

Development Management Sub Committee

Wednesday 9 January 2019

**Application for Planning Permission 17/04137/FUL
At Corstorphine Hospital, 136 Corstorphine Road,
Edinburgh**

Re-development of the former Corstorphine Hospital to form 76 residential apartments (including 44 new build apartments) and associated community hub, vehicular access, car parking and landscape works (as amended).

Item number	6.1(b)
Report number	
Wards	B06 - Corstorphine/Murrayfield

Summary

The proposals comply with the Local Development Plan and non-statutory guidelines, with the exception of Policy Tra 2 in terms of car parking provision. However, a departure is justified in this case. The proposals have no adverse effect on the character or setting of the listed building and are acceptable in terms of scale, form, design and materials. The development will have no detrimental impact on significant archaeological remains, residential amenity, road safety or infrastructure and will have no significant impacts in terms of flooding or aerodrome safety. There are no material considerations that outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LHOU01, LHOU05, LEN04, LEN03, LDES01, LDES03, LDES04, LDES05, LDES06, LHOU03, LHOU04, LEN09, LEN12, LEN16, LEN21, LTRA02, LTRA03, LTRA04, LDEL01, NSG, NSLBCA, NSGD02, NSMDV,

Report

Application for Planning Permission 17/04137/FUL At Corstorphine Hospital, 136 Corstorphine Road, Edinburgh Re-development of the former Corstorphine Hospital to form 76 residential apartments (including 44 new build apartments) and associated community hub, vehicular access, car parking and landscape works (as amended).

Recommendations

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

Background

2.1 Site description

The application refers to the former Corstorphine Hospital site comprising an 'L' shaped plot of land of approximately 1.61 hectares on the north side of Corstorphine Road to the west and south of Edinburgh Zoo. The hospital closed in 2014.

The site slopes upwards from Corstorphine Road and contains a variety of buildings, notably the original hospital at the top of the site: an Italianate-style, T-plan, two-storey, sandstone structure by Peddie and Kinnear, dating from 1866 with the addition of two-storey symmetrical pavilions to the east and west in 1891. The building has a number of later 20th century additions to the rear and a three-storey, glazed curtain wall enclosure was added to the front elevation in 1961-2.

The South Lodge, a single-storey, Italianate style structure dating from 1866, is situated on the west side of the main entrance off Corstorphine Road.

The original hospital and pavilions, the South Lodge and the gatepiers, railings and boundary walls are category C listed (reference 52367, listed on 11 January 2016). The following structures are excluded from the listing: the modern flat-roofed wings to rear of the main hospital, the glazed curtain walling on the front elevation, the later flat-roofed extension on the South Lodge and the rendered North Lodge in the north-east corner of the site.

The remaining building on site is the former Murray Park Nursing Home: a single-storey, pitch-roofed, reconstituted stone structure, dating from the 1980s.

The site is bounded by the original sandstone walls, comprising a dwarf wall and hedge along Corstorphine Road and full-height walls along the side and rear boundaries. There are four stone gatepiers with railings in between, terminating each end of the curved, recessed main entrance. The access road runs up the east side of the site and the main car parking areas are to the north of the nursing home and along the front and west side of the original hospital.

The surrounding area is predominantly residential with modern residential apartment blocks on the adjoining site to the west and older housing stock further west and on the south side of Corstorphine Road, although there are some commercial uses in the area including an office block opposite the site.

There are a number of trees on the site of varying type and quality with dense tree lines along the east, west and north boundaries.

2.2 Site History

26 August 1998 - planning permission granted to construct a nursing home for young people (application reference 98/01160/FUL).

Related Planning History

27 May 2005 - planning permission granted for the erection of 30 extra care residential flats on the site adjacent to Corstorphine Hospital at Kaimes Road/Corstorphine Road (application reference 04/04047/FUL).

29 August 2018 - planning permission granted for the erection of two single storey animal houses, with visitor access and viewing areas at Edinburgh Zoo (application reference 18/03727/FUL).

Main report

3.1 Description Of The Proposal

The application is for change of use and redevelopment of the former hospital site for residential use comprising a total of 76 apartments as follows:

- 30 apartments in the original hospital building (11 one-bedroom, 12 two-bedroom, 8 three-bedroom and 1 four-bedroom);
- 24 apartments in two new rear extensions to the main hospital building (8 one-bedroom, 12 two-bedroom and 2 three-bedroom); and
- 22 apartments in a new building to the south of the main hospital building (13 two-bedroom and 9 three-bedroom).

The South Lodge will be converted to a community hub and management/concierge services centre.

The proposed physical development involves the demolition of all the non-listed 20th century additions to the front and rear of the original hospital, the North Lodge, the modern extension on the South Lodge and the existing nursing home.

The main new-build elements comprise two near-symmetrical, four storey extensions to the rear of the original hospital building, adjoining the junctions of the side pavilions with the central block and a new three/four storey block in two distinct sections on the site of the existing nursing home.

These new buildings are contemporary in style with flat-roofs and large windows, finished in coursed ashlar sandstone with bronze-coloured anodised aluminium glazing frames and cladding panels on the top storeys.

The key additional external alterations to the listed hospital building comprise:

- the replacement of the existing three-storey curtain walling on the main elevation with a two-storey, bronze-coloured anodised aluminium-framed structure incorporating external terraces at first floor level with glass balustrades;
- the lowering of the cill heights of the windows at ground floor level and continuation of the existing surrounds in matching sandstone;
- the re-opening of previously blocked-up windows and introduction of transoms to all windows where new floor levels will be introduced;
- the installation of conservation type rooflights on the side and rear roof pitches;
- the infill of door openings with bronze-coloured anodised aluminium-framed entrance screens; and
- the replacement of the existing windows with white-painted, timber-framed windows to match the original pattern and insertion of new transoms in windows which will be split by new floor levels.

The existing modern extension on the South Lodge will be replaced with a contemporary style, flat-roofed structure housing internal and external seating areas. The extension will be finished in bronze-coloured, anodised aluminium cladding panels with a glazed balustrade around the roof terrace.

