heights and materials within the context of the area;
- c) Access, road safety and parking arrangements;
- d) The proposal will provide an acceptable level of amenity for existing and future occupiers;
- e) The proposal has any equalities or human rights impacts;
- f) Developer contributions;
- g) The public comments have been taken into account; and
- h) There are any other material considerations.

a) The principle of the development is acceptable

The site is located within the Urban Area in the Edinburgh Local Development Plan (LDP). Within the Urban Area, a range of uses including residential are supported where they accord with other policies in the plan. Criterion (d) in part 1 of Policy Hou 1 of the LDP gives priority to the delivery of housing at sites in the Urban Area, subject to compatibility with other policies in the LDP.

The site is already partly vacant following the demolition of the former Lidl supermarket. Introducing housing at the site in place of commercial units will not prejudice or inhibit the activities of any nearby employment uses and will contribute to regeneration and improvement in the wider area, meeting the requirements of LDP policy Emp 9 (a) and (b).

Policy Emp 9 (c) notes that for sites exceeding one hectare in size, development proposals are required to include floorspace designed to provide for a range of business users.

In this case, the proposed development exceeds the one hectare threshold, but does not include any employment space. Policy Emp 9 notes that redevelopment proposals on all employment sites, regardless of size, need to take account of impact on the activities of neighbouring businesses and any regeneration proposals for the wider area.

In this case, it is of note that the wider Craigmillar masterplan has delivered new commercial space in the neighbourhood, including a relocation of the Lidl supermarket which previously occupied the application site. In total, approximately 1.77ha of new employment land has recently been provided on land to the immediate north of Niddrie Mains Road. This has provided a focused provision of new retail space along the northern side of Niddrie Mains Road as part of the wider regeneration scheme in Craigmillar, and includes relocation of the previous employment premises on the site to this new employment location.

It is also of note that the development proposals forming this planning application are part of a longer term plan for the wider site, which includes redevelopment of the existing retail frontage onto Niddrie Mains Road. Future development phases for the wider site seek to enhance the retail and commercial frontage along Niddrie Mains Road as part of a mixed use development. Employment uses will therefore be retained on this part of the wider site.

Given this context, it is reasonable to accept a relaxation of policy Emp 9 (c). This is further supported by the position of the subject site, which does not offer a direct frontage onto the main commercial thoroughfare of Niddrie Mains Road, and therefore offers a restricted commercial opportunity. The proposal does not introduce an incompatible non-retail use to the local centre and will not have a detrimental impact on the function of the centre. It is compliant with policy Ret 5 in this regard. It would be unreasonable to refuse the application on these grounds given the overall contribution to the regeneration of Craigmillar that development of this site could make.

In balance, the principle of development on the site is acceptable and will make a contribution of 136 affordable units towards meeting Edinburgh's housing need.

b) Layout, density, design, heights and materials within the context of the area

(i) Context and layout

In assessing the scale, layout and design of the proposals, LDP policies Des 1 (Design Quality and Context) to Des 8 (Public Realm and Landscape Design) provide a robust framework along with the Edinburgh Design Guidance. The Craigmillar Urban Design Framework provides specific guidance to inform the development in this neighbourhood and is also applicable to this development.

Policy Des 1 (Design Quality and Context) requires that proposals will create or contribute towards a sense of place, drawing on positive characteristics of the surrounding area. The previous layout of built form on the site was piecemeal and informal in nature. The proposed development layout provides an opportunity to enclose the rears of the existing residential properties to the west, south and east of the site, creating a new, more robust development structure within the site. A new local street frontage will be created through the site connecting to Niddrie Mains Road at a new location to the west of the site and adjoining the existing access road which serves Craigmillar Medical Group at the north east of the site. The area of open space provides a central focus, landscape character and amenity space for residents. The positioning and fit of flatted blocks on the site form a straightforward and legible layout which connects well with the existing street network and is acceptable.

The proposed development provides a mix of three and four storey flats which will sit within a context of one, two and three storey residential developments to the south, east and west of the site. The Craigmillar Urban Design Framework identifies that four-storey development is appropriate within the Local Centre area, within which this site is located. The four storey elements of the proposal will incorporate a flat roof, meaning that their overall massing does not significantly exceed the three-storey parts of the development. Lower building heights (three-storey) are proposed to the east of the site, where the closest adjacent residential properties are single storey. The distance between the closest flat block (A) to a principal elevation (rear) of the single storey properties is 20m, which provides an adequate separation to ensure that there will be no detrimental impacts on these properties. Density across the rest of the site varies between three and four storeys, and whilst slightly higher than the surrounding built form which is one to three storeys in height, this will not have a negative impact on these in terms of setting or amenity, and is acceptable.

There are five flat blocks (blocks A to E) which are positioned around a central area of open space. The proposed layout complies with LDP Policies Des 3 (Impact on Setting) and Des 5 (Amenity) by providing an appropriate network of street and open spaces which are well overlooked by residential properties. The central area of green open space provides a strong landscape focus for the development, and will provide an attractive outlook for flats, as well as a flexible area of space for outdoor use.

The Craigmillar Urban Design Framework specifies a preference for the formation of small street blocks within a traditional street pattern. The proposed development will achieve an appropriate block size, and the layout provides a clear route hierarchy, division of public and private space. This creates an effective, well overlooked space for pedestrians and vehicles that has been designed to allow for future expansion northwards to form a new development block facing onto Niddrie Mains Road in the future.

A satisfactory strategy of boundary treatments is proposed which provides a good definition between public and private spaces, as required by Policy Des 5 (Amenity). Rear garden areas are secure and enclosed. The detail of boundary materials to require to be approved by the Planning Authority prior to the commencement of development. The layout allows for future phases of the wider development site to the north to be accessed in the future and complies with policy Des 2 (Co-ordinated Design).

The development provides a new vehicular and pedestrian route through the site, connecting with Niddrie Mains Road to the east and west. Blocks A and D punctuate the entrance to the site from the site from the existing access road at the east of the site, and the central open space provides a sense of arrival into the development. Pedestrian routes are legible, well overlooked and acceptable.

The Edinburgh Urban Design Panel (EUDP) considered an early iteration of the proposal at the pre-application stage. The comments raised at this discussion have been noted in the consideration of this application.

The layout and design of the proposal are acceptable and will make a positive contribution to the wider townscape.

(ii) Mix, density, design, heights and materials

Mix

The development comprises 136 dwellings. Housing is provided in the form of one bedroom (41 units) and two bedroom (95 units) flats and is all affordable. The provision exceeds the requirements of policy Hou 6 (Affordable Housing). The proposal will contribute to the Scottish Government's Mid-Market Rent (MMR) initiative, which intends to build 1000 MMR homes by March 2021 as part of wider housing provision targets.

It is noted that the proposal does not include 33% of properties of a family size (three bedrooms or more), and consequently does not meet the guidance set out within the Craigmillar Urban Design Framework (CUDF). The CUDF states that within higher density developments, it may be appropriate to reduce the guideline percentage of 33% affordable housing, but any reduction resulting from this approach will need to be offset by a higher provision of family housing within lower density developments. Sites recently consented as part of the wider Craigmillar masterplan to the north of Niddrie Mains Road each exceed the requirement for 33% family housing (Craigmillar plots 12-15: 34%; Craigmillar plots 19-20: 50%; Wauchope development 40%).

In addition, the applicant has advised that their recent experience of the affordable rental market in Edinburgh suggests that one and two bedroom properties let far quicker and produce less void properties in the longer term.

