

Development Management Sub Committee

Wednesday 12 August 2020

Application for Approval of Matters Specified in Conds 19/04557/AMC

at 151 London Road, Edinburgh, EH7 6AE.

Approval of matters in condition 2 of planning permission in principle 14/05174/PPP - a) no. of residential units to be developed, b) no. of student housing bedrooms to be developed, f) location & extent of uses, g) layout design & heights, h) sustainability measures, i) drainage, j) waste management & recycling, k) noise protection measures, l) air quality mitigation, n) floor levels, o) lighting, p) landscaping q) masterplan framework and Condition 4 (Surface Water Management & Flood Risk Assessment).

Item number

Report number

Wards

B14 - Craigentiny/Duddingston

Summary

The principle of the proposed mix of uses on the site is established through the existing planning permission in principle. The proposed mix, layout, scale, design and access arrangements are acceptable and appropriate to their context. The proposal will provide an appropriate level of amenity to existing and future occupiers. Matters listed in Condition 2 - a) no. of residential units to be developed; b) no. of student housing bedrooms to be developed; f) location and extent of uses; g) layout design and heights; h) sustainability measures; i) drainage; j) waste management & recycling; k) noise protection measures; l) air quality mitigation; n) floor levels; o) lighting; p) landscaping; and q) masterplan framework can be approved and condition 4 (Surface Water Management & Flood Risk Assessment) can be discharged in relation to planning permission in principle 14/05174/PPP.

The application complies with the provisions of the Local Development Plan and there are no material considerations which outweigh this conclusion.

Links

<u>Policies and guidance for this application</u>	LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN03, LEN09, LEN12, LEN16, LEN21, LEN20, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LHOU08, LTRA02, LTRA03, LTRA04, NSG, NSGD02, NSGSTU,
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Report

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Recommendations

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

Background

2.1 Site description

The 0.87ha application site is located on the northern side of London Road between Meadowbank Stadium and Jock's Lodge. It forms part of a larger triangular shaped site bounded by a railway line to the north and east, Smokie Brae/Restalrig Road South to the east and London Road to the south. Two large brick office blocks stand within the larger area with St. Margaret's House being the block to the west. The office block next door is Meadowbank House, a Scottish Government building occupied by the Registers of Scotland, which has been refurbished.

Meadowbank House is eight storeys high and the tenements opposite are predominantly four storeys high. St Margaret's House is nine storeys high including parking underneath the building at ground floor level. A range of arts, crafts and community functions are currently accommodated in St. Margaret's House. Both St Margaret's House and Meadowbank House sit at a significantly lower level than London Road, (approximately two storeys lower). St Margaret's House is a brick building with a uniform window pattern on each floor and a flat roof. A steep embankment runs up from the site to London Road. Access to St Margaret's House (and the adjacent Meadowbank House) is via bridge access from London Road. Meadowbank House also has a secondary access point located within the car parking area at -2 level. Apart from the embankment at the north of the site, the site is generally flat.

London Road is a major thoroughfare and a high frequency bus route. The surrounding area contains a mix of uses with residential being the predominant use. The site of the former Meadowbank Sports Stadium is located to the north-west of the site and is currently subject to redevelopment. A masterplan has also been prepared for the redevelopment of the land surrounding the Meadowbank Stadium site to the north and east for residential-led mixed use development, and a planning application for the approval of matters in relation to this development is currently under consideration.

2.2 Site History

Site

29 December 1998 - Application withdrawn for office development & car parking (application reference 98/00182/OUT).

6 August 2009 - St Margaret's House/Meadowbank House Development Brief approved.

12 September 2011 - Planning permission in principle granted for mixed use developments with total floor area of 21,500sqm (application reference: 09/01793/PPP).

10 November 2016 - Planning permission in principle granted for up to 21,500sqm of mixed use development including residential, retail/commercial, hotel and student accommodation (application reference 14/05174/PPP).

20 January 2020 - Section 42 application granted to delete or amend part (ii) of condition (I) of the planning permission so that ground floor uses on the named blocks are not restricted to commercial uses."(ii) the ground floor of the eastern-most and western-most blocks which have direct frontage onto public realm space directly from London Road be for commercial purposes only (application reference 19/05343/AMC).

