

Development Management Sub Committee

Wednesday 28 August 2019

**Application for Planning Permission 18/08232/FUL
At 1 Lanark Road, Edinburgh, EH14 1TG
Demolition of existing motor dealership and erection of
new residential development comprising 57 flats, upgraded
vehicular access, new pedestrian access, car and cycle
parking and associated soft and hard landscaping (as
amended to 50 flats).**

Item number

Report number

Wards

B09 - Fountainbridge/Craiglockhart

Summary

The proposed residential development incorporating on-site affordable housing, on this brownfield site is acceptable and complies with LDP policies Hou 1 and Emp 9. The density, layout, scale, materials and overall design concept is appropriate within this sustainable location. The proposal will enhance the streetscape, improve the pedestrian environment around the site and deliver two areas of public amenity space to assist in creating a sense of place. The proposal will achieve a good environment for future occupiers and will not have an unacceptable adverse impact on the amenity of neighbouring properties or the setting of the Union Canal.

The site is in a sustainable location for public transport and active travel with access to local amenities. The level of secure cycle parking and vehicular parking proposed is acceptable.

The proposal is acceptable subject to conditions and the conclusion of a suitable legal agreement to secure contributions for affordable housing, transport matters including a car club space and education. There are no material considerations that outweigh this conclusion. Approval is recommended.

Links

[Policies and guidance for this application](#)

LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN08, LEN16, LEN21, LEMP09, LHOU01, LHOU02, LHOU04, LHOU06, LHOU07, LTRA02, LTRA03, LTRA04, NSG, NSGD02, SGDC,

Report

Application for Planning Permission 18/08232/FUL At 1 Lanark Road, Edinburgh, EH14 1TG Demolition of existing motor dealership and erection of new residential development comprising 57 flats, upgraded vehicular access, new pedestrian access, car and cycle parking and associated soft and hard landscaping (as amended to 50 flats).

Recommendations

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

Background

2.1 Site description

The site has an area of approximately 0.34 hectares and is located on the corner of Lanark Road and Craiglockhart Avenue. The site's levels slope down from Craiglockhart Avenue to Lanark Road with a difference in levels of approximately three to four metres. The site was most recently used for the display and sale of motor vehicles and incorporates a site that was historically used as a petrol station. A retaining wall is present at the rear of the site behind which lies a partially vacant brownfield site. Vacant buildings related to the motor dealership remain and the site is currently boarded up. Access is taken from Lanark Road via two bellmouths. The site's current road-facing boundary consists of a mixture of low-rise stone wall with steel barrier and timber hoarding.

The surrounding area is mixed use. To the south is a two storey office/telephone exchange building that fronts Craiglockhart Avenue and a vacant site following the demolition of a five storey vacant office building. Traditional one and two storey buildings are positioned to the west of the site, on the opposite side of Lanark Road and are mainly residential in use. The Union Canal, which is a Scheduled Monument, lies to the north of the site in an elevated position and includes the Prince Charles viaduct at this location.

No special designations apply to the site.

2.2 Site History

8 May 2006 - planning permission refused to 'Erect residential development comprising 54 flats'. Reasons for refusal included: scale, height, massing that does not relate in visual terms to the established character of the surrounding area; no affordable housing provision; amenity (noise/smell) for future residents from adjacent filling station; inadequate parking provision; access and road safety was not resolved to the satisfaction of the Roads Authority (reference 05/04003/FUL).

2 November 2006 - above application appealed. The appeal was dismissed.

19 January 2007 - application to 'Erect residential development comprising 54 flats' was withdrawn.

19 November 2015 - Proposal of Application Notice was submitted for 'Residential development forming 69 flatted units with underground private parking and landscaped deck' (reference 15/05319/PAN).

A number of applications for advertisements related to the site's former use have been approved at the site and are not considered relevant to this assessment.

Main report

3.1 Description Of The Proposal

Scheme 2

The proposal seeks full planning permission for 50 apartments with associated development including new access, car and cycle parking and associated hard and soft landscaping. Existing buildings on the site would be demolished. The proposed accommodation includes:

- 2 x studio apartments;
- 16 x 1 bed apartments;
- 23 x 2 bed apartments;
- 9 x 3 bed apartments.

The proposed apartments would be developed in two separate buildings, Block A and Block B.

Block A is situated at the southwest of the site and faces Lanark Road. The building is four storeys in height at its lowest point and rises up to five storeys as it nears the junction with Craiglockhart Avenue. A pathway and private garden space(s) separate the building from Block B.

Block B is situated at the north of the site and runs along the Craiglockhart Avenue side of the site to the north. The building is five storeys in height and rises to height similar to the neighbouring telephone exchange building. Both blocks are set-back from the pavements at Lanark Road and Craiglockhart Avenue, with apartments facing the junction further set-back behind a newly created area of public space.

Proposed materials include buff brick at the main street facades and side elevations, with white brick in recessed stairwells and metallic grey cladding at recessed balcony spaces. Saw tooth brick features are included on front elevations in places. The rear elevations mostly comprise render with sections of brick. The pitch roof level includes grey concrete tiles before levelling to a lead coloured flat roof.

Each block includes a secure bicycle store at the ground level. In total 108 bicycle spaces are provided, comprising 52 spaces in Block A and 56 spaces in Block B.

Approximately 33% of the site area is utilised for the apartment buildings, with a further 33.5% utilised for private and shared amenity space(s) including garden spaces at ground level and balconies. Two new public amenity areas that utilise approximately 7% of the site are provided to the northwest and northeast of the site, including a new public path through the site at the corner of Lanark Road and Craiglockhart Avenue. In response to changing site levels, steps are included from the public space at Craiglockhart Avenue into the site and amendments to existing retaining walls facilitate amenity space(s) within the site which in places vary in level.

Vehicular access is taken from Lanark Road. Car parking consists of 20 car spaces, two of which are accessible. Two motorcycle spaces are provided. Four electric vehicle charging spaces are included, one of which is located at an accessible space.

The pavement along Craiglockhart Avenue will utilise part of the application site and be widened to three metres, and sections of pavement at Lanark will be re-instated where existing bellmouth accesses are located.

Scheme 1

Scheme 1 included 57 flats and was a single building which was larger in mass, form and scale and was closer to the pavement edge of Lanark Road and Craiglockhart Avenue. The original application included fewer three bedroom units (x 3) for growing families. Shared amenity areas were smaller in size and private amenity spaces to the front and rear of ground floor flats were not provided and the landscaped area at the prominent site corner that features in Scheme 2 was not included. Thirty-two car parking spaces were provided and pavement improvements shown in Scheme 2 at Craiglockhart Avenue and Lanark Road were not included.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the principle of development is acceptable in this location;
- b) the proposal will affect the setting of the Union Canal;

- c) the proposed layout, height, design, materials and density of the proposal are acceptable;
- d) the housing mix and affordable housing provision is acceptable;
- e) the proposal raises any issues relating to amenity;
- f) the proposal is acceptable in terms of transport, traffic or road safety;
- g) there are any other material considerations;
- h) issues raised in material representations have been addressed;
- i) the proposal meets sustainability criteria; and
- j) there are any impacts on equalities or human rights.

a) Principle

The site is located within the Urban Area as identified in the Local Development Plan (LDP). Criterion d), in part 1 of LDP policy Hou 1, gives priority to the delivery of housing at sites in the Urban Area, subject to compatibility with other policies in the LDP. Housing at this site is consistent with LDP policy Hou 1.