A new bin store will be constructed to the north of the South Lodge in bronze-coloured metal with a grass roof.

The apartments will have access to communal gardens and the majority will have private external balconies or terraces.

The proposed hard and soft landscaping materials include grass, ornamental planting and hedges, precast concrete pavements and tarmac. A total of 48 trees out of the existing 89 trees on the site will be removed.

The scheme provides 102 car parking spaces as follows: 54 residents' spaces in a new underground car park to the rear of the original hospital building, 22 residents' spaces in an underground car park in the new south building, seven accessible spaces, 15 visitor spaces and four electric car charge spaces distributed to either side of the hospital building. An additional nine motorcycle spaces will be provided.

A total of 152 cycle parking spaces will be provided. These spaces will be distributed in shared and private secure parking stores and communal bays within the underground car parks.

The existing access road will be upgraded to include a pavement and an entrance section to adoptable standards. The gateposts, dwarf wall and railings on the east side of the main vehicular entrance will be relocated further east on the same alignment to form a wider access.

Waste and recycling bins will be provided in the underground car parks with a bin store near the main entrance.

Scheme 1

The original scheme proposed a total of 117 car parking spaces and omitted the new entrance section of road to adoptable standards.

Supporting Documents

The applicant has submitted the following documents in support of the application which are available to view via Planning and Building Standards Online Services:

- Design Statement;
- Tree Survey and Arboticultural Constraints;
- Bat Assessment and Activity Survey;
- Archaeological Evaluation;
- Noise Impact Assessment;
- Ground Investigation Report;
- Transport Report;
- Affordable Housing Policy Position Statement;
- Flood Risk Assessment;
- Drainage Strategy; and
- SUDS and Surface Water Management Plan.

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.

In considering whether to grant consent, special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. For the purposes of this issue, preserve, in relation to the building, means preserve it either in its existing state or subject only to such alterations or extensions as can be carried out without serious detriment to its character.

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the development is acceptable in principle in this location;
- b) the proposals preserve the character of the listed building;
- c) the proposals are acceptable in terms of scale, form, design and materials and will not adversely affect the setting of the listed building;
- d) the proposals have an adverse impact on protected species;
- e) the proposals have an adverse impact on significant archaeological remains;
- f) the proposals are detrimental to residential amenity, road safety or infrastructure;
- g) the proposals have any significant impacts in terms of flooding or aerodrome safety; and
- h) public comments have been addressed.

a) Principle

This site lies within an urban area in the Edinburgh Local Development Plan (LDP). Policy Hou 1 states that housing development will be supported on suitable sites in the urban area, provided the proposals are compatible with other policies in the plan.

Policy Hou 5 supports the conversion of non-residential buildings to housing in this area, provided a satisfactory residential environment can be achieved with appropriate open space.

Provided other policy requirements are met, the development is acceptable in principle.

b) Character of Listed Building

LDP Policy Env 4 permits proposals to alter or extend a listed building where the alterations or extensions are justified; there will be no unnecessary damage to the building's historic structure or diminution of its interest; and any additions are in keeping with other parts of the building.

The original category C listed hospital building was altered significantly and unsympathetically inside and out in the later 20th century. The most imposing addition is the 1960's three-storey, glazed curtain wall enclosure on the principal elevation and the flat-roofed, rendered extensions to the rear. The removal of these structures is a significant conservation gain and the proposed replacement structures are appropriate additions in terms of scale, design and materials. The geometric, rhythmic forms, ratio of solid to void and mix of sandstone with bronze-coloured aluminium respect the historic architecture of the listed building whilst clearly distinguishing the old from the new.

The new curtain walling on the front elevation will re-expose the original arched windows at third floor level and restore a version of the previously removed open arches with balustraded terrace above.

The proposed four storey extensions to the rear break the normal convention of being subservient in height to the original listed building. However, given the steep upwards slope of the site, these structures will not be visible from the main public viewpoints or within the lower sections of the site. A significant element of new build on site is necessary to cover the high costs of the restoration and redevelopment of the original listed building. The location of two large accommodation blocks to the rear of the main building where they will not be conspicuous ensures that the new build element within the landscape setting of the building remains appropriate in scale.

The other structures to be demolished, comprising the boiler houses and laundry to the rear of the main hospital building and North Lodge, are of no special historic or architectural merit and the cleared land will be used for soft landscaping.

The other proposed alterations to the original hospital building are restrained and appropriate, respecting the original fenestration pattern, window surrounds and door openings. Many of the original windows have been lost and/or altered over time, including the introduction of heavy transoms and mullions to windows in the flanking pavilions. The proposed transoms in the majority of replacement windows are necessary where new floor levels will be introduced and these are of minimal depth to avoid having a detrimental impact on the external appearance of the building. A condition has been applied to ensure that the detailing of the new windows is appropriate.

The existing flat-roofed extension on the South Lodge, which is an unsympathetic, modern addition, will be replaced with a contemporary extension of appropriate scale and design.

The relocation of the gateposts, dwarf wall and railings on the east side of the main entrance on the same alignment further east will have no adverse impact on the basic design of the entrance.

The proposed alterations and extensions are therefore justified and will cause no unnecessary damage to the building's historic structure or diminution of its interest, in compliance with LDP Policy Env 4.

c) Scale, Form, Design and Materials and Setting of Listed Building

The surrounding area is mainly residential in character encompassing a wide range of dwellings in terms of age, type, scale and style, including a modern flatted development on the site to the immediate west of the application site. The proposed type and density of the development is appropriate within this area.

Historic Environment Scotland's document, "Managing Change in the Historic Environment: Setting" defines setting as "...the way the surroundings of a historic asset or place contribute to how it is understood, appreciated and experienced". Contributory factors can include views to, from and across or beyond the historic asset and key vistas that give the historic asset a context.

