

# Development Management Sub Committee

Wednesday 18 December 2019

**Application for Planning Permission 19/04141/FUL  
at 44 Stanley Place Edinburgh, EH7 5TB.  
Construction of 102 units of student accommodation with  
ancillary services (amendment to planning permission  
PPA-230-2160, 14/05075/FUL).**

**Item number**

**Report number**

**Wards**

B14 - Craigentenny/Duddingston

## Summary

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The proposal complies with the development plan. The development is acceptable in this location and will not lead to an overconcentration of students in the area. The development is acceptable in terms of its scale, form and design. There will be no unacceptable impact on residential amenity, the listed building or road safety. The proposal is acceptable and there are no material considerations that outweigh this conclusion and approval is recommended.

## Links

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[Policies and guidance for this application](#)

LDPP, LDES01, LDES05, LDES07, LEN03, LHOU08, LTRA02, LTRA03, NSG, NSGSTU, NSGD02,

# Report

## **Application for Planning Permission 19/04141/FUL at 44 Stanley Place Edinburgh, EH7 5TB. Construction of 102 units of student accommodation with ancillary services (amendment to planning permission PPA- 230-2160, 14/05075/FUL).**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The site is a narrow linear area of land measuring 0.24 hectares and located between Stanley Place and the East Coast Mainline railway. The vacant buildings that previously occupied the site have been demolished and some ground works in association with the previously approved planning permission for the site have taken place.

The areas to the north and east of the site are predominantly residential, this includes the category B listed St Ann's Bank House (listed building number 29801, dated 14 December 1970) which is located immediately to the north of the site across the railway. The premises immediately to the west is currently in business use and to the south, beyond the railway, is predominantly residential.

#### **2.2 Site History**

26 June 2015 - Planning permission refused for the demolition of existing buildings and construction of 93no units of student accommodation with ancillary services (application number: 14/05075/FUL). An appeal against the refusal of planning permission was allowed on 8 September 2016 (DPEA reference: PPA-230-2160).

14 October 2009 - Planning permission refused to erect a residential flatted block for 57 mixed apartments (application number: 09/01903/FUL).

## **Main report**

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### **3.1 Description of the Proposal**

The application is for a material variation to an existing planning permission for student accommodation with ancillary services.

The scale and footprint of the building will be the same as the approved development. However, the previous permission was for 93 units and the proposal now seeks to increase this to 102 units. Other changes to the proposal include: -

- The fenestration pattern will be altered to accommodate the additional units and internal reconfiguration;
- Eight parking spaces will be provided instead of nine;
- The bin stores and the majority of the cycle parking will be located internally rather than in an external store;
- The remainder of the cycle parking will be located in an enclosure to the rear of the building rather than on-street, and will be increased in line with the additional accommodation to provide 100%; and
- Some minor changes to the landscaping and amenity areas.

The overall design concept is the same as the previously approved permission. The building will be a single linear, four storey block that addresses Stanley Place. The development will be predominantly brick built with elements of zinc cladding and dark grey curtain walling. The windows will be high performance PPC aluminium double glazing with integral louvered vent panels.

### **Supporting Information**

The application is supported by the following documents:-

- Planning Statement;
- Design and Access Statement; and
- Noise and Vibration Assessment.

These are available to view on the Planning and Building Standards Online Services.

### **3.2 Determining Issues**

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

Do the proposals comply with the development plan?

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

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

### **3.3 Assessment**

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

- (a) the principle of the development is acceptable;
- (b) the proposal is acceptable in terms of the concentration of student accommodation in the locality;
- (c) the proposed scale, form, design and materials are acceptable;
- (d) the proposal is acceptable in terms of the impact on the amenity of neighbours and new occupiers;
- (e) the proposal is acceptable in terms of its impact on the listed building;
- (f) the proposal is acceptable in terms of parking and road safety;
- (g) the proposal is acceptable in terms of archaeology and
- (h) material representations have been addressed

#### **a) Principle of Development**

Planning permission was granted for a student housing development on the site in September 2016. That permission has been implemented in part and now remains extant in perpetuity. Therefore, the principle of the development of student accommodation on the site is established.