Introducing residential development at the site in place of an existing vacant motor dealership will not prejudice or inhibit the activities of any nearby employment uses and would contribute to regeneration and improvement in the wider area which meets the requirements of LDP policy Emp 9 a) and b). The site is not greater than one hectare and the proposal is not required to include floorspace for a range of business users; this meets the requirements of LDP policy Emp 9 c). The loss of the site as an employment and business site is acceptable.

The principle of residential development at this location is acceptable subject to compliance with other LDP policies.

b) Setting of the Union Canal

The application site is situated within close proximity to the Union Canal which is a Scheduled Monument. Part a) of LDP policy Env 8 Protection of Important Remains seeks to protect the integrity and setting of scheduled monuments. Historic Environment Scotland's (HES) guidance document on setting and the Historic Environment Policy for Scotland also offers guidance on assessing setting.

The proposal will be partially visible from the Union Canal, particularly the roof level and upper floors. The Union Canal in this area passes through an area that is urban in character, and views in many directions include built development against a backdrop of the wider cityscape and landscape farther afield. The introduction of two new blocks of apartments which in places rise approximately two storeys above the height of the canal is not an unusual sight in the urban area and the development would not impact on the setting of the canal given its urban and suburban context at this location.

Neither Historic Environment Scotland nor the City Archaeologist object to the proposals.

The proposed development complies with LDP policy Env 8 a).

c) Layout, design, materials and density

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

Edinburgh Urban Design Panel

The site was presented to the Edinburgh Urban Design Panel (EUDP) at the pre-application stage in February 2016. A larger development of greater height, mass and scale was presented to the Panel. The Panel was supportive of introducing a residential use to the site due to its sustainable location in transport terms. The applicant was encouraged to consider designing a development of appropriate mass, scale and form within a landscape setting that would reinforce a sense of place. Providing a strong design response to the corner of Lanark Road and Craiglockhart Avenue and ensuring residents are provided with a good quality living environment was also recommended.

The Panel's report is included within Appendix 1 of this report and is available to view on the Planning & Building Standards online portal.

Layout

The proposal is a deviation from the layout of existing buildings on the site and will bring a degree of change to the local area. The proposed layout is designed with principal building elevations facing the public roads within a landscape setting; this introduces an enhanced streetscape to the area. Both apartment buildings are set-back from the pavement, in response to comments from the EUDP, which is consistent with the surrounding urban grain seen along Lanark Road. An area of public space at the prominent corner of Lanark Road and Craiglockhart Avenue provides a strong buffer between the apartment buildings and the busy road as well. A further area of public space is located at the north eastern corner of the site which provides an attractive setting for Block B at this location.

By providing two separate blocks with surrounding private and public amenity spaces, the proposal reflects the spatial pattern in the area and allows views through the site to the wider landscape which is encouraged by LDP policy Des 4 criteria b) and c). Car parking, which is screened and set-back from Lanark Road, is situated to the south of the site within an area of landscaping; this approach complies with criterion a) of LDP Policy Tra 4 Design of off-Street Car and Cycle Parking which aims to reduce the visual dominance of car parking for developments.

In compliance with LDP policy Des 7 Layout Design the proposal provides a safe and well-designed environment. Residents can access the apartments from Lanark Road and Craiglockhart Avenue via main stairwell doors or alternatively to the rear of the apartment blocks from the communal open space. Additionally, the site has a degree of permeability with new paths that link communal amenity space and two new landscaped public areas to the surrounding area.

With reference to LDP Policy Des 2 Co-ordinated Development, the proposal will not inhibit the effective development of the neighbouring brownfield site at 57 Craiglockhart Avenue and there is no development brief for the area.

Given the site's challenging topography, the applicant proposes to amend existing retaining walls to deliver open space. Block B also introduces stepped massing which responds to the site's topography and this part of the building will appear as a four storey building along Craiglockhart Avenue, with a concealed ground floor.

Height and massing

LDP Policy Des 4 a) supports development that is appropriate with regard to its height and form. The character of Lanark Road is mixed in terms of height and massing with development of varying scales apparent. This part of Lanark Road is also experiencing a degree of change. Approved student housing development a short distance away comprises three adjoining stepped blocks ranging from three to five storeys in height and development at the nearby former Blue Goose pub site is likely to be approved via appeal (currently 'minded to approve') which would introduce another modern development in the local area.

Block A is four and five storeys in height and addresses Lanark Road. Block B which faces both surrounding roads is five storeys with a partially concealed ground floor level. Block B is stepped in height in response to the site's topography which gradually rises along Craiglockhart Avenue and responds appropriately to the neighbouring telephone exchange building.

While the proposal's increased height contrasts with some of the lower buildings in the area, it introduces development that provides definition to the site at a prominent corner where Lanark Road meets Craiglockhart Avenue. Combined with the position and layout of the buildings at the site, the proposal's height creates a strong streetscape and introduces visual interest at a site that currently contributes little to the area's character.

The top level apartments in each block have been designed within the set-back pitch roof space, which reduces the overall visual effect of both blocks in terms of their height. Site levels at the north boundary also means the ground floor at this location is not visible from Craiglockhart Avenue which reduces the appearance of the building height. The applicant has provided context elevation plans that demonstrate how the proposed height will be a positive feature in the area.

With reference to massing, two separate blocks are proposed and this approach has drawn on the area's spatial pattern. Both blocks include considered design features to further reduce their mass with the inclusion of designed gables, recessed stair cores and access doors and use of different materials. The four storey element of Block A provides a degree of transition from surrounding buildings around the south of the site before it rises to the five storeys that will introduce two visually prominent buildings at the corner where Lanark Road and Craiglockhart Avenue meet. In response to the Edinburgh Urban Design Panel's comments, both blocks are set back from the busy junction by a new area of public space; this is a well-designed response to the busy road and provides a suitable setting for the development and facilitates buildings of the proposed scale.

Design and materials

LDP Policy Des 1 states that proposals should be based on an overall design concept that draws on the positive characteristics of the surrounding area. LDP Policy Des 4 d) requires also requires new development to include high quality materials and detailing that will contribute to surrounding townscape(s). The surrounding area is mixed residential/commercial in character encompassing detached and semi-detached dwelling houses and flatted properties. Materials evident in the area vary between mostly stone, brick and render with slate roofs. Detailing in the area includes designed gables with pitch roofs including feature dormer windows in some cases.

The proposal's appearance for both blocks is modern with a pitch roof. Buff brick is proposed at the front elevations, incorporating feature gables. The façades of both blocks are articulated with set-back balconies and recessed entrances. Render with sections of brick is used to the rear of both blocks with balconies and cladding featuring at upper levels. Material treatments such as saw tooth brickwork are also used in places to soften the form of the buildings. Recessed balcony spaces and the articulated pitch roof draws on the style seen along Lanark Road in particular and adds a degree of domesticity to the two blocks. Landscape design details are not identified by the applicant and it is recommended that a condition is included to secure a high quality landscape at the site. It is also recommended that a condition is included to deliver a secure boundary between public amenity spaces and communal amenity space for future residents.

The proposed design and materials will contribute to an overall sense of place and will make a positive impact on the local area.

Density

LDP policy Hou 4 encourages higher densities at sites with good access to public transport as long as local character, environmental quality and residential amenity is not damaged. The area surrounding the proposal contains a mixture of uses, densities and varying building footprints. The proposal's increased height facilitates higher density at the site and approximately 147 units per hectare (50/0.34ha) are proposed. In the context of the surrounding area, this would introduce a development of higher density in comparison to some of the traditional lower density dwelling houses on Lanark Road and off Craiglockhart Avenue, but closer to recently consented development and existing apartment buildings along Lanark Road.