The existing 1980's Murray Park Nursing Home is low-lying but otherwise does not contribute to the original architectural quality or landscape setting of the listed building. The demolition of this structure along with the large car park on its north side and replacement with a high quality new building of architectural merit within a green setting will significantly improve the appearance of the site. A particular gain in terms of the setting of the original hospital building will be the removal of the existing outbuildings in the centre of the site and formation of formal gardens in their place.

The proposed new housing block is higher than the existing nursing home, but its massing is broken up into two distinct sections which step down to respect the topography of the site. The new building is confined to the east side of the site to ensure that it does not encroach on key views of the main hospital building, despite the increase in height compared to the existing structures on this part of the site. The contemporary style of the new building and materials palette is similar to recent flatted developments in the area.

The only other proposed structure on site is a low-lying bin store which will not be conspicuous to the north of the South Lodge.

The ratio of green open space to buildings and hardstanding will be improved and the proposed soft landscaping will restore a formal garden element to a significant part of the site. Fully detailed soft and hard landscape plans have been submitted which specify appropriate, high quality materials and species for the setting of this listed building which originally comprised formal gardens.

Approximately half of all the existing trees on site will be removed, but the majority of these are non-native, smaller specimens. Any native species to be felled are either small or in poor or damaged condition. All trees to be retained will be protected against damage during construction using protective barriers and the methodology for root protection areas as specified in the relevant British Standard.

The proposals are therefore acceptable in terms of scale, form, design and materials and will have no adverse effect on the setting of the listed building, in compliance with LDP Policies Des 1, Des 3, Des 4, Des 5, Des 6, Des 7, Hou 3, Hou 4 and Env 3.

d) Protected Species

The bat survey submitted identified no roosting bats in the buildings. However, there could be foraging bats around the mature trees to be removed to accommodate the development.

A condition has been applied to ensure that if any of these trees have the potential to support bats, then a further bat survey will be required.

An informative has been added on the incorporation of swift bricks into the new building in the interest of biodiversity enhancement.

The development will therefore have no adverse impact on protected species, in compliance with LDP Policy Env 16.

e) Archaeological Remains

The site lies within an area of archaeological importance both in terms of the Victorian former hospital and the site's previous status as open farmland adjacent to the main medieval road linking Edinburgh to the West.

The associated ground works could disturb archaeological remains in the area. Accordingly, a condition has been applied to ensure that an archaeological investigation is undertaken prior to works commencing. This will include a detailed historic building survey prior to any alterations/demolitions and during significant alterations/stripping in the main hospital building.

The proposals will therefore have no adverse impact on significant archaeological remains, in compliance with LDP Policy Env 9.

f) Residential Amenity, Road Safety and Infrastructure

Residential Amenity

LDP Policy Des 5 permits development that protects the amenity of neighbouring developments and future occupiers.

The proposed residential development is in a predominantly residential area and Environmental Protection has no objections to the proposed development, subject to conditions, including a site survey to check for potential contaminants in, on or under the soil and implementation of any necessary remedial and/or protective measures. A condition on site contamination has been applied.

The other condition relates to the provision of electric vehicle charging points in accordance with the requirements of the Edinburgh Design Guidance. Electric charging vehicles are being provided within the development, so no condition is required.

The site offers a tranquil green environment for occupiers of the new development. The proposed dwellings are adequate in scale with ample daylighting, elevated views, large communal gardens and private terraces or balconies for the majority. The apartments without private external spaces form part of the listed hospital building in locations where the formation of such spaces would have a detrimental impact on the character of the listed building. Accessible access is provided throughout the development with lifts serving all floors.

The gross internal floor area of each flat ranges from 60-86 square metres for the one-bedroom flats, 67-141 square metres for the two-bedroom flats, 85-219 square metres for the three-bedroom flats and 110 square metres for the four-bedroom flat which complies with the minimum standards as set out in the Edinburgh Design Guidance.

The development also complies with the daylighting, overshadowing and privacy standards in the Edinburgh Design Guidelines. There are no neighbouring residential properties in close proximity to the site.

Road Safety

The Roads Authority has recommended refusal of the application on the basis that the proposed changes to the existing access do not promote inclusive mobility and prioritise walking and cycling ahead of other transport modes. Although the Roads Authority acknowledges that any proposed changes to the existing access will not meet the maximum allowable gradient for residential streets of 8% as set out in the "National Roads Development Guide," SCOTS 2014", it expects the applicant to improve the existing access considerably to bring it to adoptable standards either as a private road or public road.

This is a sensitive site which forms the landscape setting of a listed building and the allowable gradient for residential streets could not be met without the relocation of the new apartment block towards the centre of the site or formation of a new road where formal gardens are proposed. Either of these measures would have a significant detrimental impact on this green setting. The scheme has been revised to propose a 125mm upstand kerb to ensure that pedestrian safety is not compromised and a section of the access road at the main entrance where the gradient is less steep has been designed to adoptable standards.

An informative has been added regarding speed reduction and traffic management measures to reduce vehicle speed on the access road.

The proposed parking provision breaches the Council's 2017 parking standards which allows for a maximum of 76 parking spaces in Zone 2. However, the application was submitted prior to the approval of the 2017 parking standards, hence the Council's 2009 parking standards have been used in assessing the application. The proposed 102 car parking spaces, which include 7 accessible spaces, 15 visitor spaces and 4 electric vehicle charging spaces, comply with the 2009 parking standards which requires a total minimum of 91 parking in this zone (formerly Zone 3a).

The site is located on Corstorphine Road which is a major public transport route that benefits from regular and frequent bus services and the identified 'quiet route 9' walking and cycling route is easily accessible from the site, so private car journeys will be discouraged.

An informative has been added requiring the conclusion of a legal agreement to secure a financial contribution of £2,000 to progress a suitable order to introduce waiting and loading restrictions to prevent parking on the road. Further informatives on a Travel Plan, the management of parking spaces and accessible parking spaces have been added on the recommendation of the Roads Authority.

Infrastructure

This site falls within the 'West Education Contribution Zone'. The development of 76 flats requires a financial contribution towards new primary school infrastructure as there is insufficient capacity within existing primary schools to accommodate the anticipated pupil growth from the development.