#### **b) Concentration of Student Accommodation**

The current proposal seeks to increase the volume of units within the development from 93 to 102. While the principle of the use cannot be reconsidered, the additional capacity being sought requires to be assessed. Since the previous decision, the Edinburgh Local Development Plan (LDP) has been adopted in place of the Edinburgh City Local Plan (ECLP). Policy Hou 8 (Student Housing) of the LDP and Policy Hou 10 (Student Housing) of the ECLP both state that planning permission will be granted for purpose built student housing accommodation where the location is appropriate in terms of access to university and college facilities by walking, cycling or public transport, and where it would not result in an excessive concentration of student accommodation in the locality. However, LDP policy Hou 8 includes students living in the private rented sector within a locality as part of this consideration.

The Council's Non-Statutory Student Housing Guidance (SHG) reinforces the requirements of policy Hou 8 and identifies that student accommodation needs should be met in well managed and regulated schemes where possible.

The SHG sets out additional locational and design guidance to be applied for student housing. Criterion a) accepts student housing in locations within or sharing a boundary with a main university or college campus, or outwith criterion a) student housing will generally be supported on sites with less than 0.25ha of developable area. The site area is 0.24ha and complies with this part of the guidance.

Criterion b) of policy Hou 8 seeks to limit the concentration of student accommodation where it would have an adverse impact on the maintenance of balanced communities, or to the established character and residential amenity of the locality. The SHG advises that where the student population is dominant, exceeding 50% of the population, there will be a greater potential imbalance within the community.

Based on 2011 census data, approximately 96 (11%) of the residents in the immediate datazone are full time students aged above 16. When recalculated to include consented development in the area, this figure rises to 189 (21%). If the figure is then adjusted to reflect the situation, whereby the current proposal is developed instead of the previously approved scheme, this figure would rise to 198 (22%). This proportion, as proposed, would be a negligible increase and would not lead to an over-concentrated student population in the area. Therefore, the proposal meets criterion b) of policy Hou 8 and criterion b) of the SHG and the increase in unit numbers in the development is acceptable.

### **c) Scale, Form, Design and Materials**

The design concept of the proposal is the same as the previous consent. The development will have the same footprint and will be no taller than what was previously approved. The changes to the fenestration pattern on the north, east and west elevations is an improvement on the previous design, particularly at ground floor level where additional glazed areas are provided at the entrances to create a more active frontage.

As with the previous application, the internal layout of the building is dictated by the constraints of the site. The student flats will be protected from railway noise by an internal isolating corridor between the southern façade and the flat entrances. Therefore, the rear elevation is largely functional to protect residential amenity, albeit with windows and sections of cladding to break up the areas of brick and add visual interest.

The proposed materials are similar to the previous application and are acceptable in the urban context.

The bin and cycle stores were previously to be located in a low-rise on-street enclosure in front of the building. The relocation of the bins and cycles to an internal enclosure and to the rear of the building will reduce clutter on an already narrow street and is an improvement on the previous proposal.

The minor changes to the landscaping and external areas make the outdoor spaces more usable and are acceptable.

Overall, the changes to the design of the development are positive and will ensure that the amenity of the occupiers will be protected.

### **d) Amenity**

#### **Neighbours**

The impact on neighbours in terms of daylight, sunlight and privacy was addressed in the previous application. It was concluded that, considering the urban environment and the surrounding built form, that reasonable levels of daylight, sunlight and privacy would be received by neighbouring properties. The alterations to the frontage onto Stanley Place are minimal in this regard and will not introduce any additional impact.

A Noise and Vibration Impact Assessment (NVIA) has been submitted in support of the application. The NVIA considers reflected noise from the facade of the building facing the railway toward the opposing properties on Spring Gardens. The current proposal will have significantly more brickwork on this elevation than the previous scheme, and less extensive glazed areas. Both brick and glass are reflective surfaces, although brickwork is marginally less reflective and therefore the current scheme should reflect marginally less noise. It is noted that when this issue was addressed during the previous application, the relevant noise impact assessment assumed the façade was fully reflective. Therefore, the current application façade will reflect marginally less than approved during the previous application and is acceptable in this context.