Housing and Regulatory Services are satisfied that the proposed mix of unit sizes is appropriate for this location. They note that affordable housing should be designed and built to the standards of the Registered Social Landlord (RSL). The size of all flats meet the standards set out in the Edinburgh Design Guidance and are acceptable. Given this context, and combined with the site's windfall status, the proposed mix of one and two bedroom flats is considered to appropriate in this location.

Density and Height

A total of 136 units are proposed across the site. This equates to a density of 99 units per hectare. Whilst denser than the existing surrounding built form, this density is appropriate to the site's local centre location, and proximity to local services and the public transport corridor of Niddrie Mains Road.

Building heights are a mix of three and four storeys. Three storey buildings will have pitched roofs, and four storey buildings will have flat roofs. The fourth storey accommodation will be approx 0.9m (max) higher than the roof apex of the adjacent three storey sections of the building, and therefore will not introduce a significant increase in building height compared to the adjacent three-storey sections. The variation in roof line will define the building corners, providing continuity of streetscapes whilst adding distinctiveness to corner elevations.

Whilst of a higher density than the adjacent single storey retail frontage along Niddrie Mains Road, adjacent residential properties at Niddrie Farm Grove (single storey) and two/three storey flats on Craigmillar Castle Loan and Craigmillar Castle Avenue, the proposed density is appropriate for aspirations for local centre densities as set out in the Craigmillar Urban Design Framework, which identifies that development of up to four storeys is appropriate in this location. The proposed layout provides a reasonable set back (minimum 20m) between existing surrounding properties and new development and is acceptable in this regard. The provision of a central area of open space within the site breaks up the density and provides balance in the layout.

The proposed mix of building height and massing is reflective of new development to the north of Niddrie Mains Road, and provides some distinctiveness to the development within its immediate setting, whilst responding effectively to the design features of the wider regeneration area. The mix of building heights and massing is acceptable and appropriate for this location.

Materials

The surrounding built environment is a mix of residential and commercial properties with varying materials. The proposed palette will predominantly be two brick types, a light buff colour (Crest Titan Multi) and grey colour (Edenhall Steel Blue) with some further details provided by occasional areas of zinc panelling, defining common close areas on the building elevations. Brick is a prominent material in the wider Craigmillar regeneration area, and the proposed palette of materials is appropriate for this scheme. A condition is attached requesting approval of material samples prior to the commencement of construction.

Projecting header brick detailing (Flemish bond brick style) will be used to provide subtle detailing to elevations, and will reflect similar architectural detailing that has been approved for other developments within the wider Craigmillar masterplan area. Large windows have been used and there is an appropriate balance of solid to void across the elevations. A good amount of gable fenestration is proposed ensuring that all building elevations are activated.

The proposed dark grey roof tiles, Juliet balustrades, fascias, soffits and rainwater goods are appropriate. Photo voltaic (PV) panels are proposed for all blocks and are acceptable.

In summary, the proposed density, design, heights and materials are appropriate and will provide an acceptable mix in relation to the surrounding built context.

(iii) Landscape, and open space

The landscape strategy for the site provides a central greenspace extending to 925 sqm. A central play area will be provided in the middle of the space and general amenity greenspace is positioned on either side of this. Surrounding properties will face onto this space, providing a good level of natural surveillance and opportunities for interaction between users of the open space.

The play area is surrounded by an appropriately secure boundary (low metal fence/hedge) to allow for safe play of young children, whilst integrating the play area into the green landscape. This provides an appropriate amount of play space for this scale of development. The specification of play equipment will be determined via condition.

High canopy trees and low level species shrubs will be planted around the perimeter of the greenspace and will help to provide some variety within the greenspace, whilst allowing for natural surveillance to occur. The exact mix of proposed species including a detailed planting plan, maintenance and management plan will be required to be approved as part of a subsequent application for the approval of matters specified in conditions.

Semi-private greenspace is also provided around each of the development blocks A to E. Rear shared gardens will provide secure areas of open space for amenity use by occupiers.

The secure areas provide back court amenity spaces for the surrounding occupiers. These back courts will also provide amenity drying areas and additional secure cycle storage for residents. Cycle storage has been located in this area of the basis of Secure by Design guidance. An appropriate mix of landscape treatments and species will be agreed for these areas at a later stage.

Amenity greenspace is provided to the fronts of the flat blocks and meets the recommended 2m set back identified in the Craigmillar Urban Design Framework.

SUDs will be provided in the form of underground attenuation in the central green area of the site. The Edinburgh Design Guide has a general presumption against underground SUDs. This approach is considered acceptable in this instance due to the nature of the site as an infill brownfield site, in order to maximise the usable amenity space within the site.

There are no watercourses or existing surface water drainage sewers in the vicinity of the site and it is proposed that surface water run-off will be attenuated to underground storage tank, prior to discharge into the existing combined sewer network in Niddrie Mains Road. Permeable paving will be utilised on a proportion of the surfacing (60%) and filter trenches are proposed around blocks to allow for roof drainage. The proposed SUDS and water management scheme is acceptable to Flooding and Scottish Water.

Boundary treatments across the site have a presumption against the use of timber fencing in the public realm and instead utilise a mix of hedge and low shrub planting. 900mm high metal fencing will be used in rear garden areas and to define entrances to the flats. There is an existing brick wall around the perimeter of the site at present, and the developer will seek to retain this in situ if condition surveys deem it appropriate for retention. If not, 1.8m timber fencing is proposed for rear boundaries to ensure a secure division is established between the garden grounds of existing flatted properties and the proposed development.

The proposed boundary treatments provide good definition between public and private space, as required by Policy Des 5 (Amenity) and are acceptable.

The usable greenspace across the site exceeds the 20% of total site area required by policy Hou 3 (Private Green Space in New Development). Pedestrian footpaths link through the central greenspace and around its perimeter allowing for safe access and connectivity options across the site.

The landscape strategy provides a legible environment and a new area of open space on the site which will provide amenity and biodiversity value. Site levels have been provided and are acceptable. The landscape strategy for the site is appropriate and is acceptable.

c) Access, road safety and parking arrangements

Transport impacts

The development is well located for access to the surrounding walking, cycling and public transport networks. A Transport Assessment has been submitted in support of the application which concludes that the traffic estimated to be generated by the proposed development will have no noticeable effect on the operation of the surrounding road network. Transport has raised no objection to the application in this regard.

Access

Access to the site will be taken from two locations on Niddrie Mains Road. The existing access to the site adjacent to Niddrie Medical Practice will be used, and a new access will be formed to the west of the site. Transport has noted that the status of the proposed medical centre access is unclear. Council records show that this was constructed under a road construction consent in 1997 (Ref. ED/97/0002) and is therefore a 'road' under the meaning of the Roads (Scotland) Act 1984. The existing street lighting is adopted and maintained by the Council. However, the road, including footways and parking has not been submitted for adoption and is therefore maintained by others. The applicant is aware of this position.

The new access route to the west of the site will be overlooked by the northern gable end of block E which contains a shared entrance door and several windows which will ensure that the route is visible at all times from adjacent properties. A Quality Audit has been submitted for the development.

Pedestrian routes are provided across the site from west to east. These will require to be suitably lit, and a condition will be added to any consent to this effect. The pedestrian footpath at the northwest corner of the site has been reconfigured to improve the safety of the crossing point following comments from Transport and Active Travel. The access arrangement is acceptable to Transport.

Parking

A total of 82 parking spaces are provided across the site (approx. 60% provision). The total parking provision has been reduced by approx 15% (15 spaces) across the site, following comments from Active Travel, and on the basis that the site occupies an accessible site in close proximity to the public transport corridor of Niddrie Mains Road. The Transport Assessment submitted for this application notes an average car ownership in the area of 51%. Given this, the proposed amount of parking is considered to be acceptable for this location.