An informative has been added requiring the conclusion of a legal agreement to secure a financial contribution of £209,568 for this purpose.

As regards affordable housing, LDP Policy Hou 6 states that planning permission for residential development of 12 or more units should include provision for affordable housing amounting to 25% of the total units proposed, which should normally be on site for developments of 20 or more dwellings. However, an open book viability assessment of the development carried out by the Council's Estates service has shown that on-site delivery for a Registered Social Landlord (RSL) would not be feasible as the costs to build are too high. Also, the estimated market values of completed units are also prohibitively high for Golden Share to be a viable option.

On this basis, the developer could meet their affordable housing obligations by way of a commuted sum payment and the applicant has agreed to enter into a legal agreement with the Council to ensure an appropriate off-site affordable housing provision. An informative has been added requiring the conclusion of a legal agreement to secure a financial contribution of £712,500 for this purpose. This figure has provided by the District Valuer.

The proposals are not therefore detrimental to residential amenity, road safety or infrastructure, in compliance with LDP Policies Des 5 and Tra 3. The car parking provision does not comply with Policy Tra 2, but a departure is justified for the reasons detailed above.

g) Flooding and Aerodrome Safety

LDP policy Env 21 states that planning permission will not be granted for development that would increase a flood risk or be at risk of flooding itself.

Flood Planning and SEPA has raised no objection to the final scheme in terms of increased or integral flood risk.

In terms of Sustainable Urban Drainage (SUDS), the scheme proposes significant areas of porous pavements within a green landscape, so there are no surface water drainage concerns.

An informative has been applied on radioactive substances on SEPA's recommendation, given the past use of the site.

Edinburgh Airport has no objections on the grounds of aerodrome safety, provided that conditions regarding bird hazard and a Sustainable Urban Drainage Scheme are applied. Appropriate conditions have been applied.

The proposals will therefore have no significant impacts in terms of flooding or aerodrome safety.

h) Public Comments

The objections submitted by Edinburgh Zoo and an individual have been withdrawn.

Other Material Considerations

The north and east boundaries of the site are in close proximity to several animal enclosures within Edinburgh Zoo, including those of the Giant Pandas and the Monkey House. The pandas are particularly vulnerable in terms of negative health impacts to noise and vibration during demolition and construction works and Edinburgh Zoo has raised concerns for the pandas' well-being.

For this reason, Scottish Ministers have issued a direction requiring the Council to notify Ministers if it intended to approve the application, given that concerns around the welfare of the pandas could raise issues of national importance.

A condition has been attached based on an agreement reached between the applicant and Zoo which gives comfort that the redevelopment will not progress before adequate measures are taken to ensure that the wellbeing of the pandas is safeguarded from the possible negative impacts of demolition and construction works. These measures will also cover any possible negative impacts on the health of other animals in close proximity to the development.

Also, the construction of two new panda houses in the north-east section of the zoo is underway, so the animals can be re-located away from the development site.

Conclusion

The proposals comply with the Local Development Plan and non-statutory guidelines, with the exception of Policy Tra 2 in terms of car parking provision. However, a departure is justified in this case. The proposals have no adverse effect on the character or setting of the listed building and are acceptable in terms of scale, form, design and materials. The development will have no detrimental impact on significant archaeological remains, residential amenity, road safety or infrastructure and will have no significant impacts in terms of flooding or aerodrome safety. There are no material considerations that outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Prior to the commencement of the development, both demolition and construction phases, acoustic monitoring shall be installed in accordance with the Acoustic and Vibration Method Statement as agreed between the developer and the Royal Zoological Society of Scotland. During the course of the development, any amendments to the Acoustic and Method Statement shall be submitted in writing to the Planning Authority in agreement with the Royal Zoological Society of Scotland.

The Acoustic and Vibration Method Statement must clearly set out the position of the acoustic barrier by reference to a plan and the location of the acoustic and vibration monitors. A specification for the acoustic barrier should also be incorporated into the Acoustic and Vibration Method Statement. This plan will then become an approved plan. The Acoustic and Vibration Method Statement must include the following information:

i) The following noise and vibration Backstop Action Limits shown in Table 1 will be applied to the North boundary of the Development site and Edinburgh Zoo.

ii) The Backstop Action Limits have been set based off previous background noise and vibration assessments and predicted noise and vibration reduction due to distance attenuation from source to sensitive receptors within Edinburgh Zoo. The predicted noise and vibration levels also consider additional acoustic attenuation to be provided by a 2m high acoustic barrier to be erected on the Edinburgh Zoo side of the North site boundary retaining wall during the demolition and construction phase of the Development.

iii) The acoustic barrier shall be constructed prior to commencement of the demolition and construction phase of the Development and made of 25mm thick timber with over-lapping boards and will be maintained by the Developer at their expense for the duration of the demolition and construction phase of the Development. Details of the location of the acoustic barrier can be seen in Figure 1.

Table 1: Noise & Vibration Limit Levels at Development North Site Boundary

Time	Parameter	Backstop Action Limit
Day (08:00 - 18:00)	Noise Level:	83 dB LAeq, 15min 78 dB LAeq, 12hour
	Vibration Level:	ppv 10 mm/s
Night (18:00 - 08:00)	Noise Level:	68 dB LAeq, 15min 63 dB LAeq, 12hour
	Vibration Level:	ppv 10 mm/s

iv) All monitoring should be completed using BS 5228-1: Code of practice for noise and vibration control on construction and open sites. An acoustic monitor shall be mounted at a height of 1m above the height of the acoustic barrier located at the northern border of the Development site to monitor free-field acoustics emanating from the Development site. A vibration monitor shall be located on the Development site at the base of the northern boundary retaining wall to measure ground borne vibration travelling across the northern site boundary.

v) All noise and vibration monitoring equipment shall be operational prior to commencement of the demolition and construction phase of the Development.