### New Occupiers

The NVIA has assessed the impact of the railway on the amenity of the future occupiers of the building in terms of noise and vibration.

The report specifies upgraded glazing for bedrooms and lounges that could be affected by rail noise that will reduce the impact to within acceptable parameters. These recommendations will be imposed as a condition. The condition will include a requirement for the recommended acoustic glazing to be installed on the windows on the western facade as highlighted in the report but not shown on the plan included in appendix C of the NVIA.

Environmental Protection has advised that mitigation will be required to protect against the noise from the unit to the west, which currently has class 4 use and operates as a micro-brewery. The definition of class 4 use enables it to be carried on in any residential area without detriment to the amenity of that area, including by reason of noise. Therefore, the normal operation of this premises should not impact on the amenity of neighbouring residents and further mitigation is not justified.

In terms of vibration, the NVIA Vibration Measurement Survey predicts that there is a low probability of adverse impact. It therefore concludes that no vibration mitigation measures are necessary.

There will be no unreasonable loss of amenity to neighbouring or future residents of the development and the proposal is acceptable in this regard.

### **e) Impact on the Listed Building**

The category B listed St Ann's Bank House is located to the north, with its rear elevation facing the site. The site, along with the other premises on Stanley Place, is severed from the residential areas to the north by the railway line. This has the effect of separating them into two distinct areas, between which there is limited interrelationship.

There is sufficient disconnection between the site and the listed building to ensure that the proposal will not be detrimental to the character, appearance or historic interest of the building, or its setting.

## **f) Parking and Road Safety**

The extant planning permission included provision for nine car parking spaces, including one accessible space. The current proposal seeks to reduce this to eight spaces, including one accessible space.

The site is in an accessible location and is within walking and cycling distance of local amenities, the city centre and university campuses. It also benefits from being a short distance from a main arterial route into the city that is well served by public transport. Bus stops on London Road offer services to large parts of Edinburgh and the wider region, and in total, 41 buses per hour in each direction can be accessed within a five-minute walk of the site. In this context, the number of car parking spaces provided is justified.

The proposal includes the provision of 102 (100%) cycle parking spaces for residents, which complies with the EDG requirements for student housing developments.

Overall, the development is well connected and will have no detrimental impact on traffic, road safety or parking.

## **g) Archaeology**

The site is located within an area of archaeological interest. Since the previous permission was granted some archaeological work has been undertaken on site, namely the historic building of the former church by AOC Archaeology in 2017. However, not all works have been undertaken, including the requirement for archaeological excavation work to be undertaken. Therefore, the City Archaeologist has requested a condition requiring a programme of archaeological work to be carried out.

## **h) Public Comments**

- Loss of daylight - assessed in section 3.3(d);
- Development will contribute to increased noise - assessed in section 3.3(d);
- Already an overconcentration of students in the area - assessed in section 3.3(b);
- Impact on parking availability in the area - assessed in section 3.3(f);
- Impact on local GP surgery - assessed in section 3.3(b);
- Site should be used for family homes or affordable housing - assessed in section 3.3(a and b);
- There are already too many student accommodation developments in the city - assessed in section 3.3(a and b);
- The site is not suitable for residential use due to vibration from the railway - assessed in section 3.3(d);
- Concerns over privacy - assessed in section 3.3(d);
- Impact on category B listed St Ann's Bank House - assessed in section 3.3 (e); and
- Poor design does not sit well in its context - assessed in section 3.3(c);

## **Conclusion**

The proposal complies with the development plan. The development is acceptable in this location and will not lead to an overconcentration of students in the area. The development is acceptable in terms of its scale, form and design. There will be no unacceptable impact on residential amenity, the listed building or road safety. The proposal is acceptable and there are no material considerations that outweigh this conclusion and approval is recommended.