Parking is provided in on-street parking bays in line with the Craigmillar Urban Design Framework. The layout allows for provision electrical vehicle charging points (sixteen spaces/ one in every six spaces) and accessible parking (seven spaces/ 8% of total provision) in line with Edinburgh Design Guide parking standards. Eight motorcycle parking spaces are provided. The car parking strategy is acceptable.

Cycle parking provision for the scheme has been provided in accordance with the Edinburgh Design Guidance at a ratio of two spaces per apartment. Secure cycle storage is provided internally in blocks A and B. Blocks C, D and E have secure, enclosed cycle parking provision provided in the rear court areas, at locations in agreement with Secure by Design principles. These cycle parking locations will be overlooked by the flats. Additional visitor cycle parking is also provided at shared entrances to the flat blocks. The cycle parking strategy is acceptable.

d) The proposal will provide an acceptable level of amenity for existing and future occupiers

Existing residents

Policy Des 5 (Amenity) relates to the amenity of existing and future occupiers and seeks to ensure that amenity is not adversely affected by new development. There are neighbouring residents located at Craigmillar Castle Loan, Craigmillar Castle Ave and Niddrie Farm Grove in proximity to the site.

Privacy

New development is generally located a minimum of 20m from existing flatted properties, which provides an acceptable level of privacy between new and existing dwellings. There is an exception between block A and the existing terraced housing at Niddrie Farm Grove where a distance of 16m separates the buildings. This is acceptable in this instance as only the blank gable end of the terraced property is affected and will have no negative impact on the amenity of this property in this regard.

Sunlight/ Daylight

A sunlight study has been submitted by the applicant which assesses available sunlight on an hourly basis on 21 March. Blocks C and E are positioned to the east of existing properties on Craigmillar Castle Loan and will not overshadow the garden grounds of these properties. Block B is located to the north of existing properties on Craigmillar Castle Avenue, and has no overshadowing impact on these existing properties. Block D will not impact on any surrounding dwellings or garden grounds.

Block A is located to the west of existing single storey housing on Niddrie Farm Grove. The sunlight analysis shows that garden grounds of properties will be affected by additional overshadowing after 4pm. This is a minor impact on the existing situation but given the overall levels of amenity across the site and proposed improvement to boundary treatments between the existing properties and the site, the layout is considered to be acceptable in this instance.

Daylight analysis to existing buildings has been carried out using the 25 degree method. This has identified that there are no adverse impacts on existing properties and is acceptable.

Future Residents

Privacy

The layout allows for a reasonable distance to be provided between habitable rooms in buildings whilst achieving a good density of development.

Open Space

The total greenspace proposed on the site is 26% of the overall site area. This exceeds the requirements of policy Hou 3 (Green Space in New Developments) and is acceptable. A mix of public and shared private greenspace is provided. The provision of open space on the site is of a good mix and amenity value.

Sunlight/ Daylight

The Council's Edinburgh Design Guidance recommends that half of new gardens should be capable of receiving at least three hours sunlight during the spring equinox. Sunlighting analysis has been provided for the site which indicates that the proposed development will meet this requirement. Buildings have been positioned on the site to allow for good solar gain to properties, and roof-mounted photo voltaic panels are provided on south-west facing roofscapes within the scheme.

Daylighting analysis has been provided which shows that the proposed built form is sufficiently set back from existing adjacent properties to ensure that there will be no adverse impact on daylighting on either properties. This is acceptable.

Accommodation

All flats exceed the minimum space standards for accommodation set out within the Edinburgh Urban Design framework and are acceptable. Some ground floor flats provide an opportunity conversion to accommodation for wheelchair or other disabled users.

Waste

Refuse and recycling facilities will be provided in communal areas for flats, which are positioned in an appropriate location within close walking distance of the front doors, and within acceptable distance for collection from the local authority. A swept path analysis has been completed and Waste Services is satisfied with the proposed waste management strategy.

Secure by Design

The applicant will employ a range of Secure by Design principles across the development including controlled access to communal areas, gable fenestration to deter antisocial behaviour, appropriate boundary treatment to rear gardens and provision of secure bike stores and motorcycle parking.

Conclusion

The proposed residential development is compatible with the surrounding area and will afford an acceptable level of amenity to both existing and future residents.

e) The proposal has any equalities or human rights impacts

An initial Integrated Impact Assessment (IIA) checklist has been completed for this application and has concluded that the development will not require any further assessment in this area. A range of living accommodation will be provided that will support different users. The site is accessible for those with mobility issues. The proposed development will give good access to public transport, greenspaces and local facilities. There are no identified equalities issues.

f) Developer contributions

LDP Policy Del 1 - Developer Contributions and Infrastructure Delivery requires that development proposals contribute towards infrastructure provision where relevant and necessary to mitigate any negative additional impact of the development. The Council approved finalised Supplementary Guidance on Developer Contributions and Infrastructure Delivery on 22 August 2018 which is currently with Scottish Ministers but is a material planning consideration. The new finalised guidance supersedes the previous version of the guidance approved in September 2017, and the draft Supplementary Guidance (January 2018), Where an application was submitted prior to the 22 August, the previous guidance will be used when these are lower than the new levels. This is to ensure that the transition to the new guidance is implemented in a fair and transparent manner. Financial contributions will be secured through a Section 75 Agreement.

Education

Residential development is required to contribute towards the cost of the required education infrastructure to ensure that the cumulative impact of development can be mitigated. The site falls within Sub-Area C-2 of the Castlebrae Education Contribution Zone. The Council assessed the impact of the growth on the area through Education Appraisal which took into account school roll projections. The Appraisal considered the impact of new housing sites allocated in the LDP, including this site and identified that contributions are required to mitigate the cumulative impact of development.

The following contributions are required towards education actions in the Castlebrae Education Contribution Zone. The level of education infrastructure contribution has been taken from the January 2018 finalised Supplementary Guidance which equates to £216,500 in total.

Healthcare

The site is located within the Niddrie Healthcare Contribution Zone as identified in the Finalised Developer Contribution and Infrastructure Delivery supplementary guidance (August 2018). A financial contribution of £128,520 is required for healthcare.

Greenspace

The site falls within the South East Wedge/ Little France Park Contribution Zone as set out in the draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery (January 2018), which introduces a requirement for greenspace contributions that was not included in the approved Supplementary Guidance on Developer Contributions and Infrastructure Delivery (September 2017). As pre-application discussions on this site pre-dated the publication of the draft guidance, it is not considered reasonable to request a contribution for greenspace in this instance. This is to ensure that the transition to the new approved guidance is implemented in a fair and transparent manner.

g) The public comments have been taken into account

Objections to the application have been received from three members of the public.

Material comments:

- The site should be redeveloped as greenspace (addressed in section 3(a) above).
- Lack of recreational areas for children in wider area - play park proposed isn't good enough. (addressed in section 3 (b) above).
- No need for additional residential in this area as there are existing vacant sites for housing (addressed in section 3(a) above).
- Overlooking/ loss of privacy to existing properties backing onto the site. Only approx. 20m between properties (addressed in section 3(e) above).
- Reduction in daylight to existing properties (addressed in section 3(e) above).
- Lack of security for existing properties backing onto the site. (addressed in section 3(e) above).
- Overshadowing of private garden ground (addressed in section 3(e) above).