The proposed density would introduce a high density development at a sustainable location, while also contributing positively to the character of the area without damaging residential amenity or environmental quality.

Conclusion

The proposal's overall layout, design, use of materials and density is consistent with the objectives of the LDP and the development will make a positive contribution to the local area by bringing a previously developed site in to residential use.

The application complies with the objectives of LDP policies Des 1, Des 2, Des 3, Des 4, Des 7, Des 8, Hou 4 and Tra 4.

d) Mix and affordable housing

Mix

Through LDP policy Hou 2, the Council seeks provision of a mix of house types and sizes to meet a range of housing needs. The proposal comprises a mix of studio (x 2), one bed (x 16), two bed (x 23) and three bed (x 9) apartments. All proposed housing is in the form of apartments. Floor space requirements for each of the proposed studios, one and two bed apartment sizes meet or exceed the Edinburgh Design Guidance (EDG) standards.

The EDG provides further guidance on the mix of housing that LDP policy Hou 2 seeks to secure and states that in developments over 12 units, 20% of proposed units should have a minimum floor space of 91 sqm and be designed for families. Nine units (18%) in the proposal are three bedroom apartments with floor space ranging from 83 sqm to 122.5 sqm. Five of the nine three bedroom apartments accord with the EDG recommended unit size for growing families and four measure 83 sqm with additional balcony space.

Whilst the type of housing provided is exclusively apartments, the mix of units proposed meets with the requirement of LDP policy Hou 2 to provide a mix of house sizes and although it is slightly below the 20% recommended in the EDG with a rate of 18%, a good mix of apartment sizes is provided. An apartment form of development is also proposed at this specific site for townscape reasons.

The proposal complies with the objective of LDP policy Hou 2 and represents a minor departure from guidance.

Affordable Housing

LDP policy Hou 6 Affordable Housing requires that developments of this size include 25% of total units as affordable. In this case, the affordable housing requirement equates to 12.5 homes. The applicant has engaged with the Council's Affordable Housing service and a Registered Social Landlord (RSL) during the application stage and 12 affordable apartments are identified on floor plans within Block B at the north of the site. Affordable units would comprise 2 x studios, 6 x one bedroom apartments, 3 x two bedroom apartments and 1 x three bed apartment. The affordable housing units are provided within a single stair core in order to satisfy RSL requirements for future management.

The Council's Affordable Housing service is satisfied with the proposed arrangements to deliver affordable housing on-site. Due to 12 affordable units being delivered on-site, Affordable Housing has not requested any further contribution for the outstanding 0.5 unit in this case.

Subject to the conclusion of a suitable legal agreement to secure affordable housing at the site, the application complies with LDP policy Hou 6.

e) Amenity

Requirements relating to amenity for new development are set out in LDP policy Des 5 Development Design - Amenity and the EDG.

Neighbours

The proposed residential development is compatible with the surrounding area which is in part residential in character.

The applicant provided information to support the proposal against criteria in the EDG relating to protecting daylight to neighbouring buildings. The proposal will be located at sufficient distances from numbers 4 - 16 Lanark Road which face the application site. The window to window distance across Lanark Road is over 22 metres which is an acceptable distance to maintain privacy for existing neighbours given the public nature of this relationship.

Future Residents

Future residents will be provided with a good level of amenity in both blocks. Internally, floor spaces are appropriate with reference to the EDG objectives. Thirty apartments benefit from private amenity space in the form of varying sizes of private gardens, balconies and a large terrace atop the bicycle store of Block A for Flat no. 12. Information provided by the applicant also demonstrates that habitable rooms receive adequate daylight when considered against criteria in the EDG and over 50% of units are dual or multi-aspect.

The applicant completed a noise assessment at the request of the Council's Environmental Protection service. Acoustic glazing is proposed for bedroom windows that face Lanark Road and Craiglockhart Avenue to mitigate noise from the busy roads around the site. The noise mitigation will secure a good level of internal amenity for residents. A condition is recommended to ensure appropriate glazing is installed. The Council's Environmental Protection Service does not fully support the application due to external road traffic noise levels that will impact on road-facing outdoor amenity areas, with balcony spaces most exposed. Twelve no. front facing balconies are included in the proposal at roof and other levels, some of which are recessed. Whilst these balcony spaces may experience road traffic noise at times, external amenity space in the form of communal amenity areas to the rear of the buildings provides additional useable outdoor space for future residents. Communal amenity space for residents will measure approximately 25% of the site area.

Summary

Subject to a condition to implement noise mitigation measures, the proposal affords a good level of internal and external amenity to future residents and does not adversely affect the amenity of neighbours.

The proposal accords with LDP policies Des 5 Development Design - Amenity and is acceptable in terms of the EDG.

f) Transport issues

The application site is well served by the existing transport network such as the Lothian Bus service (routes 20, 34, 36, 44), the nearby Slateford train station, and active travel routes including the Union Canal and Water of Leith Walkway.

Parking

Objections have raised concern about the development's impact on parking and traffic in the local area.

The application site is located within Zone 2 of the Council's parking standards which allow for a maximum of 50 car parking spaces for residential development in this area. The proposal includes 20 car parking spaces, of which four can accommodate electric vehicles. The applicant has stated that 20 car parking spaces is sufficient in this location due to a combination of the site's accessible location and provision of proposed active travel infrastructure at the site. This justification for parking provision is acceptable to the Roads Authority subject to the applicant making a contribution for a car club space via a suitable legal agreement.

Two motorcycle spaces are included in line with the Council's standards.

A total of 108 bicycle parking spaces are provided in two separate locations and this accords with the Council's requirements.

Pavement amendments

At the request of the Roads Authority two extant bellmouth accesses to the site from Lanark Road associated with the site's former use as a motor dealership will be removed. The principle access to the site, where one of the bellmouths is currently located, will include a raised junction/continuous footway and full height kerbing will be re-instated at pavement areas not required for vehicular access. The pavement and full height kerbing at a second extant access will be re-instated with a small section of dropped-kerb included to allow for refuse collection from the site.

In response to recommended standards in the Edinburgh Street Design Guidance, the application includes widened pavements around the site perimeter at Craiglockhart Avenue Road to a width of 3 metres. A new public path set within amenity space at the corner of the junction between Lanark Road and Craiglockhart Avenue is also provided.

Pavement improvements displayed on proposed site plans do not require a condition and will be delivered through the relevant Roads Construction Consent process.

The proposal complies with the objectives of LDP policies Tra 2 Private Car Parking and Tra3 Private Cycle Parking and is located in a sustainable location. Subject to informatives and the conclusion of a legal agreement the proposal is acceptable.

g) Other matters

Education contribution

The application was assessed against the Supplementary Guidance on Developer Contributions and Infrastructure Delivery, August 2018.

This site falls within the 'Firrhill Education Contribution Zone'. Communities and Families advise that based on 32 flats a contribution to mitigate the cumulative impact of the development is required (16 x 1 bed and 2 x studio flats are excluded). It is recommended that a contribution to the value of £30,380 is secured through an appropriate legal agreement.

Protected Species

A Phase 1 Protected Species Survey was completed by the applicant. A subsequent bat survey identified one roost at the site meaning that the development is likely to impact on this European Protected Species. Therefore, in accordance with the Habitats Regulations 1994, the applicant will be required to obtain a derogation licence from Scottish Natural Heritage (SNH). Prior to issuing this licence it is necessary for the applicant to be in receipt of planning permission. Therefore the planning authority must be satisfied that the three tests necessary for a licence to be issued, will be met. With information supplied by the applicant the three tests have been applied to this application, and it is considered likely that SNH will issue a licence. An informative has been included to ensure that this process is duly followed. Further informatives have been added with relation to protection of breeding birds and incorporation of swift bricks into the new buildings.

