

Development Management Sub Committee

Wednesday 8 May 2019

Application for Planning Permission 18/07491/FUL At Land North Of 10, Manse Road, Kirkliston Erect new Village Hall

Item number	4.6
Report number	
Wards	B01 - Almond

Summary

The proposed development complies with the policies in the Edinburgh Local Development Plan and the non-statutory Design Guidance and will not adversely impact on general amenity, residential amenity or road safety. There are no other material considerations which outweigh this conclusion.

Links

Policies and guidance for this application	LDES01, LDES04, LDES05, LEN18, LHOU07, LTRA02, LTRA03, LRS06, NSGD02,
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Report

Application for Planning Permission 18/07491/FUL At Land North Of 10, Manse Road, Kirkliston Erect new Village Hall

Recommendations

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

Background

2.1 Site description

The site is a former playground on the curved corner of Manse Road and Liston Place in an established residential estate to the south side of the main road. The intended site is 525sq.m gross floor area and is up to two metres below street level at its north end (Liston Place).

The site is bounded to the south by a 2.5 metre wide access to a substation just outwith the south west corner of the site. Beyond this is the gable of a cottage at No.10 Manse Road. To the west of the site are the low lying rear gardens of Nos. 1 and 3 Liston Road; the two storey terraced houses themselves being at the higher street level.

Abutting the front part of the site at street level to the west is the single storey flat roofed local shop. To the north across Liston Place, which is wide and has a central verge, are pair of semi-detached two storey houses. To the east across Manse Road in mature grounds, is a large villa believed to be the original Manse after which the road is named.

2.2 Site History

There is no relevant planning history for this site.

Main report

3.1 Description Of The Proposal

The proposal is to build a new village hall on the site with provision for one minibus parking space under a car port plus a small courtyard in excess of 100 sq. metres in area, with five bike racks next to the pavement. The building would be single storey with pop-up gallery ridge at the north end and two storeys at the south end, due to the drop in site levels toward the south.

Accommodation: would be a central hall at ground floor/street level surrounded on the periphery by meeting rooms, an office, a seating area and toilets. A viewing gallery/walkway would span the main hall longitudinally at first floor level to allow spectators to watch activities.

Materials: Vertical weather boarding, render and facing brickwork. Windows will be powder coated aluminium framed. Roof is to be profiled metal sheeting with the area over the internal spaces in single ply. Internally, all doors will be acoustically insulated timber. Non-glazed external doors will be steel panel.

Design statement: The applicant's supporting statement and Options Appraisal is available to view on the Planning and Building Standards Online 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 proposed use is acceptable in principle in this location;
- b) the design and materials are acceptable and accord with local plan policies;
- c) there are any amenity issues - overshadowing, site height/coverage, noise;
- d) there are any parking or transport issues;
- e) there are any flooding issues;
- f) there are any open space issues; and
- g) the representations have been addressed.

a) Principle of Development

The site is in the heart of an established residential area with a primary school close by to the west of the site and a shop next door. The site is identified in the Edinburgh Local Development Plan (LDP) as Urban Area where mixed uses are acceptable provided there is no loss of amenity. Policy Hou 7 safeguards against developments which would have a materially detrimental effect on the living conditions of nearby residents.

Alternative sites such as Kirkliston Leisure Centre, the existing community centre and the local primary school have been ruled out as suitable sites for a new village hall for valid reasons explained in the applicants supporting Options Appraisal statement.

In principle, the development is acceptable provided amenity and road issues are addressed.

b) Design and Materials

The design utilises the differing levels in the site carefully, its curved corner position and the proximity of surrounding houses. It has been designed to serve a range of community uses which the village currently lacks. The materials are eco-friendly as much as possible with predominantly timber and render external cladding. The design incorporates an interesting pitched roof entrance feature and internal linear gallery without making the building too bulky on the site.

The design and materials are acceptable and comply with Policies Des 1 and Des 4 of the Edinburgh Local Development Plan (LDP) and the Council's Design Guidance.

c) Amenity issues

Overshadowing - The south-facing elevation of the new building is approximately 1.0m from the south boundary of the site. This elevation aligns with the north-facing, side gable of the neighbouring house. There is one window on the north-facing wall of the neighbouring house. The distance between the two gables will be 6.2m, ensuring that daylight for this window is not compromised.