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

### **3.4 Conditions/reasons/informatives**

#### **Conditions:-**

1. The development shall not be occupied until the noise protection scheme as outlined in the RMP Noise and Vibration Impact Assessment Technical Report No. R-8515-ST6-CL, dated 30 August 2019 has been fully implemented and documentary evidence to certify those works has been provided for and approved by the planning authority. The building shall be constructed so as to provide sound insulation against noise to ensure the following levels are not exceeded:
  - Internal noise levels of 45dB LAFmax within bedrooms;
  - Internal noise levels of 30dB LAeq, 8hr within bedrooms;
  - Internal noise levels of 35dB LAeq, 16hr within lounge areas.

Notwithstanding what is shown on the indicative glazing plan in Appendix C, the western facade will be constructed so as to provide sound insulation in line with paragraphs 5.9 - 5.12 of the report.

2. 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.
3. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis & reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

#### **Reasons:-**

1. In order to safeguard the amenity of neighbouring residents and other occupiers.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. In order to safeguard the interests of archaeological heritage.

## Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

Details of all changes in ground levels, construction of retaining walls, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, contact details below:

Network Rail Asset Protection Engineer  
151 St. Vincent Street, GLASGOW, G2 5NW  
Tel: 0141 555 4352  
E-mail: AssetProtectionScotland@networkrail.co.uk

5. The applicant will be required to contribute:
  - a. The sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway for the development;
  - b. The sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary for the development.
6. The works to form the laybys and footways on Stanley Place will require separate application for road construction consent and road opening permits and must be open for use by the public in terms of the statutory definition of 'road'.

7. The applicant should note that that the proposed on-street spaces on Stanley Place cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road extension has been adopted or not. The developer is expected to make this clear to prospective residents and tenants.
8. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport.
9. The applicant should consider the relocation of the proposed disabled parking space at the most eastern section of the development as it is likely to be difficult for drivers to manoeuvre given the location of the bin store.
10. Any gate or gates must open inwards onto the property.

## **Financial impact**

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### **4.1 The financial impact has been assessed as follows:**

There are no financial implications to the Council.

## **Risk, Policy, compliance and governance impact**

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

## **Equalities impact**

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### **6.1 The equalities impact has been assessed as follows:**

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

## **Sustainability impact**

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### **7.1 The sustainability impact has been assessed as follows:**

This application is not subject to the sustainability requirements of the Edinburgh Design Guidance.

## **Consultation and engagement**

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### **8.1 Pre-Application Process**

Pre-application discussions took place on this application.

## 8.2 Publicity summary of representations and Community Council comments

A total of 24 individual representations were received objecting to the application, including one from the local MP. A petition containing 58 signatures was also received and one neutral comment was submitted relating to parking in the area.

The reasons for objecting were: -

- Loss of daylight;
- Development will contribute to increased noise;
- Concern over the amount of waste produced by the development;
- Already an overconcentration of students in the area;
- Impact on parking availability in the area;
- Impact on local GP practice;
- Site should be used for family homes or affordable housing;
- There are already too many student accommodation developments in the city;
- The site is not suitable for residential use due to vibration from the railway;
- Concerns over privacy;
- Impact on St Ann's Bank House;
- Inadequate facilities for residents; and
- Poor design does not sit well in its context;

The petition raised the following points:-

- Loss of amenity in terms of daylight, sunlight and privacy;
- Reflected noise from rail traffic will impact homes on Spring Gardens; and
- Unsuitable site for residential development due to noise and vibration from the railway.

### **Background reading/external references**

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

**Statutory Development  
Plan Provision**

The site lies within the urban area of the Edinburgh  
Local Development Plan.

**Date registered**

10 September 2019

**Drawing numbers/Scheme**

01 - 08,

Scheme 2

**David R. Leslie**

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Alexander Gudgeon, Planning officer

E-mail: alexander.gudgeon@edinburgh.gov.uk Tel: 0131 529 6126

**Links - Policies**

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**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 5 (Development Design - Amenity) sets criteria for assessing amenity.

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

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

LDP Policy Hou 8 (Student Accommodation) sets out the criteria for assessing purpose-built student accommodation.

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

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

### **Relevant Non-Statutory Guidelines**

**Non-statutory guidelines** Student Housing Guidance interprets local plan policy, supporting student housing proposals in accessible locations provided that they will not result in an excessive concentration.