- vi) The acoustic and vibration monitors shall be placed at the location along the barrier closest to the nearest Noise Sensitive Premises (NSP), which in this case would be the Monkey House located in Edinburgh Zoo. Figure 1 details the location of the acoustic and vibration monitor locations. Both acoustic and vibration monitors shall upload values to an online portal which can be accessed by RZSS, the Developer and City of Edinburgh Council.
- vii) Both acoustic and vibration monitors will measure the levels outlined in Table 1 and send out a warning alert via text or email to a representative of RZSS and the Developer's site manager if the Backstop Action Limits are breached. If any Backstop Action Limits are breached, unless RZSS confirms in writing to the Council that it is satisfied that such noise and vibration levels are not causing distress to animals within Edinburgh Zoo or to the fabric of Edinburgh Zoo, all construction site activities should be stopped immediately until a new operational plan has been put into place which ensures that the works can be completed without breaching the Backstop Action Limits levels.
- viii) Once the Development is completed the acoustic barrier shall be removed along with the noise and vibration monitoring equipment.
2. i) Prior to the commencement of construction works on site:
- a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
- b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
- ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.
3. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeologist. This shall include a detailed historic building survey (comprising phased plans and elevations and a photographic and written survey) prior to any alterations/demolitions and also during significant alterations/stripping undertaken in the main hospital building.
4. 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.

5. Details of the new windows hereby approved by in the listed building, including sections shall be submitted to and approved in writing by the Planning Authority before work is commenced on site.
6. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.
7. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:
 - monitoring of any standing water within the site temporary or permanent;
 - sustainable urban drainage schemes (SUDS) - such schemes shall comply with Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>);
 - management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds - the management plan shall comply with Advice Note 3 'Wildlife Hazards';
 - reinstatement of grass areas;
 - maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow;
 - which waste materials can be brought on to the site/what if any exceptions e.g. green waste;
 - monitoring of waste imports (although this may be covered by the site licence);
 - physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste; and
 - signs deterring people from feeding the birds.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Edinburgh Airport Airside Operations staff. In some instances, it may be necessary to contact Edinburgh Airport Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

8. Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 3 'Wildlife Hazards'. The submitted Plan shall include details of:

- attenuation times;
- profiles and dimensions of water bodies; and
- details of marginal planting.

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reasons:-

1. In order to safeguard the welfare of nationally significant animals.
2. In order to protect the amenity of the occupiers of the development.
3. In order to safeguard the interests of archaeological heritage.
4. In order to enable the planning authority to consider this/these matter/s in detail.
5. In order to enable the planning authority to consider this/these matter/s in detail.
6. In order to ensure that the approved landscaping works are properly established on site.
7. In order to manage the development to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.
8. To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of Birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).

Informatives

It should be noted that:

1. This application shall be notified to Scottish Ministers as a Notification of Intention to Develop
2. Consent shall not be issued until a suitable legal agreement has been concluded to make a financial contribution of £209,568 to Children and Families to alleviate accommodation pressures in the local catchment area.

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.

3. Consent should not be issued until the applicant has entered into a suitable legal agreement to ensure that a commuted sum of £712,500 is provided towards the provision of affordable housing off site.

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.

4. Consent shall not be issued until a suitable legal agreement has been concluded to make a financial contribution of £2,000 to the City of Edinburgh Council in relation to transport 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.

5. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
6. 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.
7. 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.
8. Cross reference should be made with the tree removal plan and bat survey and the potential for any of these trees to support bats. Depending on the findings, further bats surveys may be required.
9. The applicant should consider incorporating swift bricks into the building.
10. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including the provision of pedal cycles (including electric cycles), secure cycle parking, 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. Any parking spaces adjacent to the carriageway will normally 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.
12. All accessible parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved.
13. The steepness of the existing road requires speed reduction and traffic management measures to influence driver behaviour to reduce vehicle speed to levels that are appropriate for local streets and deliver safe streets for all. The applicant is required to introduce traffic calming measures preferably localised narrowing or chicanes west of the existing road to slowdown downhill (ESDG Factsheet G6).
14. SEPA have no record of any licences relating to radioactive substances for the Corstorphine Hospital. However, it would be prudent to carry out a detailed desk study to establish whether radioactive substances were used at the hospital and the possibility for the burial of radioactive wastes. If such materials were used in the past SEPA will provide further advice.

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:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was not advertised. Two representations were received objecting to the proposals, including one from Edinburgh Zoo. However, both of these objections have been withdrawn.

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 the Edinburgh Local Development Plan, within the Urban Area.

Date registered

12 September 2017

Drawing numbers/Scheme

01-09,10A,11A,12A,13,14,15A,16-26,27A,28-31,32A,33,34A+35-59,

Scheme 2

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Clare Macdonald, Senior Planning Officer

E-mail:clare.macdonald@edinburgh.gov.uk Tel:0131 529 6121

Links - Policies

Relevant Policies Relevant policies of the Local Development Plan.

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

LDP Policy Hou 5 (Conversion to Housing) sets out the criteria for change of use of existing buildings to housing.

LDP Policy Env 4 (Listed Buildings - Alterations and Extensions) identifies the circumstances in which alterations and extensions to listed buildings will be permitted.

LDP Policy Env 3 (Listed Buildings - Setting) identifies the circumstances in which development within the curtilage or affecting the setting of a listed building will be permitted.

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

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

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

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

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

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

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

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

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

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

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

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

Relevant Non-Statutory Guidelines

Non-statutory guidelines 'LISTED BUILDINGS AND CONSERVATION AREAS' provides guidance on repairing, altering or extending listed buildings and unlisted buildings in conservation areas.

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

Non-statutory guidelines on 'MOVEMENT AND DEVELOPMENT' establish design criteria for road and parking layouts.

Appendix 1

Application for Planning Permission 17/04137/FUL At Corstorphine Hospital, 136 Corstorphine Road, Edinburgh Re-development of the former Corstorphine Hospital to form 76 residential apartments (including 44 new build apartments) and associated community hub, vehicular access, car parking and landscape works (as amended).