Refuse Collection

An integrated bin store comprising a mix of bins for general refuse and recycling is included at the ground floor of Block A for all 50 apartments. Refuse collection will take place from Lanark Road; Waste Services and the Roads Authority are satisfied with the proposed arrangements subject to pavement upgrading works.

Archaeology

The Council's archaeology officer does not raise any objections to the development and no pre-commencement conditions are required.

Flood risk and drainage

Flood Prevention has reviewed supporting information for the proposals against the Council's self-certification forms and is satisfied that the proposal meets all requirements. SEPA was consulted on the proposals and raises no objection. The applicant should note best practice advice provided by SEPA with regard to flood risk and drainage.

The proposal complies with LDP policy Env 21 Flood Protection.

h) Representations

Six representations, comprising five objections and one neutral comment, were received on the amended plans (Scheme 2). Thirteen comments were received on Scheme 1 consisting of twelve objections, one neutral comment and one comment in support.

After providing neutral comments on Scheme 1, the Community Council confirmed that no comments would be provided on Scheme 2.

The following material matters were raised:

Material objections

- Insufficient parking for future residents and impact on surrounding area - addressed in Section 3.3 f);
- Request height reduction by one storey and replace brick with stone - addressed in Section 3.3 c);
- Impact on views from Union Canal - addressed in Section 3.3 b);
- Development too large and overwhelming for the site and height too great - Scheme 2 broke up the building's mass, and height is addressed in Section 3.3 c);
- Loss of privacy - addressed in Section 3.3 e);
- Modern building of five storeys out of keeping with style, density and context of the area - addressed in Section 3.3 c);
- Desire to see co-ordinated development with an adjoining site - addressed in Section 3.3 c);

- Proximity of flats to the road and poor amenity of proposed road-facing flats at the ground level - Scheme 2 moved the buildings further away from the pavement and addressed in Section 3.3 c);
- Requests for improved cycle lanes and impact from increased number of cyclists on Water of Leith - improved pedestrian environment is provided in Scheme 2 and contributions for cycle lanes on the public road would not meet the tests of planning Circular 3/2012;
- Question the safety of proposed pedestrian footpath through the site - addressed in Section 3.3 c); and
- Dissatisfaction with the pre-application process and content in the applicant's pre-application consultation report which omitted concerns that were raised - the applicant has complied with all statutory requirements with reference to pre-application consultation.

Material comments in support

- Satisfaction with some design amendments but concern regarding council policy on parking and associated impact in the locality - addressed in Sections 3.3 c) and 3.3 f).

Non-material comments

- Ambulance noise from frequent use of Craiglockhart Avenue - this is a matter for the Scottish Ambulance Service; and
- Developer seeking to maximise profit by minimising parking area - profit motive is not a planning matter.

i) Sustainability

Four electronic vehicle charging points will be provided on site for use by the residents, and 108 bike storage spaces will be provided to encourage the use of more sustainable transport methods. A car club space will also be secured via legal agreement.

The applicant did not submit the S1 sustainability form as part of the planning submission and states that development will be meet the carbon dioxide emissions reduction targets set out within Section 6 - Energy and Section 7 - Sustainability of the current Scottish Building Regulations through a combination of energy efficiency and low / zero carbon technology.

j) Equalities

The proposal has been considered in terms of equalities and no adverse effects are identified. All floors will be accessible by lift and the applicant will be required to comply with the provisions of the Equality Act 2010 and building regulation standards. Two accessible parking spaces are provided, one of which is equipped for electric vehicle charging.

Conclusion

The proposed residential development incorporating on-site affordable housing, on this brownfield site is acceptable and complies with LDP policies Hou 1 and Emp 9. The density, layout, scale, materials and overall design concept is appropriate within this sustainable location. The proposal will enhance the streetscape, improve the pedestrian environment around the site and deliver two areas of public amenity space to assist in creating a sense of place. The proposal will achieve a good environment for future occupiers and will not have an unacceptable adverse impact on the amenity of neighbouring properties or the setting of the Union Canal.

The site is in a sustainable location for public transport and active travel with access to local amenities. The level of secure cycle parking and vehicular parking proposed is acceptable.

The proposal is acceptable subject to conditions and the conclusion of a suitable legal agreement to secure contributions for affordable housing, transport matters including a car club space and education matters. There are no material considerations that outweigh this conclusion. Approval is recommended.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. A fully detailed landscape plan, including details of all hard and soft surfaces, boundary treatments and all planting, shall be submitted to and approved in writing by the Planning Authority before work is commenced on site.
2. A fully detailed plan specifying secure boundary treatments between public amenity areas and communal amenity areas as illustrated on page 33 of the applicant's Design and Access Statement (dated May 2019), including secure points of access, shall be submitted to the Planning Authority before any work is commenced on site.
3. The approved site landscape scheme shall be implemented within six months of occupation of the development, or a revised timescale as agreed by the Planning Authority.
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. The following noise protection measures to the proposed development, as defined in the Charlie Fleming 'Road Traffic Sound' report (Ref 3364 05 R), dated 29 May 2019:
 - Glazing units with a minimum insulation value of 8.8mm/20mm/12.8mm double glazing shall be installed for the external doors and windows of the bedrooms on the western elevation of Block A, facing Lanark Road.

- Glazing units with a minimum insulation value of 8.8mm/20mm/12.8mm double glazing shall be installed for the external doors and windows of the bedrooms on the northern elevation of Block B, facing Craiglockhart Avenue.

shall be implemented in full and completed prior to the first residential occupation of the property.

6. 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.

Reasons:-

1. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
2. In order to secure a secure and safe environment for future occupiers at the site.
3. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
4. In order to enable the planning authority to consider this/these matter/s in detail.
5. To ensure the development provides adequate residential amenity for future residents.
6. In order to protect the amenity of the occupiers of the development.

Informatives

It should be noted that:

1. Planning permission should not be issued until the applicant has entered into a suitable legal agreement for the following:

Affordable Housing: 25% contribution in the form of 12 units on-site.

Education: A contribution of £31,360 (to be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Quarter 4 2017 to the date of payment) towards the 'Firrhill Education Contribution Zone' Actions.

Transport: In support of the Council's LTS Cars1 policy, the applicant is required to contribute the sum of £7,000 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area.

The applicant shall contribute the sum of £2,000 to progress a suitable order to re-determine sections of carriageway (existing site northern vehicular access) as footway as necessary for the development.

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. The applicant should consider incorporating swift bricks into the building.
6. Site clearance should be completed outwith the breeding bird season.
7. Prior to the use being taken up, the 7Kw type 2 electric vehicle charging points, as show on (Drawing number 1895F(PL2)02A) dated 'March 19' (Planning drawing number 03B) shall be implemented.
8. The following transport matters should be noted by the applicant:
 - a) Footway south of Craiglockhart Avenue fronting the proposed development to be widened to 3m wide as recommended by Edinburgh Street Design Guidance factsheet P3. For avoidance of doubt, the proposed footway widening should be built to adoptable standards and RCC will be required for private road/public road (footway);

- b) All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;
- c) 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;
- d) Any 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;
- e) The applicant to reinstate full height kerb on existing dropped kerb areas of the footway and maintain a dropped kerb area of a typical recycling bin width for refuse collection.
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.
10. No works connected with the demolition of the property or other development works, as identified in the application, which have the potential to impact on a European protected species shall take place until a licence has been issued by SNH and copy provided to the Planning Authority.