- Noise pollution from traffic flows closer to existing residents at all hours of the day than with previous supermarket use of the site (addressed in section 3(i) below) (check this one is covered).
- Impact of night time light pollution from the proposed development and associated communal lighting (addressed in section 3(i) below).
- Traffic concerns from additional development (addressed in section 3(c) above).
- Clarification sought on boundary treatments between proposed development and existing properties (addressed in section 3(b) above).
- Don't want bike sheds backing onto existing boundary walls (addressed in section 3(b) above).

Non-material comments:

- Disruption from ongoing demolition works.
- Why has demolition commenced prior to planning permission, and why are public comments being sought following commencement of demolition?
- Change of use should be an application on its own, not including the proposed design.
- Loss of views from existing properties and public areas.

h) There are any other material considerations

Environmental Protection

Environmental Protection has raised no objection to the application, subject to compliance with conditions relating to completion of a site survey prior to the commencement of development, and where necessary, the preparation of a detailed schedule of any remedial and/ or protective measures for the site. No concerns regarding noise levels have been raised.

Ecology

A preliminary Ecological Survey has been carried out for the site. The ecology survey identified the potential for bats within the site, and therefore a supporting Bat Survey has been completed. The aim of the bat survey was to assess the potential for buildings within the site to support bats and to identify the presence and location of any bat roosts.

This development will have an effect on a European protected species, in this case bats, which in accordance with the Habitats Regulations 1994, requires the applicant to obtain a derogation licence from Scottish Natural Heritage. The applicant has received the required licence and has already undertaken demolition of the existing buildings on site under permitted development rights. These works were registered with SNH as per the licence conditions and are acceptable.

Birds were noted to be using the building during the nocturnal surveys. Thus, if works are due to commence within the bird breeding period (i.e. March to September inclusive), a pre-works nesting bird survey should be carried out. An informative will be added to the planning consent to this effect.

Flooding

Flood Prevention has reviewed the proposals and has confirmed that it is satisfied with the scheme and its associated flooding self-certification report.

Archaeology

The Council's Archaeologist has undertaken an assessment of the archaeological and historical assessment of the site and has concluded that there are no known archaeological implications of the site.

Sustainability

The applicant submitted the Council's Sustainability Form S1. The proposal will utilise a brownfield site within the urban area. The LDP does not require or give priority to the re-use of buildings and the applicant has provided relevant sustainability information. The proposal is a major development and is assessed against Part B of the standards.

The applicant has included sustainability features such as passive solar design, use of sustainable timber, and desirable features such as design for energy efficiency and the incorporation of low or zero carbon technologies will be incorporated in compliance with relevant building standards.

The sustainability measures are acceptable.

Conclusion

The principle of housing on the site is acceptable and the proposed mix, layout, scale, design and access arrangements are acceptable and appropriate to their context. The proposal will provide an appropriate level of amenity to existing and future occupiers and will make a positive contribution to the regeneration of the wider Craigmillar neighbourhood. It provides the opportunity for future regeneration to take place within the Craigmillar Local Centre on Niddrie Mains Road. There are no material considerations which outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Notwithstanding the approved plans.

Prior to the commencement of works on site, details of the undernoted matters shall be submitted and approved by the Council as planning authority, in the form of a detailed layout of that phase of the site and include;

a) A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, shall be submitted to and approved in writing by the Planning Authority before work is commenced on site. This will include;

- i) Provision of a hardworks plan including details and materials for all surfacing, walls, fences, gates, street furniture and any other boundary treatments;
- ii) The location of all new trees, shrubs and hedges within the residential area;
- iii) A schedule of plants to comprise species, plant size and proposed number/ density;
- iv) Programme of completion and subsequent maintenance of landscaping;
- v) Details of street lighting to ensure footpaths are appropriately and safely lit;
- vi) Detailed specification of the proposed play equipment and safety surfacing;
- vii) Details of phasing of these works.

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.

2. 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 remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Council as 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 to the council as planning authority.
3. 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.

Reasons:-

1. In order to ensure that the landscape strategy is delivered and maintained to an acceptable standard, in the interests of amenity of the site and wider area.
2. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
3. In order to enable the planning authority to consider this/these matter/s in detail.

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 a suitable legal agreement, including those requiring a financial contribution payable to the City of Edinburgh Council, has been concluded in relation to infrastructure. The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.

The applicant will be required to contribute:

a. The sum of £216,600 (based on £2280 per dwelling excluding 1-bed properties) towards the Castlebrae Education Contribution Zone, and the sum of £128,520 (based on 136 x £945 per dwelling) towards the Niddrie Healthcare Contribution Zone.

The above sum is to be indexed linked using the all-in tender price index from the last date of signing the Agreement until the date of payment. The use period for the contribution should be 10 years from the last payment.

b. 100% of the units are to be of an agreed affordable tenure.

c. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;

d. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;

e. Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;

5. We would draw the applicant's attention to the recently approved Edinburgh Design Guidance for City of Edinburgh Council, particularly section 2.4: Design, Integration and Quality of Parking, which provides new parking standards for the city and minimum standards for electric car charging places. The Council's 2017 Parking Standards indicate that a minimum of fourteen of the proposed 82 parking spaces should have electric charging capability.
6. All accesses must be open for use by the public in terms of the statutory definition of 'road' and shall be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, access, 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.
7. Any off-street residential hard standing should be porous, to comply with Guidance for Householders published in August 2017.
8. The applicant will be required to:
 - a. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;
 - b. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
 - c. Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;
 - d. In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £7,000 (£1,500 per order plus £5,500 per car) towards the provision of a car club vehicle in the area;
9. 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 and layout. The Council expects all roads built under road construction consent to be adopted for maintenance by the Council;
10. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities) and timetables for local public transport;
11. The applicant should note that new road names may be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;

12. Any parking spaces adjacent to the carriageway will be expected to form part of any road construction consent. The applicant must be informed that any such proposed 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 as part of any sale of land or property;
13. The applicant should note that the markings for the proposed disabled parking spaces do not meet the requirements of legislation. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved. 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.
14. The applicant is encouraged to provide details of tree-pits in both hard and soft landscape areas to control quality of implementation of new trees.
15. If development on site commences between March and September a pre-works nesting bird survey should be submitted and approved by the Planning Authority before work is commenced on site.
16. For the avoidance of doubt window materials must be recycled UPVC, timber or aluminium.

Financial impact

4.1 The financial impact has been assessed as follows:

The application is subject to a legal agreement for developer contributions.

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

The Proposal of Application Notice (reference: 17/03400/PAN) outlined public exhibitions to be held on 4 September 2017 at the Craigmillar East Neighbourhood Centre and Library, Niddrie Mains Road.

Also notified of the proposals were:

- Craigmillar Community Council
- Northfield & Willowbrae Community Council
- Musselburgh and Inveresk Community Council
- Danderhall and District Community Council
- Gilmerton and Inch Community Council
- Portobello Community Council
- Grange & Prestonfield Community Council
- All ward councillors
- Craigmillar Partnership
- CRE8TE
- CEC Housing Department
- Thistle Foundation
- Castlerock Housing Association
- Craigmillar Medical Group
- Craigmillar East Neighbourhood Centre (Library)
- Castleview Primary School
- Castlebrae Community High School
- Police Scotland

The Edinburgh Urban Design Panel were supported the principle of residential led development and the desire to create a good design led solution through consolidation of the wider site with effective phasing. They also welcomed the general design concept based around the notion of a central area of open space and the intention to obtain 'Secure by Design' accreditation for the development.

8.2 Publicity summary of representations and Community Council comments

Three letters of objection were received in relation to this application. An assessment of these 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 located within Craigmillar Local Centre as identified in the adopted Edinburgh Local Development Plan.

