

Development Management Sub Committee

Wednesday 28 August 2019

**Application for Planning Permission 18/02116/FUL
At 34 Cammo Road, Edinburgh, EH4 8AP
Proposed demolition of existing dwelling, erection of 7x
Townhouses with associated parking, landscaping and
footpaths (as amended).**

Item number

Report number

Wards

B01 - Almond

Summary

The principle of residential development on this site is acceptable. The proposal will not have a detrimental impact on the spatial character of the area and is of an appropriate design quality. There will be no adverse impact on the amenity of existing neighbours and a satisfactory level of amenity will be provided for the future occupiers of the townhouses. The proposal raises no issues in respect on transport. The proposal complies with the Edinburgh Local Development Plan and relevant non-statutory Guidance.

Links

[Policies and guidance for this application](#)

LDPP, LHOU01, LHOU02, LHOU03, LHOU04,
LDES01, LDES04, LDES05, LEN11, LEN16, LEN21,
LTRA02, LTRA03, NSG, NSGD02,

Report

Application for Planning Permission 18/02116/FUL At 34 Cammo Road, Edinburgh, EH4 8AP Proposed demolition of existing dwelling, erection of 7x Townhouses with associated parking, landscaping and footpaths (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 site is located on the north side of Cammo Road. There is an existing residential dwelling on the site, which will be demolished. The house is a large, two storey detached villa with a sizeable garden to the rear and side of the property surrounded by mature landscaping and woodland. The Bughtlin Burn borders the site to the east along with mature woodland; this area is located within a local nature conservation site and the Lower Almond Special Landscape Area. Beyond this lies a residential development at Strathalmond Road.

Directly to the north of the site is number 34b Cammo Road, a detached bungalow with the River Almond sitting beyond this. Immediately to the west of the site is the River Almond Walkway and detached residential properties.

Vehicular access to the site is from the south east corner of the site.

2.2 Site History

17/06/2005 - Planning permission granted for extension to dwelling house (application reference: 05/01352/FUL).

Main report

3.1 Description Of The Proposal

The application is for the demolition of the existing detached house on the site.

The application proposes to erect six town houses with two located towards the front of the site and four to the rear. Each dwelling will be three storeys in height with a flat roof. Each will have four bedrooms with a gross floor area of 211square metres.

The dwellings will be finished in brick and timber.

Access to the site will be from the south west corner and will be widened to allow access into and out of the site.

Scheme 1

The scheme has been reduced from seven to six town houses.

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 proposal is acceptable in principle;
- b) the proposal is acceptable in regards to the spatial characteristics of the neighbourhood;
- c) the proposal is acceptable in design;
- d) the landscape impacts are acceptable;
- e) the proposal will have an adverse impact on neighbouring amenity;
- f) the proposal will provide sufficient amenity for future occupiers;
- g) the proposal raises any concerns in relation to transport;
- h) there are any other material considerations; and
- i) any material comments made in representations have been addressed.

a) Principle

Policy Hou 1 in the Edinburgh Local Development Plan (LDP) supports the delivery of housing on suitable sites in the urban area, provided proposals are compatible with other policies in the Plan.

The application site is designated urban area as defined by the LDP. The principle of residential development is acceptable in this location. The proposal complies with Policy Hou 1.

b) Spatial Character

Policy Hou 2 seeks the provision of a mix of housing types and sizes to meet a range of housing needs, including for families, having regard to the characteristics of the area surrounding a site and its accessibility. Policy Hou 4 states that the Council will seek an appropriate density of development on a site having regard to its character and accessibility. There is a need to create an attractive residential environment and safeguard living conditions within the development, as stated in Policy Hou 4. The Edinburgh Design Guidance (EDG) states that in new suburban developments, the Council encourages the efficient use of land and a mix of housing types.

The proposal is for six terraced town houses within a predominantly residential area. The plot is sufficiently large enough to accommodate these townhouses.