Financial impact

4.1 The financial impact has been assessed as follows:

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

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been considered and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

The applicant will be required to comply with Scottish building standards with regard to sustainability measures.

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 publicised on the weekly list of applications on 16 October 2018. Neighbours were notified of the application on 12 October 2018 and 21 days were allowed for comments. Thirteen comments were submitted including eleven objections, one comment of support and one neutral comment.

Neighbours and other interested parties who previously commented on Scheme 1 were re-notified on 4 June 2019 to allow for comments to be submitted on revised plans for Scheme 2. Six representations, comprising five objections and one neutral comment, were received on Scheme 2.

Craiglockhart Community Council provided neutral comments on Scheme 1 and did not provide comments on Scheme 2.

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

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

**Statutory Development
Plan Provision**

The application site is shown to be in the Urban Area in the adopted Edinburgh Local Development Plan (LDP).

Date registered

10 October 2018

Drawing numbers/Scheme

01A, 02A, 03C-06C, 07B, 08A-10A, 11B, 12A-16A,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer

E-mail: sean.fallon@edinburgh.gov.uk Tel: 0131 469 3723

Links - Policies

Relevant Policies:**Relevant policies of the Local Development Plan.**

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effect development of adjacent land or the wider area.

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

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

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

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

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

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 Emp 9 (Employment Sites and Premises) sets out criteria for development proposals affecting business and industrial sites and premises.

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

LDP Policy Hou 6 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

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

Relevant Non-Statutory Guidelines

Non-Statutory guidelines 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.

Draft Developer Contributions and Infrastructure Delivery SG sets out the approach to infrastructure provision and improvements associated with development.

Appendix 1

Application for Planning Permission 18/08232/FUL At 1 Lanark Road, Edinburgh, EH14 1TG Demolition of existing motor dealership and erection of new residential development comprising 57 flats, upgraded vehicular access, new pedestrian access, car and cycle parking and associated soft and hard landscaping (as amended to 50 flats).

Consultations

Edinburgh Urban Design Panel - Final Panel Report

Main Report

1 Introduction

1.1 The proposal for consideration is a 69 unit flatted residential development, comprising 1, 2 and 3 bed apartments and 25% affordable housing provision. A basement parking deck containing 49 spaces would be placed to the rear of the site with landscaped deck above.

1.2 The site has an area of 0.41 hectares and is located on the corner of Lanark Road and Craiglockhart Avenue. The site is currently used for the display and sale of motor vehicles and incorporates a site that was historically used as a petrol filling station. A 2.5 storey showroom building, with mono-pitch roof arrangement, lies to the central part of the site with vehicle display with low level landscaping to the peripheries. The site is situated in a hollow, with land levels rising from Lanark Road to the south. Retaining walls define the rear site boundary.

1.3 The surrounding area is mixed use in character. To the south is a two storey office building that fronts Craiglockhart Avenue, a telephone exchange and a vacant site which has recently been cleared following the demolition of a vacant five storey office building. Traditional one and a half and two storey buildings are situated along Lanark Road to the north and west of the site, and are mainly in residential use. The Union Canal, a Scheduled Ancient Monument, lies to the north and east of the site this featuring the Slateford and Prince Charlie Aqueducts. The category B listed Slateford Railway Viaduct is also situated to the north west of the site.

1.4 The Edinburgh City Local Plan and Second Proposed Local Development Plan identify the site as being located within the Urban Area where housing would be supported provided the proposals are compatible with other policies.

1.5 This is the first time that the proposals have been reviewed.

1.6 No declarations of interest were made by any Panel members in relation to this scheme.

1.7 This report should be read in conjunction with the pre meeting papers which provide illustrative materials of the proposals and site analysis.

1.8 This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the Panel forming a differing view about the proposals at a later stage.

2 Contextual Analysis and Development Concept

2.1 The Panel commented on the character of the locality. They considered that the area immediately around the site possessed a village atmosphere and a lower scale of development than the areas to the east, e.g. Slateford Road. The various bridge and aqueducts form the principal landmarks, these rising above the prevailing scale of development. The Panel also noted on the presence of the Union Canal to the north and east of the site, this being a Scheduled Ancient Monument.

2.2 The design team outlined a design concept based upon a perimeter form of development with a strong street frontage and landscaped deck placed above basement parking to the rear. The Panel expressed concern regarding the proposed development concept, particularly the overall scale and mass which appears as a single entity and the weak design response to the principal street corner. The Panel considered that the proposed concept would be alien to the local environment, particularly the prevailing scale of traditional development, the Union Canal, listed structures and the Water of Leith.

2.3 The Panel felt that the approach to date had been derived from the number of units rather than contextual analysis, with the limited scope of the analysis resulting in a lack of a clear design strategy for the development.

2.4 The Panel expressed concern to how the building will engage with the conditions of the wider context and create a sense of place. In relation to this, the Panel also commented on the articulation of the proposed building and the treatment of the elevations. The design team responded that the existing context was mixed and their proposal could introduce a domestic building which contrasts with the existing commercial building on the site. The project team also outlined that the proposed use of recessed stair cores and balconies were intended to break up the overall mass of the elevations, with the stepped massing of the development has also sought to respond to the slope of Craiglockhart Avenue.

2.5 The Panel felt that the corner to Lanark Road and Craiglockhart Avenue was weakly handled, despite this being identified as a strong corner in the analysis undertaken by the design team. Whilst there was acknowledgement from the Panel that the existing corner is weak due to the nature of the uses, the current approach does not offer an effective solution. It was suggested that the corner could be left open were a landscape solution to be pursued.

2.6 The Panel expressed concern to proximity of the development and living accommodation to the busy road junction, this abutting a 2 metre wide footway, and the absence of open space and landscaping between the back of the pavement and the face of the building. The Panel commented on the proposed internal layout, with living rooms and balconies oriented towards the street frontage and a busy road junction. This approach would also result in principal living accommodation having a northerly or easterly aspect, and as such the proposed balconies would not be attractive to use. In view of these factors, the Panel felt that the current strategy was wrong and living rooms/balconies would be better oriented to the rear to utilise the south facing aspect. The Panel also commented on the marketability of the flats in their current form. In view of these problems, it could be difficult to sell the site to a developer, although the project team suggested there has been interest from developers.

2.7 The design team advised that brick finishes were being considered for the principal elevations to the street to offer a timeless and robust finish. A contrasting finish was being considered for the rear elevations, possibly render. Given the nature of the other concerns regarding the design approach, the Panel did not offer comment in relation to the use of proposed materials.

2.8 The Panel considered that the site could be redeveloped for residential use but the current proposals do not reinforce a sense of place. The Panel felt that any development should be smaller in scale and alternative approaches should now be explored. Proposals should be supported by a more comprehensive analysis of the site and the surrounding area. The Panel felt that the use of smaller blocks within a landscape setting could offer a valid approach. However, flatted forms of development would require considerable further exploration to address the issues raised.

2.9 Given the complex levels changes evident on the site and surrounding context, the Panel suggested the use of three-dimensional modelling would be invaluable in assessing possible development solutions. This should also be supported by detailed sectional information.

2.10 In response to the points raised by the Panel, the design team agreed that considerable further work to be done and would revert to their client.

3 Residential Amenity

3.1 The Panel expressed concern regarding the quality of amenity for residents, particularly the orientation of living accommodation, positioning of balconies and the quality of the external environment. It was felt that the southerly aspect could be further exploited in the design.

4 Transport

4.1 The Panel noted the relative accessibility of the site in relation to main bus routes, the proximity to the Water of Leith and Union Canal cycle/walkways and also the also railway station at Slateford situated approximately 320 metres from the site.