The west-facing elevation of the new hall is approximately 1.2m from the west site boundary. Beyond the site boundary there is a service strip belonging to Scottish Power and beyond that is the garden of 1 Liston Road. The new building is set significantly lower than 1 Liston Road, there being a change in ground level of circa 2.0m between 1 Liston Road and the floor level of the new hall. This means that only the top 3.0m (approx) of the new hall will be visible from 1 Liston Road, viewed across Scottish Power's service strip.

Whilst the bottom corner of the garden at no.1 Liston Road will be flanked by the tall rear elevation of the local shop on its north side and the wall of the new hall perpendicular to this, the orientation of the new building, the gap provided by the sub-station access and the hall's stepped elevation on the south west side, will allow sunlight and daylight to the main part of the garden.

Noise - Environmental Protection has some concerns about the proposed plant noise meeting NR25 in the nearest residential property. The plant and specification of the insulation of the building have not yet been designed. A suspensive condition is recommended to approve the plant details prior to the development commencing.

Subject to the above, the proposals comply with Policy Des 5 and Hou 7 of the LDP.

d) Parking and traffic

The roads authority has no objection in principle to the proposals, but states the cycle parking stands are not considered to be in a secure or convenient location and that no justification has been given for the 1 parking space on site.

A condition is recommended to ensure that the cycle parking is implemented within the body of the site and not at the front, on or near the pavement.

A community bus is proposed for Kirkliston. A parking space big enough for a mini-bus has been allocated on site to cater for this eventuality. One on-street space may be dedicated to wheel chair users if this can be negotiated with the Council. Part of the management of the new hall will involve discouraging car use for short journeys and encouraging walking and cycling. Other than yellow lines/parking restrictions in the surrounding streets, there is no control over random parking in the area and any blocking of driveways. This is a police matter.

On these grounds, the level of parking and highway safety is acceptable and accords with Policies Tra 2 and Tra 3 of the LDP.

e) Flooding

A Surface Water Management Plan has been submitted which indicates that the site is not liable to flooding and that the local sewer system has the capacity to service the site satisfactorily. The proposals comply with Policy RS 6 of the LDP.

f) Open space

As stated early in this report, the likelihood of the site remaining an open play park are slim. Whilst the site is open space, it is not identified as a formal open space in the local plan. Its loss will not have a significant impact on the quality or character of the local environment as the space is underused at present; its playground use having been abandoned. Its loss will have no impact on biodiversity. Policy Env 18 of the LDP is therefore satisfactorily addressed.

g) Representations

Material objections:

- Location - More suitable sites and return site to play area? - Addressed at 3.3f).
- Design - Height over 6 metres and oversized for site. - Addressed at 3.3b).
- Amenity - Overshadowing of adjacent garden; Noise, music and amenity - Addressed at 3.3c).
- Parking, traffic and blocked driveways. -Addressed at 3.3d).
- Flooding/drainage.- Addressed at 3.3e).

Material support:

- Good for uniformed/youth groups and clubs/toddlers groups; much needed/valuable new community facility for growing town; perfect location for new hall in centre of village; Social infrastructure boost; Use of wasteland/eyesore; Long overdue. Cycle racks will promote cycling; need to paint clearway markings to allow access by emergency services; Design looks good.

Non-Material comments:

- Anti-social behaviour/licensed premises: this matter would be for Police Scotland and the appropriate licence regime.

Conclusion

The proposed development complies with the policies in the Edinburgh Local Development Plan and the non-statutory Design Guidance and will not adversely impact on general amenity, residential amenity or road safety. There are no other 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. Prior to the development commencing, details of the location and specification of any plant or mechanical ventilation required, shall be submitted to the local planning authority and approved in writing together with an NIA. The plant will be assessed against NR25 inside the nearest/worst affected residential property through an open window. If any mitigation measures are required, a full specification should be provided and those measures marked on a numbered drawing.
2. Prior to the commencement of development details of the cycle parking racks shall be provided within the site and shall be implemented prior to the occupation of the premises.