Surrounding Area

Planning permission granted for a mixed-use development including student accommodation and ancillary uses, commercial unit, and associated landscaping and infrastructure at land at 61 and 63 London Road (application reference 19/01149/FUL).

Meadowbank Stadium

11 December 2018 - Planning permission in principle granted for the redevelopment of existing Sports Centre site to provide new Sports Centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping, drainage and ancillary work at land at 139 London Road, Edinburgh (application reference 18/00154/PPP).

11 December 2018 - full planning permission granted for the re-development of Meadowbank Sports Centre. The detailed proposals include the development of a new sports centre facility, including a new sports centre building with offices for Edinburgh Leisure, the retained athletics track, new spectator stand, sports pitches and floodlighting, with associated access, roads, car parking, landscaping and ancillary works (application reference 18/00181/FUL).

Pending Consideration -Application for approval of matters specified in condition 1 of 18/00154 PPP for the proposed redevelopment of surplus land at Meadowbank Sports Centre with mixed uses including residential and commercial, together with roads, landscaping, drainage and ancillary works (application reference 20/00618/AMC).

Main report

3.1 Description of the Proposal

The application seeks the approval of matters specified in conditions of planning permission in principle 14/05174/PPP for a mixed-use development at 151 London Road, Edinburgh. It relates to condition 2 (a, b, g, h, l, j, k, l, n, o, p and q) and condition 4 as follows;

Condition 2 relates to (a) number of residential units to be developed; (b) number of student housing bedrooms to be developed; (f) location and extent of uses; (g) layout design and heights; (h) sustainability measures; (i) drainage; (j) waste management and recycling; (k) noise protection measures; (l) air quality mitigation; (n) floor levels; (o) external lighting; (p) landscaping; and (q) masterplan or framework.

It is noted that condition l(ii) has been removed from the original consent following the assessment of a Section 42 application to delete the requirement for commercial use at ground floor level on air quality grounds.

Condition 4 relates to surface water management and flood risk assessment.

The development comprises three developments blocks. Block A and B are located in the west and centre of the site and are proposed for use as residential dwellings. 107 apartments are proposed, including 28 affordable units (26% of the total residential accommodation). 22% of the flatted accommodation will comprise 3-bed apartments. The maximum building height of the proposed blocks will be 53.8m AOD, sitting above the existing height of London Road at 33.7m AOD.

Block A is located to the west of the site and will be nine storeys high with seven storeys above the existing pavement level of London Road.

Block B is located in the middle of the site and will also be nine storeys high with seven storeys above the existing pavement level of London Road.

Block C is located at the eastern side of the site and is proposed for use as student housing. This will provide 377 student beds in a mix of en-suite rooms and studio apartment accommodation. Common social areas, study area and administrative space will also be provided within the student accommodation. Block C will be nine storeys high on its northern elevation stepping down to seven storeys on its southern elevation to London Road.

All three blocks will provide direct pedestrian access onto London Road. The pavement will be widened to a minimum of 3m along the London Road site frontage.

A new vehicular access ramp is proposed from London Road which provides access to the parking area at -2 level within the site allowing access for parking, servicing and bin storage. 54 new parking spaces are proposed within the development.

Secure cycle parking is provided at 100% and is accessible from street level onto London Road.

Terraced landscape areas are proposed between each new block at level -1 providing semi-private amenity space for residents. An area of open space is also proposed at level -2 which will provide a private student garden area including an outdoor gym, games equipment and allotment area. This will be accessed via the internal common area in the student block.

The external finish of each block will comprise a mix of glass, brick and cladding with glazed balconies and metallic feature roofs.

The following documents have been submitted in support of this application;

- Planning Statement
- Design and Access Statement
- Transport Statement
- Surface Water Management Plan and Flood Risk Assessment
- Drainage Assessment
- Sunlight and Daylight Assessment
- S1 Sustainability Statement
- Landscape and Visual Appraisal

These are available to view on the Planning Portal.