The density of the housing proposed in this application is higher than the density of surrounding houses. However, the development is of a domestic scale and can be inserted into the site without having a detrimental impact on the wider amenity or character of the area.

The site is an unusually large plot with a detached property (34b) located to the rear of it which does not conform to the spatial pattern of the immediate area. The existing footprint of the house does not follow the building line of the properties to the west of the site and the footprint of the proposed development also differs from this. However, in the wider context of the site there is a higher density of development located to the east with a varied character. The increased density and footprint of development proposed on this site is acceptable and will not have a detrimental impact on the spatial character of the immediate area, which is already diverse.

The site is accessible with links into the the River Almond Walkway connecting into Queensferry Road and the National Cycle Network Route 1.

The proposal complies with Policy Hou 2 and Policy Hou 4 in the LDP and the EDG.

c) Design

Policy Des 1 in the LDP states that planning permission will not be granted for poor quality or inappropriate design or for proposals that would be damaging to the character or appearance of the area around it. Policy Des 4 states that planning permission will be granted for development where it is demonstrated that it will have a positive impact on its surroundings, including the character of the wider townscape and landscape, having regard to the height and form of the development, its scale and proportions, its position on site and any materials and detailing.

The architectural style of the building is modern with a mixed palette of materials including brick and timber. The town houses will be three storeys in height and are of a domestic scale which relates well to the existing roof ridges of the neighbouring property to the west. The town houses to the rear are positioned between 7 and 10 metres from the boundary to the north providing adequate spacing between the proposal and number 34b.

The design of the development on site is acceptable.

Having regard to the character of the surrounding area, the proposal is of an appropriate design. The development will have a positive impact on its surroundings and is acceptable in terms of height, form, scale, proportions, position, materials and detailing. The proposal complies with Policy Des 1 and Policy Des 4 in the LDP and the EDG.

d) Landscape

The east of the site is identified in the LDP as a Special Landscape Area (SLA). Policy Env 11 Special Landscape Areas states that planning permission will not be granted for development which would have an adverse impact on the special character or qualities of the SLA.

SPP paragraph 202 states that the siting and design of development should take account of local landscape character. Decisions should also take account of potential effects on landscapes and the natural environment.

The proposed development does not encroach into the SLA and is of a limited scale ensuring the natural open character of this area is not affected. There is existing access from within the site to the Local Nature Conservation Site, and the potential formation of another footpath will not exacerbate the existing situation given the relatively small scale of the development.

The proposal will not have an adverse impact on the Special Landscape Area and complies with LDP policy Env 11.

Policy Env 12 states that development will not be permitted if likely to have a damaging impact on a tree protected by a Tree Preservation Order or on any other tree or woodland worthy of retention unless necessary for arbocultural reasons. Policy Env 16 of the LDP states that development that would have an adverse impact on species protection will not be granted.

A tree survey was submitted and this recommended a total of thirteen trees to be removed to facilitate the development. The species range from Juniper, Apple, Prunus, Holly and Lawson Cypress, are all of moderate quality and are not located within the Special Landscape Area. The trees located to the south and east form the established character of this site and the trees identified for removal make a minimal contribution towards this. Their removal is considered acceptable and will be mitigated through the new planting proposed as part of the proposal.

An Ecology Survey and Bat Assessment has been submitted by the applicant. No evidence of any bats was found on site. The report recommended that an otter survey is carried out along the Bughtlin Burn and a condition has been added in respect of this.

The proposal complies with LDP policy Env 16.

e) Neighbouring Amenity

Policy Des 5 in the LDP states that planning permission will be granted for development where it is demonstrated that the amenity of neighbouring developments is not adversely affected. Consideration must be given to neighbouring properties to ensure that there are no unreasonable noise impacts or loss of daylight, sunlight or privacy and immediate outlook.

The townhouses have been positioned so that reasonable levels of daylight and sunlight to neighbouring buildings and gardens north and west are maintained. The spacing between the townhouses and the existing buildings is acceptable.