4.2 The project team confirmed that 100% parking provision was envisaged for the proposals given the proximity of the site to the city centre location.

5 Recommendations

5.1 *In developing the design, the Panel supports the following aspects and therefore advocates that these should remain in the proposals:*

- o The principle of redeveloping the site for residential uses, particularly its proximity to key transport routes.*

5.2 *In developing the proposals the Panel suggests the following matters should be addressed:*

- o Undertake further detailed contextual and site analysis to inform a clear design strategy for the development. This should include the use of three-dimensional modelling and detailed sectional information to assess building massing and land use.*
- o Consider lower scale and alternative forms of development including blocks within a landscape setting.*
- o Further consider the relationship of the form and mass of the proposed development in relation to the adjacent streets and prominent corner to Lanark Road and Craiglockhart Avenue.*
- o Further consider the internal planning within the development, particularly the orientation of principal living rooms and proximity of living accommodation to the street frontage and the busy road junction.*
- o Further consider the amenity of residents and the living environment which would be created including the level and nature of open space provision*

Archaeology comment

Historically the site overlies the SE corner of the historic village of Slateford and close to/ adjacent the Union Canal Bridge crossing the Lanark Road. Historic mapping indicates that site was developed during the second half of the 19th century for housing. As such the site occurs within an area of archaeological interest. However, it is considered that the construction of the car show room and petrol stations on this site in the 20th century has had a major impact having almost certainly resulted in the removal of any surviving insitu remains.

Given this and the urban setting of the Union Canal in this location, it is considered that this application will have no significant archaeological impacts either upon any expected buried remains nor upon the setting of the adjacent Scheduled Monument.

Archaeology updated comment

As stated in my earlier response the site occurs within an area of archaeological interest. However, it is considered that the construction of the car show room and petrol stations on this site in the 20th century has had a major impact having almost certainly resulted in the removal of any surviving insitu remains.

*According having looked at the revised plans my earlier recommendations remain unaltered, namely;
it is considered that this application will have no significant archaeological impacts either upon any expected buried remains nor upon the setting of the adjacent Scheduled Monument.*

SEPA comment

Advice for the planning authority

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

1. Flood risk

1.1 Review of the SEPA Flood Map 1 in 200 year flood outline (i.e. the flood with a 0.5% chance of occurring in any single year) indicates that this area lies outwith this envelope and as such is potentially at low risk of flooding.

1.2 A Flood risk technical note (Fairhurst; dated 07.09.18) has been submitted in support of the application. Minimal ground levels on site are 63.30mAOD with finished floor levels proposed at 64.5mAOD. This is a significant height difference above the Water of Leith and therefore we have no objection to the proposed development.

1.3 We note that an underground car park is proposed underneath the proposed development. No further information has been provided on mitigation measures. If groundwater is encountered during site investigations and/or construction then we would strongly recommend that the car park is tanked. All entrances and exits should be elevated relative to the surrounding area so they will not be inundated with surface water in the event of heavy rainfall. We also strongly recommend that in addition to tanking, pumps are installed within to ensure that should water ingress occur, there was a way to remove the standing water.

2. Sustainable Urban Drainage System (SUDS)

2.1 We provided an email to all local authorities on 30 March 2017 confirming that from May 2017 our standing advice for SUDS would be extended to include major developments and that we would no longer be providing site specific SUDS advice on major developments, excluding EIA. We therefore refer your authority to our standing advice on SUDS.

2.2 We advise that developers should follow the approach set out in the CIRIA SUDS Manual (C753) and ensure the surface water management proposals are in compliance with The Controlled Activities Regulations General Binding Rules 10 and 11. Applicants should be using the Simple Index Approach (SIA) Tool to determine if the types of SUDS proposed are adequate.

2.3 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). The applicant may also need to apply for a construction site licence under CAR for water management across the whole construction site. Please refer to Section 5.3 below for further details.

2.4 Comments should be requested from Scottish Water where the SUDS proposals would be adopted by them and, 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.

3. Waste water drainage

3.1 The planning application details that the proposed development will be utilising the public sewer for foul drainage. The applicant should consult with Scottish Water to ensure a connection to the public sewer is available and whether restrictions at the local sewage treatment works will constrain the development. If the proposals should change we would wish to be consulted at the earliest opportunity.

SEPA further comment

We note that the site layout has been amended since we were last consulted on the application. We have reviewed the documents submitted and we have no further comments to make on this. Comments within our response dated 31 October 2018 are still applicable to this planning application.

Environmental Protection comment

The applicant proposes demolishing a currently vacant motor dealership and erect of a new residential development with 57 flats and 32 car parking spaces.

The site is currently vacant and was most recently used as a car showroom and workshop. The site is located on the corner of Craiglocjhart Avenue and Lanark Road. An office unit is located to the west of the site with the water of Leith and a vacant public house further to the west. The public house is the subject of an active planning application for redevelopment to residential apartments (18/02817/FUL).

A mix of commercial and residential properties are located across the main road to the north. There is an existing garage and skip hire firm located further to the south west of the proposed development site. This garage and skip hire site has recently been granted planning permission for the redevelopment of that site into student accommodation (16/06275/FUL). There is a telephone exchange located to the south of the site.

As the site was a former car sales show room with workshop they had 60 formal parking spaces and would have had a daytime peak of vehicle movements. This proposal will alter the trip peaks but will be reducing the number of parking spaces to 32 spaces, with a good provision of bike storage.

The applicant has also confirmed that they will be providing electric vehicle charging point throughout the development. The applicant has highlight where these six-electric vehicle charging points will be located (Drawing number 1895F [PL] 02 dated September 2018). These charging points will need to have a minimum output of 7Kw through a type 2 socket. Environmental Protection shall recommend a condition is attached to ensure the infrastructure is installed and fully operation before the site is occupied.

The site is located on a very busy junction which will be a source of high levels of noise. The applicant will need to provide a supporting noise impact assessment demonstrating that good levels of noise can be achieved internally and on the balcony areas. Noise levels from the neighbouring commercial uses will also need to be assessed.

The applicant has submitted a Ground Investigation Report which is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that a condition is attached to ensure that contaminated land is fully addressed.

Therefore, Environmental Protection cannot support the application until a supporting noise impact assessment is provided. It is recommended the application is refused however if consent is granted then the following conditions shall be attached;

Prior to the use being taken up, the 7Kw type 2 electric vehicle charging points, as show on (Drawing number 1895F [PL] 02) dated September 2018 shall be implemented.

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.

Environmental Protection updated comment

The site is located on a very busy junction which will be a source of high levels of noise. The applicant has now provided a supporting noise impact assessment demonstrating that good levels of noise can be achieved internally but not on the balcony areas. Noise levels from the neighbouring commercial uses has also been assessed.

The applicants noise impact assessment has highlighted that upgraded glazing will be required for a number of units.

The greatest maximum sound level measured level was 95.4dB(A). To reduce the sound to the 45dB(A) limit, glazing consisting of 8.8mm and 12.8mm thick panes of acoustic glass, separated by a 20mm wide cavity, shall be installed. This configuration of glazing will need to be installed in all of the bedrooms on the western elevation of Block A, facing Lanark Road.

The greatest maximum sound level measured level was 96.0dB(A). To reduce the sound to the 45dB(A) limit, glazing consisting of 8.8mm and 12.8mm thick panes of acoustic glass, separated by a 20mm wide cavity, shall be installed. This configuration of glazing will have to be installed in all of the bedrooms on the northern elevation of Block B, facing Craiglockhart Avenue.