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 matters proposed are compliant with the planning permission in principle;
- b) the design, scale, layout and materials are acceptable;
- c) the proposed landscape arrangements are appropriate;
- d) access arrangements are acceptable in terms of road safety and public transport accessibility;
- e) the flooding and drainage arrangements are acceptable;
- f) the proposal is detrimental to the amenity of neighbours or occupiers of the new development;
- g) the proposal meets the sustainable standards in the Edinburgh Design Guidance;
- h) infrastructure and affordable housing;
- i) material representations or community council comments raise issues to be addressed;
- j) there are any other material considerations.

a) Compliance with planning permission in principle

Planning permission in principle was granted for the site in November 2016 permitting up to 21,500 sq. m of mixed use development including residential, retail, commercial, hotel and student accommodation.

The proposed development brought forward as this approval of matters application includes residential and student accommodation only, therefore falls within the development types approved in the planning permission in principle. The total development area falls within the 21,500 sq m threshold.

The proposed mix of residential development and student accommodation will provide 10,928 sq m of residential accommodation and 10,356 sq. m of student accommodation. 25% of the proposed residential accommodation will be for affordable housing. The Edinburgh Student Housing Guidance states that development sites that exceed 0.25ha in size require a minimum of 50% of the development area to be for residential use. The proposed development meets this criterion and is acceptable in this regard.

The proposal does not include any retail/ commercial development or hotel development. The extant planning permission in principle for the site required the provision of retail /commercial space for air quality reasons, specifically concerns over existing air quality conditions on London Road at the time that the consent was granted. Since then, the applicant has provided information which identifies an improvement in air quality at this part of London Road and submitted a planning application under Section 42 of the Town and Country Planning (Scotland) Act 1997.

This position has been reviewed and approved by Environmental Protection, who accept that there is an improvement in air quality at this location and have agreed that the condition requiring the provision of retail/ commercial space can be removed from the consent. This application has been granted, and there is no further requirement to include retail/ commercial space within the development.

The matters being assessed are compliant with the planning permission in principle.

St Margaret's House/ Meadowbank Development Brief (August 2009)

The St. Margaret's House/Meadowbank House Development Brief (August 2009) covers the application site, neighbouring Meadowbank House and the small group of buildings in various commercial uses around Jock's Lodge. The overall objective of the Brief is to ensure any development responds positively to the constraints of the site taking account of its visual prominence and surrounding characteristics resulting in a high quality, predominantly residential environment with buildings which enhance the townscape and one of the main approaches to the city centre. It is noted that the Development Brief is over ten years old and therefore does not account for more recent development proposals in the local area such as the new development at Meadowbank Stadium and the surrounding masterplan associated with this development.

The Development Brief sees the proposed redevelopment being predominantly housing with other uses such as retail and a hotel. The housing will include student housing and affordable housing. The proposed development proposes uses that fall within the requirements of the development brief. The other uses noted in the development brief are not included due to the reasons set out above. The proposal therefore complies with the principle of development as set out in the Development Brief. The specific design aspirations of the Development Brief are considered in the following section.

b) Design, scale, layout and materials

(i) Context and site layout

In assessing the scale, layout and design of the proposals, LDP policies Des 1 (Design Quality and Context) to Des 8 (Public Realm and Landscape Design) provide a robust framework along with the Edinburgh Design Guidance.

Policy Des 1 (Design Quality and Context) requires that proposals will create or contribute to a sense of place, drawing on the positive characteristics of the surrounding area. The site is located on a prominent location on London Road, which acts as a key thoroughfare between the east of the city and the city centre. The surrounding built environment is characterised by the row of traditional sandstone Victorian tenements along the southern edge of London Road, and the existing large massing of Meadowbank House, to the immediate east of the site.

The character of the local area is subject to change in the near future due to the planned redevelopment of the adjacent land at Meadowbank for a mixed-use development. The proposed scale and massing of the Meadowbank development has been considered in assessing this application.

The existing planning permission in principle for the site establishes the principle of a large-scale development on the site. This is aligned with the St Margaret's House Development Brief, which identifies the site as having capacity for a dense development which includes significant building height that responds to the surrounding built environment, particularly the traditional tenemental form along London Road.