The proposal will not have an adverse impact on neighbouring amenity and complies with Policy Des 5 in the LDP and the EDG.

f) Amenity for Future Occupiers

Policy Des 5 in the LDP states that planning permission will be granted for development where it is demonstrated that future occupiers will have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy and immediate outlook.

The proposed townhouses will achieve reasonable levels of daylight. The windows to the front and back of the properties are relatively large and as such, will ensure all habitable rooms enjoy an appropriate degree of daylight.

The EDG states that a property with three or more bedrooms must have a minimum internal floor area of 91 square metres. All of the townhouses will have an internal floor area of 211 square metres which is in excess of the minimum standard set by the EDG.

Each townhouse will have an individual, private garden. Policy Hou 3 in the LDP states that planning permission will be granted for development that makes adequate provision for green space to meet the needs of future residents. Each of the houses will have a good sized garden area providing adequate useable green space for future occupiers.

The proposal is acceptable in terms of daylight, sunlight, privacy and outlook for future occupiers and complies with Policy Des 5 in the LDP and the EDG.

g) Transportation Issues

Policy Tra 2 in the LDP deals with private car parking and states that planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in Council Guidance.

Car Parking Standards are set out in the EDG. Each townhouse has both a private garage and a front driveway, giving a total of two parking spaces. Cycle storage can be provided within the private garages for three cycles. The proposal complies with the maximum standard set in the EDG and Policies Tra 2 and Tra 3 in the LDP.

The scheme has been amended to include a shared surface, removal of the visitor spaces and relocation of the bin stores nearer to the entrance to comply fully with the requirements of Transport. The Roads Authority was consulted and raised no objections to the application, provided a number of informatives were attached.

The application raises no issues in respect of transport.

h) Other Material Considerations

Children and Families

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.

The total infrastructure contribution required is £88,815. The total land contribution required is £19,650. This gives a total contribution of £108,465.

A legal agreement is recommended to secure the required contribution.

i) Public Comments

Material Representations - Objection

- Overdevelopment of the site - assessed in section 3.3 (b).
- Overshadowing/loss of privacy - assessed in section 3.3 (e).
- Loss of trees - assessed in section 3.3 (d).
- Traffic and parking - assessed in section 3.3 (g).
- Out of scale and character with the area - assessed in section 3.3 (b).
- Environmental Impact including endangered species - assessed in section 3.3 (d).

Cramond and Barnton Community Council

The Cramond and Barnton Community Council was consulted as a statutory consultee and objected on the following grounds:

- Density, Scale and Design - assessed in section 3.3 (b) the scheme has been amended.
- No Bat or Badger survey - assessed in section 3.3 (d) this information has been submitted and found no evidence of protected species.
- Impact on Local Nature Conservation Site - assessed in section 3.3(d) it has been demonstrated that the proposal will not have an adverse impact on this.
- Access and parking - assessed in section 3.3 (g) and found Transport had no objections to the proposal.

Conclusion

The principle of residential development on this site is acceptable. The proposal will not have a detrimental impact on the spatial character of the area and is of an appropriate design quality. There will be no adverse impact on the amenity of existing neighbours and a satisfactory level of amenity will be provided for the future occupiers of the townhouses. The proposal raises no issues in respect on transport. The proposal complies with the Edinburgh Local Development Plan and relevant non-statutory Guidance.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. The trees on the site shall be protected during the construction period by the erection of fencing, in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction".
2. Only the tree/s shown for removal on the approved drawing/s shall be removed, and no work shall be carried out on the remaining trees at any time without the approval of the Planning Authority.
3. Prior to commencement of construction works an otter survey is carried out along the Bughtlin Burn to ascertain the species use of the watercourse.

Reasons:-

1. In order to safeguard protected trees.
2. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
3. In order to safeguard the interests of nature conservation.

Informatives

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded to make a financial contribution 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.

2. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
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. 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.
5.
 1. The applicant will be required to:

Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary. This will include restrictions within the new development road/s, and a section of Cammo Road as determined by the Locality Roads Officer.
 2. As a development of 7 new residential properties, all accesses must be open for use by the public in terms of the statutory definition of 'road' and would require to be the subject of applications for road construction consent including details of lighting, drainage, sustainable urban drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips would be agreed.
 3. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. 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;

4. Any off-street parking space should comply with the Council's Guidance for Householders dated 2017 (see http://www.edinburgh.gov.uk/info/20069/local_plans_and_guidelines/63/planning_guidelines including:
 - a. Off-street parking should be a minimum of 6m deep and a maximum of 3m wide;
 - b. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
 - c. 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;
 - d. Any gate or doors must open inwards onto the property;
 - e. Any hard-standing outside should be porous;
5. Electric vehicle charging outlets should be considered for this development but as a minimum ducting and infrastructure to allow electric vehicles to be readily accommodated in the future should be provided;
6. It is noted that a lamp post may have to be re-located due to the newly formed access road. The developer is to arrange for this work, at no cost to the Council. The Council's Lighting Section should be consulted for further advice.
7. The applicant should note that new road names may be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;

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 is not subject to 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

Twenty-seven letters of objection regarding the proposal were received. A full summary of the matters raised by the objectors can be found in section 3.3 (i) of the main report

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**

Edinburgh Local Development Plan - The site is located within an Urban Area, Lower Almond Special Landscape Area and Local Nature Conservation Site.

Date registered

11 May 2018

Drawing numbers/Scheme

01-02,03A,05,06A,07A,09A-13A,14-16,

Scheme 2

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

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

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

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

LDP Policy 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 11 (Special Landscape Areas) establishes a presumption against development that would adversely affect Special Landscape Areas.

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.

Relevant Non-Statutory Guidelines

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

Appendix 1

Application for Planning Permission 18/02116/FUL At 34 Cammo Road, Edinburgh, EH4 8AP Proposed demolition of existing dwelling, erection of 7x Townhouses with associated parking, landscaping and footpaths (as amended).

Consultations

Cramond+Barnton Community Council

The Community Council has reviewed the application and discussed the proposals with some local residents. While accepting that in the right situation the demolition of an existing building can be justified to enable new development, this is not the case in respect of the current application. Consequently, the planning application should be refused.

Reasons for recommending refusal are -

a. Density, Scale and Design - the proposals are contrary to LDP policies Des 1 to Des 5 and advice within Edinburgh Design Guidance, as -

- o The existing house has significant traditional character, which contributes to the sense of place and merits retention on the site.*
- o The proposed townhouses are of a density/footprint, height (three-storeys), style (i.e. verticality of townhouses, rather than vertically/horizontally balanced designs of neighbouring houses; flat roofs, rather than traditional apex roofs of neighbouring properties), materials (i.e. brick, rather than stone or cement render) and position on site (in front of building line along Cammo Road) - all of which are inappropriate to the site and contrary to the settled townscape character of this section of Cammo Road and guidelines in Edinburgh Design Guidance*
- o The position of the northern terrace of buildings and their building heights, combined with the site topography, will substantially effect the amenity, privacy, outlook and enjoyment of house and garden ground of the property immediately to the north/rear of the development.*
- o Edinburgh Design Guidance states that ' new buildings should sit within the form set by the eaves and ridge of neighbouring buildings. This is clearly not the case, as demonstrated in the elevations drawings (Planning Statement, page 7), which illustrate a total mismatch in heights and forms of the eaves and ridge lines of neighbouring properties to the heights of the flat roofs of the proposed townhouses.*
- o The scale of the garden areas is inadequate for townhouses of this size and out of proportion to garden areas in surrounding properties.*
- o Each townhouse has one external drive (approx. 5m in length). This is inadequate for houses in this location. which is outwith normal walking distance from shops and other amenities and where many houses will have two or more cars, with many modern cars (e.g. SUVs) not fitting within standard garage sizes.*