Reasons:-

1. In order to safeguard the amenity of neighbouring residents and other occupiers.
2. In the interests of achieving the correct parking standards whilst avoiding obstruction to pedestrians.

Informatives

It should be noted that:

1. Informatives:

1. The applicant will be required to cover the cost of relocating a lighting column, location to be agreed;
2. The applicant should be required to provide cycle parking in a secure and convenient location;
3. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
4. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;
5. Any gate or doors must open inwards onto the property;
6. Any hard-standing outside should be porous;
7. The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point

Note:

The Council's current parking standards permit up to 1 car parking space per 50m² for community halls in this area, i.e. up to 10 spaces for the approx. 515m² GFA.

2. 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.
3. 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.
4. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

Not advertised, but 104 letters of support, including Kirkliston After School Club, and 10 letters of objection have been received.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

**Statutory Development
Plan Provision**

The site is allocated as Urban Area in the Edinburgh
Local Development Plan.

Date registered

5 October 2018

Drawing numbers/Scheme

01 - 04,

Scheme 1

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Duncan Robertson, Senior Planning Officer

E-mail:d.n.robertson@edinburgh.gov.uk Tel:0131 529 3560

Links - Policies

Relevant Policies:

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

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

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

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 18/07491/FUL At Land North Of 10, Manse Road, Kirkliston Erect new Village Hall

Consultations

Roads Authority

No objections subject to conditions or informatives:

1. The applicant will be required to cover the cost of relocating a lighting column, location to be agreed;
2. The applicant should be required to provide cycle parking in a secure and convenient location;
3. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
4. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;
5. Any gate or doors must open inwards onto the property;
6. Any hard-standing outside should be porous;
7. The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits
http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point

Note:

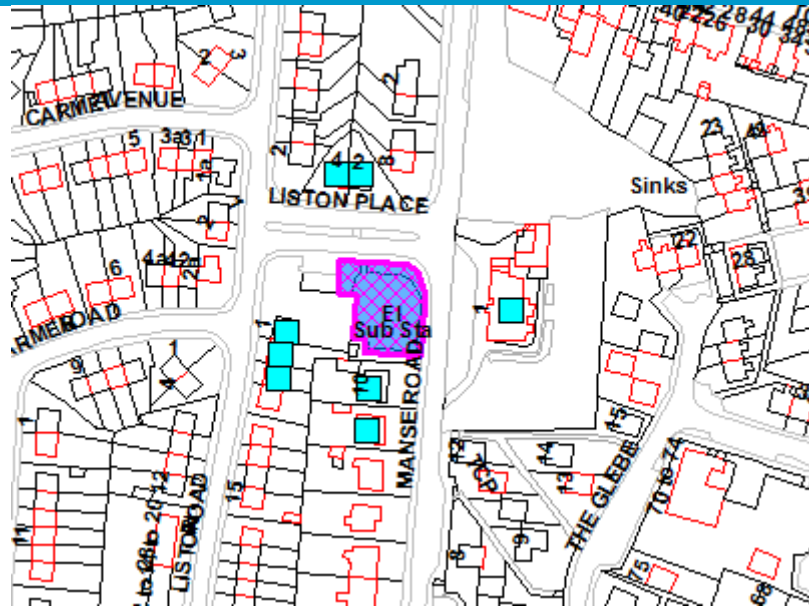
The Council's current parking standards permit up to 1 car parking space per 50m² for community halls in this area, i.e. up to 10 spaces for the approx. 515m² GFA.

Environmental Protection

Revised comments: The NIA hasn't been revised as requested. In terms of the plant noise section, it doesn't assess noise levels, but states that selected plant "must not exceed a level of NR25 inside the nearest and/or worst-affected residential property with the window of the residential property open."

Please ask the agent to amend the NIA to assess the proposed mechanical plant (mechanical ventilation and a/c unit) against NR25, inside the nearest / worst affected residential property through an open window. The assessment should be based on the plant to be installed. If that is still to be determined, the assessment should be based on a worst case scenario in terms of noise levels from similar spec of plant. If mitigation measures are required, a full spec should be provided and the measures marked on a numbered drawing.

Location Plan



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