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

# Appendix 1

## **Application for Planning Permission 19/04141/FUL At 44 Stanley Place, Edinburgh, EH7 5TB Construction of 102 units of student accommodation with ancillary services (amendment to planning permission PPA- 230-2160, 14/05075/FUL).**

### **Consultations**

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#### **Archaeology**

*Further to your consultation request, I would like to make the following comments and recommendations in respect to this application for the construction of 102 units of student accommodation with ancillary services (amendment to planning permission PPA-230-2160, 14/05075/FUL).*

*As discussed in my original response to the 2014 application, the site was occupied by the fire damaged late-19th century Episcopal Church of the Holy Spirit, part of the Victoria and development of the area which took place in the second half of the 19th century. Both the 1876 & 1893 OS maps of the site depict in addition to the church a range of buildings occupying the site including tenements and possible small mission hall. Before this the site is depicted on General Roy's mid-18th century map of Scotland as open ground located to the rear of the post-medieval settlement of Abbeyhill.*

*The application must be considered under the terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), Historic Environment Scotland's Policy Statement (HESPS) 2016 and Archaeology Strategy and CEC's Edinburgh Local Development Plan (2016) Policy ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.*

*Since the granting of the 2014 permission part of the requested programme of archaeological work has been undertaken, namely the historic building of the former church by AOC Archaeology in 2017. However not all works have been undertaken, namely requirement for archaeological excavation work to be undertaken as part of the demolition process and prior to development. This is to fully excavate, record and analysis any significant buried remains affected by ground breaking works (demolition, construction) associated with the Victorian development of the site and possible earlier Abbeyhill settlement.*

*It is recommended that following condition be applied to ensure that the above programmes of archaeological work are carried out;*

*'No development/demolition shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis &*

*reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'*

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

## **Environmental Protection**

*Environmental Protection had provided comment on the previous proposal for this site and offered no objection subject to conditions.*

*The proposed layout of the building shows that the proposed student flats are protected at the facade overlooking the railway by an isolating corridor between the facade and the entrance doors to the flats. This is similar to the previous proposal that was consented. It is noted that the main change is that the current proposed south facade facing the railway line has significantly more brickwork than the previous scheme which had extensive glazed areas. Is that correct?*

*Both brick and glass are reflective surfaces, however brickwork is marginally less reflective and therefore the current scheme should reflect marginally less noise. It is noted that when this issue was addressed during the previous application, the relevant noise impact assessment assumed the facade was fully reflective. Therefore, the current application facade will reflect marginally less than approved during the previous application. This was a major discussion point with the previous application.*

*We will need the applicant to address the impacts on the western facade of the proposed development. The applicants noise impact assessment has highlighted acoustic glazing will be required but is not shown on the plan included in appendix C of the noise impact assessment. Can this be updated with the updated plan being submitted as an individual drawing that can be referenced in a condition?*

*Furthermore, there is a Class 4 use neighbouring the site to the west which is currently a micro brewer with tap shop. The main noise generating activities are likely to comprise of deliveries/collections and plant noise. Class 4 uses will be able to be carried on in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. Therefore, if this micro-brewery fits into this class use there should be no adverse impacts on the student's amenity. It is noted that the previous application did require noise mitigation measures to mitigate the noise from the class 4 use (bike repair). It is likely that mitigation will again be required that would need to be achieved with an open window assessment (different to the train noise). The applicant will need to address this.*

*Air Quality on and surrounding London Road is of concern to this Department and any measure to decrease traffic related pollution affecting this area is supported. According to the applicants ground floor plans there are 8 proposed parking spaces, however the application form states 5 spaces. Environmental Protection recommend that 7Kw (type 2 sockets) charging provision will need to be provided for at least 1 space in accordance with the Edinburgh Design Standards can the applicant clarify and if there are more than*

*six spaces being proposed highlight on the drawing where the charging point will be located?*