o *there is no provision for turning at the end of the site cul-de-sac, which will often require visitors', delivery and utility vehicles to reverse out of the site onto a hazardous bend on Cammo Road and in the near vicinity of the River Almond Walkway crossing to Cammo Estate public parkland.*

b. *Lack of Bat and Badger Surveys -- at the time of assessment, the supporting documents appear to exclude bat and badger surveys, which may be expected for a site of this character - with a large traditional house with complex roof structure and adjacent mature woodlands (Bughtlin Burn and River Almond valleys and Cammo Estate), parts of which are relatively inaccessible and much of which have Local Nature Conservation Site designations. Cammo Estate is also a Local Nature Reserve.*

c. *Impact on Bughtlin Burn Local Nature Conservation Site - this conservation site is largely undisturbed by human activity and provides a valuable wildlife 'corridor' between the River Almond Valley and Cammo Estate. The proposed footpath and increased use of this area by families and children's play may introduce significant disturbance to the natural habitats and deter use of the wildlife 'corridor', contrary to LDP Policy Env 15.*

d. *Safety Concerns for Pedestrians and Constraints on Active Travel - Cammo Road between the main entrance to Cammo Estate and proposed development is relatively narrow, has two hazardous and partially blind bends at either end of this section of road and no footpath. The road is used by local traffic and traffic from the Turnhouse section of Edinburgh Airport/Air Freight Depot.*

The lack of footpath and potential safety hazards will deter active travel to buses, shops, schools, etc. by the 7 households living on this site and increase the likelihood of multiple car ownership - for which there is inadequate on-site parking. On-road parking at the hazardous bend on Cammo Road will exacerbate the safety issues mentioned above.

Flood Prevention comment

I have reviewed the information available on the portal and can confirm that flood prevention do not have any further comment on this application. We do not propose any conditions or informatives for the determination.

Children and Families

Response - 06.08.2019

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

In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (January 2019).

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 finalised Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery' (August 2018).

Assessment and Contribution Requirements

Assessment based on:

5 Houses (although the proposal is for 6 houses, one existing house is being demolished).

This site falls within Sub-Area W-1 of the 'West Edinburgh 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:

£80,930

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

Total land contribution required:

£10,210

Note - no indexation to be applied to land contribution.

Response - 17.07.2018

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

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

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

Assessment and Contribution Requirements

Assessment based on:

6 Houses (additional six houses, one existing house is being demolished).

This site falls within Sub-Area W-1 of the 'West Edinburgh 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:

£106,578

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

Total land contribution required:

£23,580

Note - no indexation to be applied to land contribution.

Roads Authority

Response 08.08.2018

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

1. The applicant will be required to:

Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary. This will include restrictions within the new development road/s, and a section of Cammo Road as determined by the Locality Roads Officer.

2. As a development of 7 new residential properties, all accesses must be open for use by the public in terms of the statutory definition of 'road' and would require to be the subject of applications for road construction consent including details of lighting, drainage, sustainable urban drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips would be agreed.

3. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. 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;

4. Any off-street parking space should comply with the Council's Guidance for Householders dated 2017 (see http://www.edinburgh.gov.uk/info/20069/local_plans_and_guidelines/63/planning_guide_lines_including);

- a. Off-street parking should be a minimum of 6m deep and a maximum of 3m wide;
- b. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
- c. 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;
- d. Any gate or doors must open inwards onto the property;
- e. Any hard-standing outside should be porous;

5. Electric vehicle charging outlets should be considered for this development but as a minimum ducting and infrastructure to allow electric vehicles to be readily accommodated in the future should be provided;

6. It is noted that a lamp post may have to be re-located due to the newly formed access road. The developer is to arrange for this work, at no cost to the Council. The Council's Lighting Section should be consulted for further advice.

7. The applicant should note that new road names may be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;

The application has been assessed under the 2017 parking standards. These permit;

For Zone 3 -

Car parking spaces - Maximum of 2 per unit = 14 car parking spaces (14 spaces provided)

Cycle Parking - Minimum of 3 cycle spaces per unit (assumed integral to the garage).