Consultations

Archaeology

The Victorian former Corstorphine Hospital was designed and built by Peddle & Kinnear as a convalescence home for Edinburgh's Royal Infirmary in 1866/7. The hospital ceased to operate in 2014. Both the Victorian buildings and South Gate-house along with the sites boundary walls and gate piers are C listed, the later North Gatehouse is unlisted along with the modern (1980's) care-home buildings. Prior to the hospital construction, historic maps indicate it was open farmland adjacent to the 'Glasgow' Road, a main medieval road linking Edinburgh and West.

Accordingly, this application must be considered therefore under terms the Scottish Government Historic Environment Policy (SHEP), Scottish Planning Policy (SPP), PAN 02/2011 and Edinburgh Local Plan (2016) policies ENV4 & ENV9.

This scheme will have significant impacts both upon the layout of the main hospital buildings and will see the demolition of the modern care home and north gatehouse. In addition, ground works may impact and reveal evidence for the design and operation of the 19th century hospital. However, although adverse these impacts are considered to be of low-moderate, archaeological, significance. The loss of both the care-home and north gatehouse are not seen as significant.

Accordingly, it is recommended that if consent is granted that a detailed historic building survey is undertaken (phased plans and elevations, photographic and written survey) prior to any alterations/demolitions and also during significant alterations/stripping undertaken in the main hospital building.

Accordingly, it is recommended that that the following condition is attached to this consent to ensure that this programme of archaeological works is undertaken prior to construction.

'No demolition/development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building survey, reporting and analysis) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

Environmental Protection

Environmental Protection offer no objection to this proposal. However, we would need the applicant to install electric vehicle charging points throughout the large car parking area. It should be noted that the site is near the St Johns Road Air Quality Management area therefore the applicant must make effort to mitigate any impacts they may have.

It is highlighted in Edinburgh's Local Transport Strategy 2014-2019 that the Council seeks to support increased use of low emission vehicles and support the extension of the network of EV charging points.

The City of Edinburgh Parking Standards for Development Management also now encourages the use of EVs. It states that the Council is likely to introduce a requirement for EV charging infrastructure which depends on how charging technology evolves this includes:

- dedicated parking spaces with charging facilities;*
- ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.*

Developers should now consider the potential for EV charging as they develop their proposals. Based on currently available technology Environmental Protection recommends that 7Kw EV charging outlet should be installed serving the all car spaces.

Grants are available for the installation of EV charge points from the Scottish Energy Saving Trust. More information can be found at:

<http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

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

Therefore, Environmental Protection would not object to this application in regard to local air quality subject to conditions on EV Infrastructure being included as a condition or legal agreement.

Contaminated Land

Ground conditions relating to potential contaminants in, on or under the soil as affecting the site will require investigation and evaluation, in line with current technical guidance such that the site is (or can be made) suitable for its intended new use/s. Any remediation requirements require to be approved by the Planning & Building Standards service. The investigation, characterisation and remediation of land can normally be addressed through attachment of appropriate conditions to a planning consent (except where it is inappropriate to do so, for example where remediation of severe contamination might not be achievable).

Therefore, Environmental Protection offer no objection subject to the following conditions;

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

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

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

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

2. Prior to the use being taken up a 7Kw chargers must be installed serving all the car parking spaces proposed.

Roads Authority

The application should be refused.

Reasons

The applicant submitted a transport note in support of the proposed development of 76 residential units. The application was submitted prior to the approval of the 2017 parking standards, hence the Council's 2009 parking standards have been used in assessing the planning application. The application was also assessed against the Council's 2017 parking standards for comparison. The transport note submitted did not contain information on estimated trips likely to be generated by the proposed development hence no information on likely impacts. Notwithstanding the lack of trips information, the proposed site is highly accessible by public transport. The layout and gradient of the existing access is likely to promote high traffic speeds instead of low speeds and is contrary to Edinburgh Street Design Guidance Factsheet G6, "Speed reduction and Traffic Management" which seeks to promote street design that reduce traffic speeds to levels appropriate for residential streets that deliver safe streets for all.

The applicant's proposed changes to the existing access fall short of streets that promotes inclusive mobility and prioritise walking and cycling ahead of other transport modes. Whilst it is acknowledged that any proposed changes to the existing access will not meet the maximum allowable gradient for residential streets of 8% ("National Roads Development Guide," SCOTS 2014 Page 80), the applicant is expected to considerably improve the existing access to bring it to adoptable standards either as a private road or public road. The proposed parking spaces west of the existing access is likely to compromise the effective width of the already narrow carriageway and could force vehicles to run on the 25mm kerb height footway. For pedestrian safety a 125mm upstand kerb is considered appropriate for the proposed footway. The applicant will be required to contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions to prevent parking on the road.

1. The applicant proposes a total of 152 cycle parking provision and complies with the Council's 2009 parking standards. However, the proposed 68 cycle parking at the parking bays will be inaccessible as they will be blocked by vehicles using the adjacent parking bays. This is not acceptable. The applicant is required to submit details of the design and type of cycle parking being provided and how the minimum cycle parking requirement fits the proposed cycle parking space being proposed.

2. The applicant stated in a latter submission that the decision to require bringing an existing road to adoptable standards rest solely on the applicant and not the Local Authority. This statement is flawed and CEC require both the footway and the road to be brought to an adoptable standard for the following reasons:

a. SCOTS Guide 2014 - 6 or more individual dwellings should normally be served by a 'road' and therefore the existing access needs to be brought to adoptable standards;

b. The proposed footway on the existing access is the only accessible route for disabled users and is required to be built to adoptable standards (private road/public public); the proposed does not comply with inclusive design and hence the Equality Act 2010.

c. The effective width of the road will be compromised by parking in the proposed bays and potentially forcing vehicles to run on the proposed footway or close to the footway;

d. The steepness of the existing road requires Speed reduction and traffic management measures to influence driver behaviour to reduce vehicle speed to levels that are appropriate for local streets and deliver safe streets for all. Applicant is required to introduce traffic calming measures preferably localised narrowing or chicanes west of the existing road to slowdown downhill (ESDG Factsheet G6).