The appellant has not demonstrated that the noise levels serving the outdoor amenity spaces will be acceptable. It appears the most exposed amenity areas will be balconies that are exposed to traffic noise. Environmental Protection cannot fully support the application due to this.

The applicant has submitted a Ground Investigation Report which is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that a condition is attached to ensure that contaminated land is fully addressed.

Therefore, Environmental Protection cannot fully support the application due to the high levels of noise affecting the outdoor amenity areas. It is recommended the application is refused however if consent is granted then the following conditions shall be attached;

The following noise protection measures to the proposed development, as defined in the Charlie Fleming 'Road Traffic Sound' report (Ref 3364 05 R), dated 29 May 2019:

- Glazing units with a minimum insulation value of 8.8mm/20mm/12.8mm double glazing shall be installed for the external doors and windows of the bedrooms on the western elevation of Block A, facing Lanark Road.*
- Glazing units with a minimum insulation value of 8.8mm/20mm/12.8mm double glazing shall be installed for the external doors and windows of the bedrooms on the northern elevation of Block B, facing Craiglockhart Avenue.*

shall be carried out in full and completed prior to the development being occupied.

Prior to the use being taken up, the 7Kw type 2 electric vehicle charging points, as show on (Drawing number 1895F [PL] 02) dated September 2018 shall be implemented.

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.

Waste Services comment

Compliance with Waste Strategy (Domestic Waste Only)

The provision of a full recycling service is mandatory in Scotland, so developers must make provision for the full range of bins (either individual containers for each property, or communal bins for multiple properties). These must be stored off street at all times, except on the day of collection (in the case of individual bins).

The waste collection teams will require safe and efficient access to these from the earliest occupation, and therefore cognisance must be taken of my comments below in relation to operational viability. Should these drawings substantially change, please let me know.

I am assuming that the bin lorry is expected to remain on the public highway, and that the bins will be pulled out from the bin store. A dropped kerb will be required.

For high density properties such as these flats, we recommend communal waste containers for landfill waste, mixed recycling for paper and packaging, glass, and food. The number of bins required is calculated on the number of properties using each bin store, and have been calculated as per design and access statement. However, it should be noted that due to changes within the service over the next three years, the bin requirements will change, and you should review these with us prior to starting work.

For the 57 flats suggested, the bins required under the current service is 8 x domestic waste, 5 x mixed recycling, 2 x glass and 2 x food. This appears to be in excess of the number allowed for in the drawing, although this is not entirely clear.

Additionally, it is important to consider the British standards BS5906:2005, which states that an occupier should not be required to carry waste a distance of more than 30m from their door. It appears that the distance from flats 9 and 10 is significantly in excess of this distance and it would be strongly recommended that they be provided with an additional bin store within reasonable distance of these flats.

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

Waste Management Responsibilities

The Waste and Cleansing Services will be responsible for managing the waste from households and any Council premises only. I am assuming this would include this development.

Although there are no details of any commercial aspect, for completeness, it would be the responsibility of any third party commercial organisations using the site to source their own trade waste uplifts. Architects should however note the requirement for trade waste producers to comply with legislation, in particular the Waste (Scotland) Regulations which require the segregation of defined waste types to allow their recycling. This means there would need to be storage space off street for segregated waste streams arising from commercial activities.

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

Operational Viability

Developers need to ensure that services are accessible so that our collection crews can provide the service in a safe and efficient manner, taking account of turning circles, length and width of vehicles, distance bins must be pulled, surfaces, slopes and so on. The access to the bin stores requires the bin lorry waiting on a busy road, in a bus lane, close to the junction, which is less than ideal as it could increase the risk of accidents.

Obviously sufficient capacity must also be provided to allow successful collection of each segregated waste stream. Initial information on the requirements for waste services is available in the Architect's Instructions, which can be provided for reference.

I would recommend further contact with me to ensure adequate provision of segregated household waste bins include all of the above and suitable access for the refuse collectors is arranged.

Communities and Families comment

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

Assessment and Contribution Requirements **Assessment based on:**

31 Flats (26 one bedroom flats excluded)

This site falls within the 'Firrhill Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed.

The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

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

Total infrastructure contribution required:

£30,380

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.

Communities and Families updated comment

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

Assessment and Contribution Requirements

Assessment based on:

32 Flats (18 one bedroom flats excluded)

This site falls within the 'Firrhill Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed.

The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

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

*Total infrastructure contribution required:
£31,360*

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.

HES comment

Our Advice

We have considered the information received and do not have any comments to make on the proposals. Our decision not to provide comments should not be taken as our support for the proposals. This application should be determined in accordance with national and local policy on development affecting the historic environment, together with related policy guidance.

Further Information

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

HES updated comment

Our Advice

We have considered the information received and do not have any comments to make on the proposals. Our decision not to provide comments should not be taken as our support for the proposals. This application should be determined in accordance with national and local policy on development affecting the historic environment, together with related policy guidance.

Further Information

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

Flood Prevention comment

Flood prevention have the following comments.

1. *Planning Committee on 30 March 2017 approved the permanent implementation of the certification procedure in the assessment of the flooding impact of new development during the planning application process.*
2. *The applicant has not completed a self-certification checklist or declaration for this application covering the design of the surface water network. The checklist should be completed to provide a summary of the information submitted in support of the application. As this development is classed as a major development under Planning definition then an independent consultant is required to check the design and submission. They must then sign the required declaration for inclusion with the application prior to issue to CEC Flood Prevention.*
3. *The applicant has not completed a declaration for this application covering the flood risk assessment. As this development is classed as a major development under Planning definition then an independent consultant is required to check the design and submission. They must then sign the required declaration for inclusion with the application prior to issue to CEC Flood Prevention.*
4. *The proposed discharge rates stated in the drainage assessment report of 7.4l/s are in excess of the maximum 4.5l/s/ha rate based upon impermeable area. The total site area is noted as being 0.341Ha. CEC Flood Prevention request a discharge rate equal to the 2 year Greenfield runoff rate or 4.5 l/s/ha is used, whichever is smaller. We would expect the discharge to be approximately 3 l/s based upon a 75mm diameter flow control aperture and typical drainage head.*
5. *Please identify existing and proposed surface water flow paths on drawings. This can be achieved by taking the existing site survey and over-marking arrows to denote falls and then completing the same with the post-development arrangement. This should include runoff from outwith the site, from unpaved areas within the site, and from paved areas in events which exceed the capacity of the drainage system. The purpose of these drawings is twofold. Firstly to understand if there is any significant re-direction of surface flows to surrounding land and secondly to identify if surface water will flow towards property entrances.*
6. *Please stipulate who will adopt and maintain the surface water network, including any SUDS.*

Roads Authority Issues

The application should be continued.