Motorcycle Parking - Minimum of 1 per 25 units (assumed integral to the garage).

Response 25.07.2018

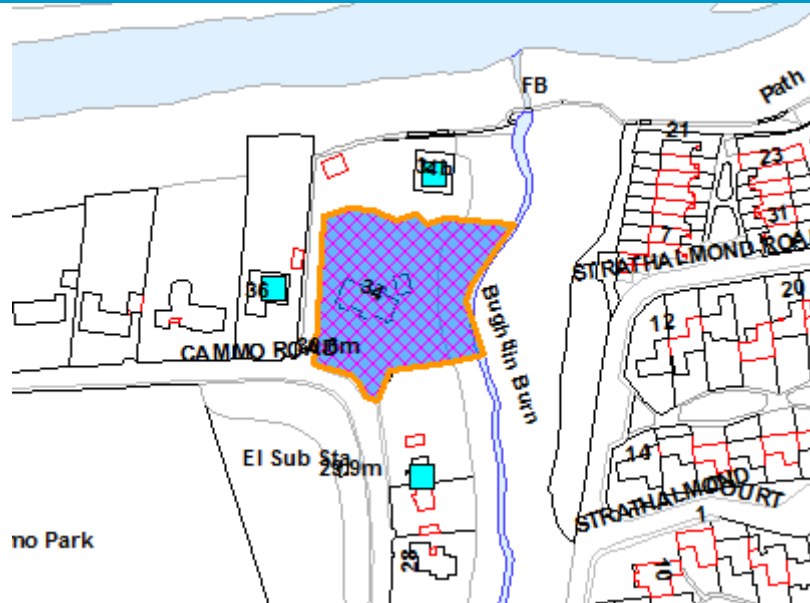
The application should be continued for the applicant to review the current proposals.

Reasons:

1. As a development of 7 new residential properties, all accesses must be open for use by the public in terms of the statutory definition of 'road' and would require to be the subject of applications for road construction consent including details of lighting, drainage, sustainable urban drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips would be agreed.

2. *The proposed footways adjacent to the road carriageway are 1.8m in width. A minimum width of 2m should be provided. It is noted that the footways are in principle provided to the side of the road only where there is frontage access. Positioning of the communal bin store precludes the provision of a footway to both sides. It may be more appropriate to consider the use of a shared surface rather than a traditional road/footway layout;*
3. *Details of proposed secure cycle storage has not been provided. From initial inspection of the floor plans, the integral garages do not appear to be of sufficient size to accommodate a car/SUV and a minimum of 3 cycles per dwelling;*
4. *Attention must be paid to ensuring that refuse collection vehicles are able to service the site. At present the development proposals, on the basis of the submitted documents, would appear not to be able to accommodate these vehicles. Accordingly, it is recommended the applicant submit a swept path analysis to demonstrate that a 12m long RCV is able to access the site. The location of what appears to be a communal bin store for the dwellings is inconvenient as repeated visits would be required by operatives, uphill and with a drag distance in excess of 15 metres. It is recommended that the applicant also contact the Council's waste management team to agree details;*
5. *Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. Any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;*
6. *Any off-street parking space should comply with the Council's Guidance for Householders dated 2017 (see http://www.edinburgh.gov.uk/info/20069/local_plans_and_guidelines/63/planning_guidelines including:*
 - a. *Off-street parking should be a minimum of 6m deep and a maximum of 3m wide;*
 - b. *Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);*
 - c. *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;*
 - d. *Any gate or doors must open inwards onto the property;*
 - e. *Any hard-standing outside should be porous;*
7. *There is no requirement for separate visitor parking in the new Edinburgh Design Guidance. These spaces should be removed.*
8. *Electric vehicle charging outlets should be considered for this development but as a minimum ducting and infrastructure to allow electric vehicles to be readily accommodated in the future should be provided.*

Location Plan



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