The Craigmillar Urban Design Framework sets out design principles which are applicable to the site.

Date registered

13 June 2018

Drawing numbers/Scheme

01, 02C, 03A, 04A, 05B, 06, 07, 08A-9A, 10B, 11, 13A-14A, 1,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Julie Ross, Planning Officer

E-mail:julie.ross@edinburgh.gov.uk Tel:0131 529 4468

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

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

Relevant Non-Statutory Guidelines

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

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 18/02744/FUL
At 100 Niddrie Mains Road, Edinburgh, EH16 4DT
Demolition of existing Lidl building and erection of new build
residential development comprising of 136 flatted units
across 5 no. blocks; with associated parking, roads and
landscaping.**

Consultations

Affordable Housing

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.*
- o This is consistent with Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan.*
- o An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, is provided.*

Affordable Housing Provision

This application is for a development consisting of up to 136 homes and as such the AHP will apply. This proposal is funded by the MMR initiative awarded to Places for People as part of the Scottish Government 50,000 homes. Delivery of 100% of homes to the MMR initiative would satisfy the section 75 obligation for the delivery of these homes.

The homes should be fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides. The applicant has stated there will be a mix of one and two bedroom flatted homes on site.

Summary

The applicant has made a commitment to provide affordable housing through the MMR initiative. This department welcomes this approach which will satisfy the section 75 requirement for the site and assist in the delivery of a mixed sustainable community.

- o The affordable homes should be designed and built to the RSL design standards and requirements.*
- o An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, should be provided.*

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

Scottish Natural Heritage

We are unable to provide advice on this consultation until a survey for bats is completed and, if appropriate, a species protection plan has been produced. Once these are available we will be happy to advise but only if you are uncertain about:

- o the adequacy of the survey and protection plan;*
- o whether a species licence will be needed; or*
- o the prospects of a species licence being granted.*

Advice for planners and developers can be found on our website.

Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning this application for the demolition of existing Lidl building and erection of new build residential development comprising 136 flatted units across 5 blocks with associated parking, roads and landscaping.

The site lies at the centre of Craigmillar which largely developed in the 20th century, though has farming origins dating back to the medieval period. The current site lies to the rear of the site of the 19th century Craigmillar Creamery, which stood across the front of Niddrie Mains Road and under the current access to the store. This site of local archaeological significance grew throughout the 20th century enveloping all but the SW corner of this site. Given the previous significant development history on this site and background

HER information, it is considered unlikely that significant archaeological deposits and remains will have survived insitu on this site. Therefore I have concluded that there are no known archaeological implications in regards to this application.

Children and Families

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (January 2018), taking account of school roll projections. To do this, an assumption has been made as to the amount of new housing development which will come forward ('housing output'). This takes account of new housing sites allocated in the LDP and other land within the urban area.

In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (January 2018).

Residential development is required to contribute towards the cost of delivering these 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).

Assessment and Contribution Requirements

Assessment based on:

95 Flats (41 one bedroom flats excluded)

This site falls within Sub-Area C-2 of the 'Castlebrae Education Contribution Zone'.

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 based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

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

Total infrastructure contribution required:

£216,600

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.

Environmental Assessment

The proposed development is set off Niddrie Mains Road and bounded by residential properties to the west, south and east. To the north are commercial premises and a medical centre. Historically this area was part of the Craigmillar Creamery and there also appeared to be commercial / industrial depots onsite. Therefore Environmental Protection has concerns that this historic use of the site may have resulted in ground contamination. A condition is recommended to ensure the site is suitable for the proposed use.

Environmental Protection has no objection to the application, subject to the following condition:

Prior to the commencement of construction works on site:

(a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning, 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 remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning. 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 to the satisfaction of the Head of Planning.

Informative:

In addition, we would draw the applicant's attention to the recently approved Edinburgh Design Guidance for City of Edinburgh Council, particularly section 2.4: Design, Integration and Quality of Parking, which provides new parking standards for the city and minimum standards for electric car charging places.

Active Travel

1. This development is of particular interest in light of the wider investment into Active Travel links around the Bioquarter and Royal Infirmary and connections into the NCN1. These routes add value to the development by providing safe, convenient and attractive links to the City Centre for walking and cycling.

2. It is imperative that this new development supports the design principles of the Local Development Plan (LDP) and Edinburgh Street Guidance (ESDG), to avoid this new neighbourhood being built at odds with the council's active travel agenda. We need to encourage a move away from reliance on the car and support residents to adopt sustainable travel options from the point of occupation through a reduction in car parking provision and clear pedestrian and cycle priority throughout the site and integrated into the wider network, particularly in light of the tram proposals.

3. We note there are plans for around 97 car parking spaces. The landscape risks being dominated by car parking - levels of parking provision and hard standing dominate the frontages and have an impact on private amenity - which is explicitly noted to be avoided in the Edinburgh Design Guidance.

In all new developments, car parking should be designed to have a minimal visual impact on the site and surrounding area. Large expanses of uninterrupted car parking, particularly located to the front of new developments, will not be acceptable as they have an adverse visual impact and encourage non-essential car trips.

Given there are ample public transport links in close proximity of the units, a more ambitious approach to car parking numbers and public transport provision should be proposed at the development site. In particular, the access street into the site is lined on both sides with parking which can both detract from the pedestrian experience, but also pose a danger to cyclists passing behind reversing vehicles.

4. More information is needed on cycle parking, and at present it looks hugely unacceptable. All external bike stores must be easily accessible from the road, overlooked, attractive, and located close to building entrances. They should take precedence over vehicular access to buildings to reinforce cycling as a convenient travel option. The locations of the parking at the north and south of the site (Block D and B) don't meet any of these requirements - being awkwardly positioned to access from the entrance, a significant distance from the entrance to the blocks, and the only paved access being through the buildings. It is not clear if they are overlooked. There needs to be sufficient space for single storey cycle parking rather than relying on two-tiered options.

5. There must be adequate internal space for non-standard bikes/trailers/bikes with child seat attachments/maintenance in the blocks. Doorway options to be suitable for manoeuvring a bike out without too much effort. Bike stores should lead directly into main stairwells where possible rather than requiring users to leave the building again (internal and external access points). ESDG Factsheet C7 - Cycle Parking should be consulted.

6. Integrated network of footpaths, cycleways and open space should be suitably lit and meet standards set out in the Edinburgh Street Design Guidance (ESDG). There are concerning details where paths appear disjointed and end abruptly, particularly where footpaths meet roads - active travel routes should be coherent, direct, and convenient, and take precedence over vehicles at junctions (raised tables, formal crossings or continuous footways). The disjointed footpath leading out of the north west corner of the site is compromised, since pedestrians will have to cross at what could be a very awkward corner with end-on car parking.

7. Reduce splays/corner radii on the roads to ensure pedestrians are prioritised over junctions and do not need to deviate from natural desire lines.

8. The Design Access Statement makes little to no mention of cycling or walking which is reflective of the proposals produced, and needs to be addressed. Please look at guidance produced to amend this, in particular, the Edinburgh Design Guidance pp50-55.

Waste

Response 1;

I have been asked to consider this application on behalf of the Waste Management Service and I have concerns over bin store locations and the swept path analysis.

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

Waste and Cleansing Services would expect to be the service provider for the collection of waste as this appears to be a residential development.

The planning application form refers to the details of bin stores being used for storage of waste and recycling. However, we need to quantify appropriate capacity for waste and recycling streams as the allocation of capacity has recently changed. We would require to confirm this to ensure waste and recycling requirements have been fully considered.