3. The transport note does not establish the level of trips likely to be generated by the proposed development for each mode of transport to help understand the impacts of the proposed development and how it can be mitigated.

If the application is minded to grant the following should be included as conditions or informatives:

1. The applicant proposes to widen the existing site access to allow for two-way traffic flow at the site entrance to prevent blockade of Corstorphine Road as result of accessing the proposed development by vehicles;

2. Swept path analysis has been undertaken to demonstrate that the proposed access is able to accommodate refuse and service vehicle. The applicant proposes a collective bin storage adjacent the existing gatehouse for refuse collection;

3. The applicant proposes 102 parking provision (76 allocated spaces, 15 visitor, 7 accessible parking and 4 EV charging spaces). The Council's 2009 parking standards requires the applicant to provide a minimum of 91 parking spaces (76 plus 15 visitor parking spaces of which 5 of the total spaces should be disabled parking spaces) - it appears in the applicant's transport note that the minimum required 5% disabled parking spaces has been added to the total parking provision instead of being part of the total parking provision (96 spaces). The total parking provision complies with the Council's 2009 parking standards in Zone 3a;

4. The applicant proposes a total of 152 cycle parking provision and complies with the Council's 2009 parking standards;

5. The applicant proposes a 2m wide footway from the existing site entrance to the proposed shared area adjacent the gatehouse;

6. A raised junction will be required at the site junction with Corstorphine Road to prioritise pedestrian movement along the footway on Corstorphine Road;

7. Any parking spaces adjacent to the carriageway will normally 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;

8. 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), secure cycle parking, 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), timetables for local public transport;

9. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved.

Note

The total parking provision breaches the Council's 2017 parking standards which allows for a maximum of 76 parking spaces in Zone 2. No parking required under the Council's 2017 parking standards was submitted to justify the level parking.

Affordable Housing

1. Introduction

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

- The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.*
- This is consistent with Policy Hou 7 Affordable Housing in the Edinburgh Local Development Plan.*

2. Affordable Housing Provision

An open book viability assessment of the development has been carried out by the Council's Estates service. This exercise has shown on site delivery for an RSL would not be feasible as the costs to build are too high for an RSL. The estimated market values of completed units are also prohibitively high for Golden Share to be a viable option.

On this basis, the developer could meet their affordable housing obligations by way of a commuted sum payment. The applicant has agreed to a commuted sum on the principle of providing a sum equivalent to 25% of the land value and we would fully support this approach. The applicant has suggested a figure of £636,261 (an affordable contribution of £33,487 x 19 units), however we would not accept this figure as the applicant is unable to share the land cost, which is commercially confidential. On this basis the recommendation is for an independent assessment of the land value, undertaken by the District Valuer, will be the basis for agreeing the commuted sum.

3. Summary

The applicant is required to provide a 25% affordable housing contribution:

- On site affordable housing through an affordable housing provider was not achievable.*
- The homes proposed for Golden Share have values which are significantly in excess of the maximum purchase price for a Golden Share home;*
- The applicant has agreed to a commuted sum, secured through S75 and paid prior to commencement of the development.*
- DV assessment of the land price will form the basis of the commuted sum figure.*

Communities and Families

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (Updated September 2017), 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.

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 current Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery'.

Assessment and Contribution Requirements

*Assessment based on:
59 Flats (17 one bedroom flats excluded)*

This site falls within Sub-Area W-1 of the 'West 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 and land contribution is provided by the developer, as set out below, Communities and Families does not object to the application.

*Total infrastructure contribution required:
£168,091*

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q1 2015 to the date of payment.

*Total land contribution required:
£41,477*

Note - no indexation to be applied to land contribution.

Flood Planning

This proposal is acceptable and Flood Planning is happy for this to proceed to determination with no further comments.

SEPA

We have no objection to this planning application. Please note the advice provided below.

1. Water environment

1.1 Planning authorities have been designated responsible authorities under the Water Environment and Water Services (Designation of Responsible Authorities and Functions) Order 2006. As such authorities are required to carry out their statutory functions in a manner that secures compliance with the objectives of the Water Framework Directive (i) preventing deterioration and (ii) promoting improvements in the water environment in order that all water bodies achieve "good" ecological status by 2015 and there is no further deterioration in status. This will require water quality, quantity and morphology (physical form) to be considered.

Surface water

1.2 We expect surface water from all developments to be treated by SUDS in line with Scottish Planning Policy (Paragraph 268) and, in developments of this scale, the requirements of the Water Environment Controlled Activities Regulations (CAR). SUDS help to protect water quality and reduce potential for flood risk. Guidance on the design and procedures for an effective drainage system can be found in Scotland's Water Assessment and Drainage Assessment Guide.

1.3 The proposed SUDS should accord with the SUDS Manual (C753) and the importance of preventing runoff from the site for the majority of small rainfall events (interception) is promoted. The applicant should use the Simple Index Approach (SIA) Tool to ensure the types of SUDS proposed are adequate. In particular, as the site is a brownfield site the SUDS should be designed and built in accordance with SEPA's Brownfield SUDS advice note and Chapter 8 of the CIRA C753 manual.

1.4 Construction phase SUDS should be used on site to help minimise the risk of pollution to the water environment. Further detail with regards construction phase SUDS is contained in Chapter 31 of SUDS Manual (C753).

1.5 Comments should be requested from Scottish Water where the SUDS proposals would be adopted by them and, where appropriate, the views of your authority's roads department and flood prevention unit should be sought on the SUDS strategy in terms of water quantity and flooding issues.

Waste water

1.6 The waste water to be connected to public sewer is acceptable. The applicant should consult with Scottish Water (SW) to ensure a connection to the public sewer is available and whether restrictions at the local sewage treatment works will constrain the development.

1.7 We recommend that the applicant keeps in regular contact with SW to ensure such a connection is available at the time of development of the site, as SW facilities may have accepted discharge from other developments before construction commences at this site.