Reasons:

- o The Council's 2017 Parking Standards for Zone 2 require the applicant to provide a minimum of 117 secure cycle parking provision for the proposed development. The proposed 80 cycle parking is not acceptable. The applicant should also provide information about the type of cycle parking being proposed;*

o The applicant's transport statement predicts that sustainable travel (walking, cycling and public transport) will constitute a significant proportion of the expected trips generated by the proposed development. However, little is done to improve the conditions of the existing footway on both Lanark Road and Craiglockhart Avenue to encourage walking, cycling and public transport use. The applicant will be required to install full height kerb along the footway on Lanark road except where the proposed access is located and area of footway widening. For existing streets, design should aim to increase/conform to 'desired' footway widths, or if this is not possible, to 'minimum' widths (Factsheet P3 Footways). Desirable footway width required for the proposed site area which is strategic medium density residential street is 3m wide with a minimum width of 2.5m. Accordingly, the applicant is required to submit a footway layout that includes widening of the existing adopted footway both on Lanark Road and Craiglockhart Avenue. A raised junction is required on the proposed access. The footway widening is required at locations where the existing footway is constrained in width on Lanark Road, whereas widening to a minimum width of 2.5m is required along the full length of Craiglockhart Avenue bounding the site;

o The applicant has demonstrated a visibility splay of 2.4m x 43m for the proposed access. This complies with Designing Street guidance for a 30mph road;

o The applicant proposes 30 parking spaces and complies with the Council's 2017 Parking Standards which allows a maximum of 57 parking provision in Zone 2. However, the Council's 2017 parking standards requires justification of proposed level of parking provision.

o The Edinburgh Design Guidance under Section 2.4, "Design, integration and quantity of parking," states that "Car parking within new developments should not visually dominate the streetscene. On larger developments a range of parking solutions should be explored that use land efficiently and are set within a high quality public realm". The proposed layout results in the parking being visible from Lanark Road. Therefore, the applicant should look at exploring a design where the proposed parking is not visible from Lanark Road.

Should you be minded to grant consent this should be subject to the following being included as conditions or informatives as appropriate:

1. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;

2. 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;

3. 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;

4. 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;

5. Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.

6. The existing junction arrangement means that residents of the proposed development have to cross the junction in two stages to access the city centre bound buses. For ease of access to bus services pedestrian controlled crossing on all arms of the junction will be preferable and will welcome contribution of £150,000 to improve the crossing.

Note:

The transport statement predicted two way peak hour weekday trips of 15 and 17 for AM and PM peaks respectively. The TRICS analysis predicted approximately 50% sustainable travel trips mainly walking, cycling and public transport for the peak hour and with 39% vehicular trips.

Roads Authority Issues updated comment

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

1. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of carriageway (existing site northern vehicular access) as footway as necessary for the development;

2. In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £7,000 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area; this is required to mitigate the potential on street overspill parking impact of the proposed development in the area (see note b);

3. Footway south of Craiglockhart Avenue fronting the proposed development to be widened to 3m wide as recommended by Edinburgh Street Design Guidance factsheet P3. For avoidance of doubt, the proposed footway widening should be built to adoptable standards and RCC will be required for private road/public road (footway);

4. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;
5. 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;
6. Any 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;
7. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the 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;
8. The applicant has demonstrated a visibility splay of 2.4m x 43m for the proposed access. This complies with Designing Street guidance for a 30mph road;
9. A total of 108 cycle parking spaces (52 spaces for Block A and 56 spaces for Block B) being provided complies with the Council's minimum cycle parking requirement of 51 spaces for Block A and 56 spaces for Block B for the proposed development in Zone 2;
10. 4 electric charging bays including 1 accessible space being provide complies with the Council's parking standards;
11. A minimum of 2 motorcycle spaces being provided complies with the Council's minimum motorcycle parking requirement;
12. Raised junction/continues footway to be prodded on the site access for pedestrian priority crossing.
13. The applicant to reinstate full height kerb on existing dropped kerb areas of the footway and maintain a dropped kerb area of a typical recycling bin width for refuse collection.

Note:

- a) *The transport statement predicted 13 and 16 two-way vehicular trips in the weekday AM and PM peak hours respectively. The TRICS analysis predicted approximately 50% sustainable travel trips mainly walking, cycling and public transport for the peak hour and with 39% vehicular trips.*
- b) *The applicant was required to submit parking survey to justify the contribution of 1 car club space in the area. The applicant concluded that there is limited availability of on street parking spaces in the area and agreed to contribute 1 car club to mitigate the potential overspill parking impact on the surrounding street. This is considered acceptable.*
- c) *2 accessible car parking spaces being provided complies with the Council's minimum requirement.*
- d) *Refuse collection will be undertaken from Lanark Road.*

Craiglockart Community Council comment

The community feel strongly that their views on the salient issues be taken seriously. In the past for example on the 107 student flats Westside Motors Planning Application, the City Council of Edinburgh ("CEC") and their Planners were guilty of ignoring the comments of Craiglockhart Community Council ("CCC") and even misrepresented them. Refer to Meeting 11 September 2018 at CEC Offices (attached).

It is the CCC's intention to make concerted efforts that encourage acceptable development and not to reject Planning Applications outright. Rather to actively participate and offer real suggestions for improvement that can take the matter to further discussion between designers and CEC appropriate staff, and as applicable with the CCC. It is understood that the CCC will unlikely receive full acceptance of all of their requests, however if the consultation process is expedited in a true and real manner (ie not just ticking the box or paying lip service), then we the CCC advocate that our requests are valid and should be further considered.

On the basis that our requests are further considered in detail by CEC prior to submission to the Development Management Sub Committee, we make this as a NEUTRAL Comment.

Summary of Requests:

1. *Reconsider the height of the Development (5 storey including roof space) that many consider to be too high by one storey*
2. *Traffic department to look in depth at the logistics of travel of the additional bicycles, cars and pedestrians by both this development, as well as the other three between No 1 and 40 Lanark Road. This is a complex task not to be taken lightly and underestimated.*
3. *Transport department to consider safety considerations and any new constraints regarding traffic turning right onto the Lanark Road i.e driving into town.*

4. *Parking is just too low and unrealistic that will only create problems and considerable stress to existing and new residents in the vicinity (refer to detail below and Meeting Notes attached as well as Record or Meeting CEC (David Leslie & Elaine Campbell) and CCC (Paul Mowat) -11 September 2018))*
5. *There is a lack of 3 bedroom residences, please review and amend the mix to prevent the development from being essentially for older people and couples (possibly with single children)*
6. *Affordable housing to be a minimum of 25% i.e. do not permit a situation where this aspect is commuted with another location outside of the Craiglockhart area.*

Please resolve semi public utility / walkway area (eg as without mechanical gate) - sounds unworkable. There is a preference for public thoroughfare but concern over anti-social behaviour.

Flood Prevention comment

Thank you for providing the completed certificate A1. I am happy for this application to be determined with no further comments from our department.

Affordable Housing comment

1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

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

- o The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.*
- o This is consistent with Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan.*

2. Affordable Housing Provision

This application is for a development consisting of a mix of homes 50 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (12) homes of approved affordable tenures. The applicant has stated that the affordable housing will account for 25% of the new homes. This is welcomed by the department. The applicant has been in discussion with the Council and Dunedin Canmore Housing Association (DCHA) to deliver onsite affordable housing.

The affordable housing proposed is a mix of affordable rented delivered by DCHA. Discussions with the applicant have concluded all properties are provided within a single stairwell to allow the RSL to manage and maintain the properties in accordance with their requirements.

The affordable housing policy provision for this application will be secured by a S75 Legal Agreement. The applicant has reached agreement over cost to deliver the onsite affordable housing with DCHA.

The affordable homes within the new build block are required to be fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides.

In terms of accessibility, the affordable homes are situated within close proximity (400 metres) of regular public transport links and are located next to local amenities.

3. Summary

The applicant has made a commitment to provide 25% on site affordable housing and this is welcomed by the department. These will be secured by a Section 75 Legal Agreement. This department welcomes this approach which will assist in the delivery of a mixed sustainable community.

- o The applicant is requested to identify a RSL to deliver the affordable housing*
- o The applicant is requested to ensure that the affordable homes are built to the fully compliant with latest building regulations*
- o The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.*
- o Construction and sales values are required to be submitted by the applicant.*

Location Plan



© Crown Copyright and database right 2014. All rights reserved. Ordnance Survey License number 100023420
END