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 which require the source separation of dry recyclable materials, glass, food, etc.

Adequate provision should also be made for the effective segregation of materials within the building not just at the point of collection. Adequate access must also be provided to allow uplift of waste safely from the collection point taking into consideration the traffic flows at this busy location.

In view of these factors the developer must contact me on 07872 048 943 or email Trevor.kelly@edinburgh.gov.uk at the earliest point to ensure adequate provision of segregated household waste bins include all of the above materials and suitable access for the refuse collectors.

Response 2;

Proposed New Development at: 100 Niddrie Mains Road, Edinburgh, EH16 4DT

18/02744/FUL

Demolition of existing Lidl building and erection of new build residential development comprising of 136 flatted units across 5 no. blocks; with associated parking, roads and landscaping.

Please ensure that a copy of this letter is provided to the builder/developer, site manager and the property management company.

I refer to our correspondence regarding the above new development which will consist of 136 flatted properties with no provision for garden waste. Garden waste is now a separate chargeable service and consideration should be allowed for the storage of a garden waste bin for each individual property out with collection. Residents are required to register and pay for this service individually.

I can confirm receipt of the drawing for this development showing the agreed Swept Path layout and previously agreed bin store provision/allocation shown below.

We have agreed pull distances conform with the Architects guidance with the exception of bin store 7 (agreed 14m) and a revised swept path analysis for a thirteen meter vehicle showing clear access/egress from the development.

This letter is confirmation that we agree on the waste strategy and that you have covered all requirements as per Architects Instructions. Please note that the following conditions will apply.

Waste strategy for new developments;

The City of Edinburgh actively promotes the provision of recycling facilities in all new developments and throughout the city. The Waste (Scotland) Regulations 2012 make mandatory the provision of specific household waste recycling services and our own waste strategy supports this. Recycling collections are integral to the overall waste collection system, so it is necessary to incorporate recycling facilities within your development.

Provision and collection of waste containers;

For flatted developments we normally require that communal wheeled containers are used for household waste and recycling. This would consist of containers for residual waste, mixed recycling, glass and food waste, detailed below.

Information showing the dimensions of the communal containers has already been provided for your information in the Architect Instructions.

For this development we have agreed the following quantity and capacity on waste containers:

Refuse Store 1 - Block A1 (8 flats/units)

*1 x 1280 litre Landfill
2 x 1280 litre Mixed Recycling
1 x 240 litre Food Waste
1 x 360 litre Glass*

Refuse Store 2 - Block A2-A3 (12 flats/units)

*2 x 1280 litre Landfill
2 x 1280 litre Mixed Recycling
1 x 240 litre Food Waste
1 x 360 litre Glass*

Refuse Store 3 - Block B (32 flats/units)

*5 x 1280 litre Landfill
3 x 1280 litre Mixed Recycling
1 x 500 litre Food Waste
1 x 660 litre Glass*

Refuse Store 4 - Block C+E1 (30 flats/units)

*4 x 1280 litre Landfill
3 x 1280 litre Mixed Recycling
1 x 500 litre Food Waste
1 x 660 litre Glass*

Refuse Store 5 - Block E2 (16 flats/units)

*2 x 1280 litre Landfill
2 x 1280 litre Mixed Recycling
1 x 500 litre Food Waste
1 x 660 litre Glass*

Refuse Store 6 - Block D2-D3 (18 flats/units)

*3 x 1280 litre Landfill
2 x 1280 litre Mixed Recycling
1 x 240 litre Food Waste
1 x 360 litre Glass*

Refuse Store 7 - Block D1 (16 flats/units)

*2 x 1280 litre Landfill
2 x 1280 litre Mixed Recycling
1 x 240 litre Food Waste
1 x 360 litre Glass*

To ensure safe and efficient access for waste collection vehicles to collect waste and recyclable materials, access arrangements to empty bins, turning circles, interactions with pedestrians have been evaluated and agreed as per Architects Instructions.

Summary of the agreement for the development are covered as follow:

- All 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.*
- Yellow line marking (hatching) must be provided to stop people parking and causing access problems at the hammerhead or on the road accessing to the bin store. It will be the architect's responsibility to contact the Roads Department if line markings or pavement blisters are required to ensure access from the bin storage area to the collection vehicle, (this applies both within developments and externally)*
- All bin stores' should respect the Architects Instructional requirements and allow the safe storage of all waste and recycling bins, efficient and convenient access to the bins for residents and collection crew services. The bin store will have a clear doors width of a minimum 1600mm giving direct access to the street.*
- A straight pull of no more than 10m between each bin store and the vehicle collection point will be provided*
- Budget locks will be fitted on the bin store door.*

It will be the builder/developer's responsibility to provide the residual and recycling containers in line with our requirements, as outlined in the Architect Instructions. We can assist with this and will recover the costs of doing so. We require twelve weeks notice for bin orders, in order to arrange the ordering, manufacture and delivery of bins. These should be submitted as a purchase order to the officer responsible for your development.

It will be the builders or developers responsibility to provide unrestricted access to the bin storage areas during the building stage and occupation of the properties. Containers will not be delivered or collections will not be made until adequate vehicle access is provided.

Temporary street signage should be installed if permanent signage will be unavailable at the time of delivery/servicing

Responsibility for the bin storage areas will lie with the builder/developer until handed over to the property management company.

Property management

On completion of the building or individual block and when handover from the builder/developer has taken place the following requirement will apply:

Property management company responsibility includes:

- o Ensure that all material, residual or recyclable, are deposited within the communal bins prior to collection*
- o Removal of excess waste where residents do not use the containers provided*
- o Removal of any dumped items e.g. furniture, carpets, white goods etc*
- o General cleaning of the bin storage areas*
- o Ongoing provision and maintenance of associated infrastructure, e.g. bin lifts, bin stores etc*

The City of Edinburgh Council responsibility includes:

- o Provide initial guidance documentation for residents in using the recycling facilities*
- o Servicing of residual and recycling waste containers as scheduled*

We do appreciate that new occupiers may initially have large quantities of cardboard and other recyclable material generated from new appliances. We request that householders flatten cardboard boxes and deposit them in the mixed recycling bins provided. Excess waste can be taken to the local Community Recycling Centre, which are open 7 days a week. More information about these is on our website. Information on the Council's special uplift service for the removal of bulky household items may be obtained by contacting 0131 608 1100.

Coal Authority

Thank you for your consultation notification of the 22 June 2018 seeking the views of The Coal Authority on the above planning application.

The Coal Authority Response: Material Consideration

I can confirm that the above planning application has been sent to us incorrectly for consultation.

The application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

The Coal Authority Recommendation to the LPA

In accordance with the agreed approach to assessing coal mining risks as part of the development management process, if this proposal is granted planning permission, it will be necessary to include The Coal Authority's Standing Advice within the Decision Notice as an informative note to the applicant in the interests of public health and safety.

Edinburgh Access Panel

1 - The panel was disappointed that Clause 5 Access Statement, that included many references to Accessible Design codes and publications (but many now out of print) did not produce the access possibilities claimed. BS 8300 was rewritten in January 2018 and contains the latest advice. The opportunity should be taken to design to the latest standards.

2 - None of the flats are designed for wheelchair living, and floors 2 - 4 are not wheelchair accessible, even for visitors, due to the exclusion of lifts. Only some ambulatory disabled people may be able to reach these upper floors. Wheelchair access is restricted to ground floor visitors only.

3 - The Panel is concerned that the street level of 52.25 outside Block A2 relates to a FFL of 52.6 might, depending on the distance to the main door platte, give a gradient of greater than 1:12.