1.8 It should be noted that should a connection to the public sewer not be achievable then we would be required to be re-consulted as any private waste water discharge would require authorisation under Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR). Given the size of the development SEPA would have concerns over such an authorisation, which could in turn potentially constrain development at the site.

2. Sustainable waste management

2.1 Scottish Planning Policy Paragraph 190 states that "All new development including residential, commercial and industrial properties should include provision for waste separation and collection to meet the requirements of the Waste (Scotland) Regulations." In accordance with this policy, the relevant Local Development Plan and the Scottish Government Planning and Waste Management Advice, space should be designated within the planning application site layout to allow for the separation and collection of waste, consistent with the type of development proposed. This includes provision to separate and store different types of waste, kerbside collection and centralised facilities for the public to deposit waste for recycling or recovery ("bring systems"). Please consult the council's waste management team to determine what space requirements are required within the application site layout. Scottish Planning Policy (Paragraph 192) states that planning authorities should consider requiring the preparation of sites management plans for construction sites. In the interests of seeking best practice and meeting the requirements of Scottish Planning Policy, we recommend that a site waste management plan (SWMP) is submitted, showing which waste materials are going to be generated and how they are going to be treated and disposed.

2.2 All wastes should be handled in accordance with the "waste management duty of care" - residual contamination should be dealt with through the local authority planning and contaminated land departments. See Section 5 below for details.

3. Contaminated land

3.1 Advice on land contamination issues should be sought from the local authority contaminated land specialists because the local authority is the lead authority on these matters under Part IIA of the Environmental Protection Act 1990 except for matters relating to radioactively contaminated land or special sites.

4. Radioactive substances

4.1 SEPA have no record of any licences relating to radioactive substances for the Corstorphine Hospital. However, it would be prudent to carry out a detailed desk study to establish whether radioactive substances were used at the hospital and the possibility for the burial of radioactive wastes. If such materials were used in the past SEPA would be happy to provide further advice.

5. Air quality

5.1 *The local authority is the responsible authority for local air quality management under the Environment Act 1995, however we recommend that this development proposal is assessed alongside other developments that are also likely to contribute to an increase in road traffic. This increase will exacerbate local air pollution and noise issues, particularly at busy junctions and controlled crossing points. Consideration should therefore be given to the cumulative impact of all development in the local area in the ES or planning submission. Further guidance regarding these issues is provided in NSCA guidance (2006) entitled Development Control: Planning for Air Quality.*

5.2 *If the proposed development is in close proximity to or within an Air Quality Management Area, an air quality assessment should also be included to ensure compliance with the appropriate air quality standards. Air Quality Management Areas are designated for areas which have levels of air pollution that exceed recommended exposure limits that have been set to protect human health.*

6. Energy

6.1 *We would advise the Council to consider if the development meets the Council's standards for energy efficiency.*

Scottish Water

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

Water

There is currently sufficient capacity in the Glencorse 2008 Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Foul

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

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

Infrastructure within Boundary

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

- *Scottish Water infrastructure running through the area of the proposed development.*

The applicant should identify any potential conflicts with Scottish Water assets. I can confirm that I have made our Asset Impact Team aware of this proposed development and someone from the Service Relocation Team will be in contact with you directly. The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not normally accept any surface water connections into our combined sewer system. There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges. In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

Edinburgh Airport

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below.

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:

- *monitoring of any standing water within the site temporary or permanent*
- *sustainable urban drainage schemes (SUDS) - such schemes shall comply with Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)*
- *management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds - the management plan shall comply with Advice Note 3 'Wildlife Hazards'*
- *reinstatement of grass areas*
- *maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow*
- *which waste materials can be brought on to the site/what if any exceptions e.g. green waste*
- *monitoring of waste imports (although this may be covered by the site licence)*
- *physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste*
- *signs deterring people from feeding the birds.*

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Edinburgh Airport Airside Operations staff. In some instances, it may be necessary to contact Edinburgh Airport Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.

Submission of SUDS Details

Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 3 'Wildlife Hazards'. The submitted Plan shall include details of:

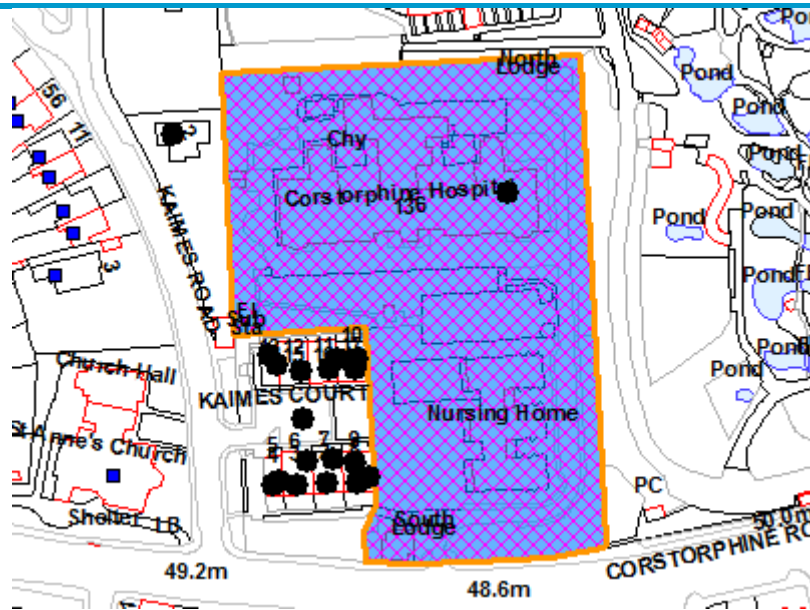
- Attenuation times*
- Profiles & dimensions of water bodies*
- Details of marginal planting*

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of Birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Edinburgh Airport, or not to attach conditions which Edinburgh Airport has advised, it shall notify Edinburgh Airport, and the Civil Aviation Authority and the Scottish Ministers as specified in the Safeguarding of Aerodromes Direction 2003.

Location Plan



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