*If the applicant is proposing an energy centre or centralised boilers they will need to ensure that information is submitted and if required a supporting chimney height calculation as per the Clean Air Act 1993 which is anything above 366Kw. The Pollution Prevention and Control (Scotland) Regulations 2012 were amended in December 2017 to transpose the requirements of the Medium Combustion Plant Directive (MCPD -Directive (EU) 2015/2193 of 25 November 2015 on the limitation of emissions of certain pollutants into the air from medium combustion plants). The purpose of the MCPD is to improve air quality. All combustion plant between 1 and 50 MW (net rated thermal input) will have to register or have a permit from SEPA. Environmental Protection will require that secondary abatement technology is incorporated into any plant above 1MW (accumulate assessment). Can the applicant provide details on what they are proposing with regards energy for the site.*

## **Network Rail**

*Thank you for consulting Network Rail regarding the above development.*

*Whilst Network Rail has no objections in principle to the proposal, due to its proximity to the operational railway, we would request that the following matters are taken into account, and if necessary and appropriate included as advisory notes, if granting the application:*

*Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.*

*- Details of all changes in ground levels, construction of retaining walls, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.*

*The developer must contact our Asset Protection Engineers regarding the above matters, contact details below:*

*Network Rail Asset Protection Engineer  
151 St. Vincent Street, GLASGOW, G2 5NW  
Tel: 0141 555 4352  
E-mail: AssetProtectionScotland@networkrail.co.uk*

*We trust full cognisance will be taken of these comments. We would be grateful if Local Planning Authorities would provide a copy of the Decision Notice.*

## **Roads Authority**

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

1. *The applicant will be required to contribute:*
  - a. *The sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway for the development;*
  - b. *The sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary for the development;*
2. *The works to form the laybys and footways on Stanley Place will require separate application for road construction consent and road opening permits and must be open for use by the public in terms of the statutory definition of 'road';*
3. *The applicant should note that that the proposed on-street spaces on Stanley Place cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road extension has been adopted or not. The developer is expected to make this clear to prospective residents and tenants;*
4. *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;*
5. *The applicant should consider the relocation of the proposed disabled parking space at the most eastern section of the development as it is likely to be difficult for drivers to manoeuvre given the location of the bin store;*
6. *Any gate or gates must open inwards onto the property.*

### *Note*

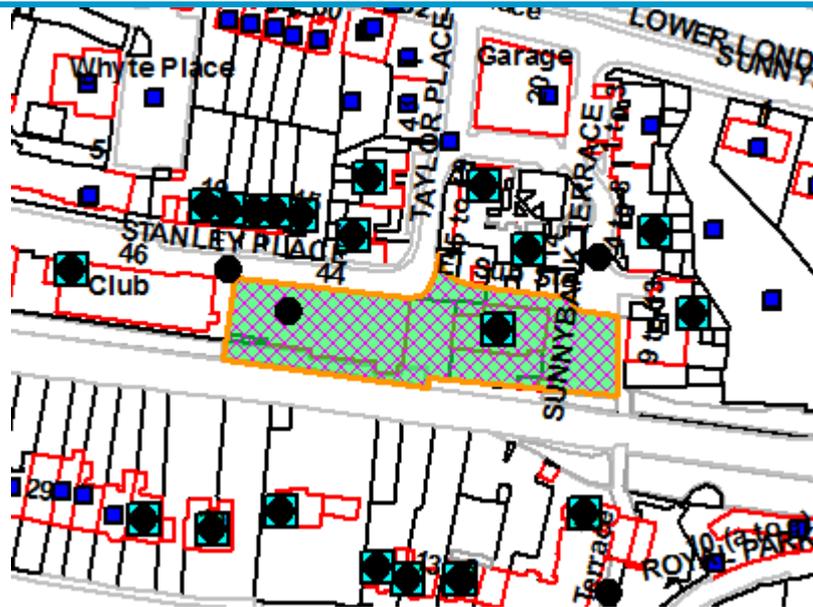
*Cycle parking is provided at 1 space per bed and total car parking provision is 8 spaces, including 1 disabled space. Current Council parking standards permit up to 17 car parking spaces for the 102 bed student accommodation (1 space per 6 beds).*

## **Waste and Cleansing Services**

*An agreement on the waste strategy and requirements for this development has been reached between Waste and Cleansing Services and the developer*

## Location Plan

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**END**