4 - On the ground floors, space required for electric mobility scooters which tend to be longer than self-propelled scooters should be considered.

5 - Ground floor flat internal layouts all have sufficiently wide doors as specified, but wheelchair users will have to reverse into the bathrooms and in some layouts will find it difficult to get into the bathroom backwards. The kitchens seem to have adequate space between counters.

6 - It is possible that ground floor flats could be converted to living accommodation for wheelchair or other disabled users by re-designing the bathroom and kitchen interiors.

Police

I write on behalf of Police Scotland regarding the above planning application.

We would welcome the opportunity for one of our Police Architectural Liaison Officers to meet with the architect to discuss Secured by Design principles and crime prevention through environmental design in relation to this development.

Transport

Response 1

The proposed application should be continued.

Reasons:

Whilst there are no objections to the proposed application in principle, a number of issues require to be addressed:

i. No transport assessment has been submitted as required under the Local Transport Strategy. It is therefore unclear as to the potential transport impacts or extent of any mitigation which might be required. In addition, the proposed level of parking requires justification;

- ii. A number of disabled parking spaces are poorly located and likely to prove difficult for drivers to use. These spaces and proposed markings do not comply with current legislation;
- iii. The proposed cycle parking of 1 space per unit does not meet the Council's standards which require up to 3 spaces per unit depending on number of rooms;
- iv. The proposed internal cycle parking appears to be impractical for use and requires passage through a number of doors. It is unclear whether the external cycle parking meets the key requirement of being secure;
- v. There appears to be no motorcycle parking provision. Council standards require 1 space per 25 units;
- vi. There appears to be no electric vehicle provision. Council standards require 1 space in 6 to feature electric charging;
- vii. The proposed road layout appears to result in a number of potential conflict points for motor vehicles;
- viii. A number of doors open outwards on to footways etc.;
- ix. The applicant should be aware that the status of the proposed medical centre access is unclear. Council records show that this was constructed under a road construction consent in 1997 (Ref.ED/97/0002) and is therefore a 'road' under the meaning of the Roads (Scotland) Act 1984. The existing street lighting is adopted and maintained by the Council, however, the road, including footways and parking has not been submitted for adoption and is therefore maintained by other. This matter will require clarification in relation to the proposed development;

Response 2

Further to the memorandum of 17 August 2018, there are no objections to the proposed application subject to the following being included as conditions or informatives as appropriate:

1. The applicant will be required to:
 - a. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;
 - b. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
 - c. Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;
 - d. In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £7,000 (£1,500 per order plus £5,500 per car) towards the provision of a car club vehicle in the area;
2. 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 and layout. The Council expects all roads built under road construction consent to be adopted for maintenance by the Council;

3. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities) and timetables for local public transport;*
4. *The applicant should note that new road names may be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
5. *Any parking spaces adjacent to the carriageway will be expected to form part of any road construction consent. The applicant must be informed that any such proposed 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 as part of any sale of land or property;*
6. *The applicant should note that the markings for the proposed disabled parking spaces do not meet the requirements of legislation. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved. 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.*

Note:

Current Council parking standards:

- o The proposed 82 car parking spaces are considered acceptable. These include 16 electric vehicle charging points and 8 disabled spaces;*
- o A Quality Audit has been submitted.*
- o The applicant should be aware that the status of the proposed medical centre access is unclear. Council records show that this was constructed under a road construction consent in 1997 (Ref.ED/97/0002) and is therefore a 'road' under the meaning of the Roads (Scotland) Act 1984. The existing street lighting is adopted and maintained by the Council, however, the road, including footways and parking has not been submitted for adoption and is therefore maintained by others.*

Flooding

Response 1

In support of the above planning application the Flood Prevention Unit have reviewed the following documents,

- o E11468 - Niddrie Mains Road Edinburgh Drainage Strategy document*
- o E11648/0903 Rev A, Indicative Drainage Layout*

In order to better inform the planning application process further information is required with respect to drainage.

1. *Planning Committee on 30 March 2017 approved the permanent implementation of the certification procedure in the assessment of the flooding impact of new development during the planning application process.*
2. *The applicant has not completed a self-certification checklist or declaration for this application covering the design of the surface water network. The checklist should be completed to provide a summary of the information submitted in support of the application. As this development is classed as a major development under Planning definition then an independent consultant is required to check the design and submission. They must then sign the required declaration for inclusion with the application prior to issue to CEC Flood Prevention.*
3. *The applicant has not completed a declaration for this application covering the flood risk assessment. As this development is classed as a major development under Planning definition then an independent consultant is required to check the design and submission. They must then sign the required declaration for inclusion with the application prior to issue to CEC Flood Prevention.*
4. *Please confirm the impermeable area of the proposed development.*
5. *No information regarding the proposed surface water discharge rates are included in the drainage strategy. CEC Flood Prevention request a discharge rate equal to the 2 year Greenfield runoff rate or 4.5 l/s/ha is used, whichever is smaller. As per Sewers for Scotland Third Edition the outflow control must not be smaller than 75mm in diameter.*
6. *Please provide hydraulic modelling outputs for all underground pipework including rainfall data, manhole and pipe schedules (to mAOD), pipe surcharge report for all underground pipe connections. The manholes in the calculation should be cross-referenced to the drainage drawing to enable interpretation. The results should include the 30 year and 200 year plus climate change results. Should the model identify flood or flood risk in the system then drawings will be required to indicate where exceedence flow will be directed, how it will be contained within the site and lastly how it will be drained once the event has subsided.*
7. *Please identify existing and proposed surface water flow paths on drawings. This can be achieved by taking the existing site survey and over-marking arrows to denote falls and then completing the same with the post-development arrangement. This should include runoff from outwith the site, from unpaved areas within the site, and from paved areas in events which exceed the capacity of the drainage system. The purpose of these drawings is twofold. Firstly to understand if there is any significant re-direction of surface flows to surrounding land and secondly to identify if surface water will flow towards property entrances.*
8. *It should be noted that SEPA Pluvial flood maps show an area of pluvial flooding on the site. As this is a major development a Flood Risk Assessment must be submitted to support the application.*
9. *The results from the simple index approach outputs reference a detention basin however the indicative layout does not show this. Please confirm the water quality improvement methods to be incorporated in the development and update the SI approach tool to reflect them.*
10. *Please stipulate who will adopt and maintain the surface water network, including any SUDS.*

Response 2

In support of the above planning application the Flood Prevention Unit have reviewed the following documents,

- o E11468 - Niddrie Mains Road Edinburgh Drainage Strategy document
- o E11648/0903 Rev A, Indicative Drainage Layout
- o E11468 - Surface Water Drainage & SuDS Strategy, August 2018

In order to better inform the planning application process further information is required with respect to drainage.

1. *Planning Committee on 30 March 2017 approved the permanent implementation of the certification procedure in the assessment of the flooding impact of new development during the planning application process.*
2. *The applicant has not completed a declaration for this application covering the flood risk assessment. As this development is classed as a major development under Planning definition then an independent consultant is required to check the design and submission. They must then sign the required declaration for inclusion with the application prior to issue to CEC Flood Prevention.*
3. *It should be noted that SEPA Pluvial flood maps show an area of pluvial flooding on the site. As this is a major development a Flood Risk Assessment must be submitted to support the application.*

Response 3

Additional information has been submitted and the Council's Flood Prevention Unit are now satisfied with proposals.

Urban Design Panel

1. Recommendations

The Panel supported the principle of residential led development and the desire to create a good design led solution through consolidation of the wider site with effective phasing. They also welcomed the general design concept based around the notion of a central area of open space and the intention to obtain 'Secure by Design' accreditation for the development.

In developing the proposals, the Panel suggested the following matters be addressed:

Pay due regard to guidance contained in the Revised Craigmillar Urban Design Framework;

Seek to bring coherence to the surroundings through architectural detailing and the materials palette;

Seek to contextualise with the scale and mass of neighbouring buildings and adjacent site conditions including the sheltered housing complex to the east of the site;

Response to any key views to and from the site, both in respect of layout and roofscape;

The approach to scale and massing including a modelling of the layout to facilitate passive solar gain;

The use of houses and larger flats (suitable for families) to achieve a diverse population mix;

The proposed nature and use of all open spaces to promote social cohesion including sub-division to create private gardens;

The integration and design treatment of the block fronting Niddrie Mains Road including the activation and treatment of public realm fronting the street;

The treatment of the proposed eastern entrance to the site and adaptation of the existing layout to ensure effective pedestrian movement and a high quality street environment;

The SUDS approach for the site to ensure effective design integration with the landscape and street design;

Consider cycle and bin storage arrangements from the outset to ensure effective design integration;

Consider sustainable design measures including passive solar gain, solar panelling and super insulation;

The introduction of defensible space to property frontages;

Maximise levels of fenestration to enhance passive surveillance;

Engage a Landscape Architect to further inform the design approach to landscape and open space.

The Panel welcomed the presentation of the proposals at an early stage.

2. Introduction

The site is located on the south side of Niddrie Mains Road and is currently occupied by a mix of uses. A vacant retail unit (formerly occupied by Lidl supermarket) and associated car parking are located on the south side of the site. The western and southern site boundaries are formed by the rear gardens of residential properties located along Craigmillar Castle Loan and Craigmillar Castle Avenue respectively. The eastern site boundary, forms the existing access road which leads from Niddrie Mains Road to the Lidl car park.

The proposal is located in the Craigmillar Local Centre as designated in the Edinburgh Local Development Plan, November 2016.

The site forms part of the study area for the Revised Craigmillar Urban Design Framework, August 2013.

No declarations of interest were made by the Panel.

This report should be read in conjunction with the pre-meeting papers.

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 at the proposals at a later stage.

3. Proposed uses and phasing

The proposal would comprise residential development. The extent of development proposed on the site has been expanded since the approval of the initial Proposal of Application Notice in 2017. Development is proposed as a phased approach across the site to take account of ownerships, this commencing from the former Lidl site to the south. The Panel noted that this initial phase (1A) would comprise 136 units.

The Panel were supportive of the principle of residential led development for the site and had no issues regarding the proposed change from the existing commercial use. However, the Panel noted that the Council has not yet given permission for such a change of use and the loss of commercial use would need to be justified in policy terms.

The Panel noted that the existing Tesco store on Niddrie Mains Road, to the northern edge of the site, is subject to a long lease and this issue will take time to resolve.

4. Context

The Panel enquired as to whether any design principles were applicable to the site as identified in the Revised Craigmillar Urban Design Framework (UDF). Although it was confirmed during the discussion that there is no specific reference to this site in the Craigmillar UDF, the Panel felt that Niddrie Mains Road is not clearly legible with a mix of architectural styles, forms and materials. The design approach should seek to bring coherence to the surroundings with architectural detailing and materials palette requiring careful consideration.

The Panel commented that the design approach should seek to contextualise with the scale and mass of neighbouring buildings and adjacent site conditions.

The Panel remarked on the views from the site towards Arthurs Seat. The site may also afford some views towards Craigmillar Castle and these should be subject to further analysis. The design approach should therefore seek to respond to any such viewing opportunities also paying regard to the treatment of roofscape and how this would be perceived in distant views.

5. Scale and Massing

The Panel commented that the general scale of development in the locality is 2, 3 and 4 storeys. The Panel suggested that the scale and massing of development should therefore be subject to further design development with wider modelling undertaken across the site to facilitate passive solar design. To achieve this, the Panel suggested a greater variety of heights and improved articulation of scale and mass.

6. Layout and open space

The Panel welcomed that the proposed development would be arranged around a central focal space. However, the Panel enquired to how this area would be used given the proposed makeup of the development is for 1 and 2 bedroom flats, thus providing little scope for use by children and families. Larger dwelling, e.g. 3 bedroom properties suitable for families, would be required to start to activate this space. In relation to this, houses and larger flats (suitable for families) should be considered as part of the project to achieve a diverse population mix. The Panel commented that these matter should be discussed with the project client at the earliest opportunity.

The Panel noted that the rear garden areas would feature a minimum depth of 10 metres. But, the Panel expressed concern regarding the proposed communal nature of all open spaces. They considered that the use of private gardens could promote social cohesion and reduce overall maintenance costs. The Panel suggested that different approaches be further explored, including the subdivision of open space.

The Panel enquired whether there was scope to reduce density in response to the scale of the sheltered housing complex at the eastern end of the site. In relation to this, the Panel noted that a larger garden size was proposed in this area but this would still need to be subject to detailed sunpath analysis.

The Panel commented on the 2.5 metre change in levels across the site. However, the Panel noted that this would have a minimal impact in the context of the site and it would be preferable to work with the natural gradient and address through landscaping rather than introduce physical measures such as retaining walls.

The Panel remarked that the effective integration and design treatment of the block fronting Niddrie Mains Road will be key to the success of the project. Particular consideration must be given to the activation and treatment of the public realm fronting the street to the north including the needs of elderly people and integration of the bus stop.

The Panel expressed concern regarding the treatment of the eastern entrance to the site which presently comprises car parking for the medical centre. This arrangement is dictated by the current ownership but the layout would need to be adapted to ensure effective pedestrian movement and a high quality street environment.

The Panel enquired to proposed SUDS approach for the site. This will have a bearing upon the landscape and street design and needs to be fully integrated into the design proposals.

The Panel commented that matters including cycle and bin storage need to be considered from the outset to ensure effective integration with the layout of both open space and the built form.

The Panel recommended that a landscape architect should be engaged on the project as early as possible to further inform design approach to landscape and open space.

7. Transport and Accessibility

The Panel considered that the design concept should seek to enhance north-south permeability across the site.

The Panel noted that an average of 70% parking is proposed in respect of parking standards across the site. It may be possible to reduce this further given the proximity to Niddrie Mains Road and bus routes, and different client demands.

The Panel remarked that the Medical Centre is reliant on the area of existing car parking which would form the eastern entrance to the site. Further consideration would need to be given to how these parking requirements would be addressed in the future.

The Panel commented that the connections to the wider street network including Niddrie Mains Road require further consideration. The proposed road junction to the north east may not work effectively with existing layout and these issues will need to be explored in detail.

8. Sustainability

The Panel observed that the orientation of the site could provide scope for passive solar gain. The use of sustainable design measures including solar panelling and super-insulation was strongly encouraged by the Panel.

9. Secure by Design

The Panel remarked that 'Secure by Design' input and accreditation had been sought for previous Craigmillar regeneration projects. Particular area to address would include the need for rear garden areas to be secured. Other areas include the requirement for effective entry control systems to communal areas and secure mailboxes. The Panel welcomed that the developer would be seeking Secure by Design accreditation.

The Panel commented on the very tight defensible spaces evident to some of the property frontages. The extents of such areas should be maximised as has been pursued at Greendykes. However, boundary treatments should be designed so not to provide informal seating which can present security issues.

The Panel suggested that all key elevations should seek to maximise levels of fenestration to enhance passive surveillance.

Location Plan



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