The proposed layout on the site allows for three new development blocks to be formed, which will be situated directly onto the London Road with fully accessible entrances onto the street frontage. This form of development will strengthen and improve the existing street form along the northern edge of London Road, which is currently compromised by the setback of St Margaret's House and Meadowbank House and the existing bridge arrangements which provide access to these buildings. The creation of a direct building frontage onto the street will be in keeping with the traditional building form along the southern edge of London Road and is appropriate. The provision of a 6m public threshold between buildings and the street frontage will also provide an improved opportunity for pedestrian moment along this frontage.

The layout of the three blocks will allow for light to break through into the site and will allow for views through the site from London Road northwards. The proposed areas of landscaped terraced gardens that will sit between the blocks will provide visual interest and amenity value to residents.

The ramped access arrangement from London Road into the site will allow for the level difference to be accommodated. The ramp will have a gradient of 1:12 and will provide an appropriate access arrangement into the lower levels of the site, whilst maintaining an active street frontage at London Road level.

The proposed site layout will provide an improved frontage onto London Road, by bringing the building adjacent to the street and removing the existing bridge arrangement which provides access to St Margaret's House at present. This will provide a positive relationship between the building and the street and will more effectively complement the existing space to building pattern on the southern side of the street.

(ii) Density, Scale and Massing

LDP Policy Des 4 (Development Design - Impact on Setting) requires development to demonstrate that it will have a positive impact on its surroundings, including the character of the wider townscape and landscape, and impact on existing views.

The scale and massing of the new build elements of the scheme have been carefully considered through the planning process. At present, the scale and massing and urban grain of the site and in the surrounding area is somewhat varied, with a predominance of four storey traditional tenemental form along the southern edge of London Road contrasting with the significant massing of the existing St Margaret's House and Meadowbank House which sit at nine storeys and eight storeys in height respectively. As noted above, the proposed development at Meadowbank will bring a further change to the overall sense of height and massing in this area, and this has been considered in the assessment of the proposed building massing and height of the scheme.

The topography of the site means that the lower two storeys of the proposed buildings will sit below the street level of London Road. The planning permission in principle for the site suggests a building height of up to seven storeys above London Road level along the London Road frontage, rising to nine storeys above London Road level at the western corner of the site to form a corner feature building.

As well as analysis provided in the design and access statement, a landscape appraisal has been submitted by the applicant to assess the impact of the proposed development on city and local views. This appraisal also considers potential cumulative views from this development and the current proposals for the adjacent site at Meadowbank.

The scheme considered in this application proposes that Blocks A and B will extend to seven storeys above London Road level. Block C will extend to six storeys above London Road level, stepping up to seven storeys above London Road level on the northern part of the building. The feature corner proposed in the planning permission in principle is therefore removed from the scheme.

In assessing the proposed buildings heights, the proposed ridgeline of Block A will sit at a higher level than the opposite tenement frontage on London Road in part, as the buildings opposite Block A to the west of Parsons Green Road reduces in height from three storeys to four. This is considered to be acceptable at this location, as the development brief and planning permission in principle both support the concept of a prominent building height on this part of the development. It is noted that the proposed height of block A is still significantly lower than the proposed building height suggested in the planning permission in principle for this part of the site.

The ridgeline of Block B will be largely comparable to the existing building heights on the southern edge of London Road, with only a small part of the frontage exceeding the opposite building height. The proposed ridgeline of Block B will be one storey higher than is set out in the planning permission in principle. However, the building is orientated so that the shorter gable end will address the street.

The proposed ridgeline of Block C will be no higher than the majority of the opposite tenement on London Road, with the exception of a small part of the building at the east end of Block C which will be marginally higher than the opposite tenement.

It is also noted that the proposed building frontages of blocks A, B and C to London Road have been designed to provide a visual break in materials, with the two upper storeys of each block including an element of cladding, which contrasts with the character of the predominant brick material on the lower levels. This provides variety in the elevation which will reduce the on-street impact of the upper storeys and minimise the visual impact of the buildings on the streetscape.

The landscape appraisal undertaken for the site concludes that the scheme will have no adverse impacts on key city views. It is noted that the development will have some minor impacts on local views. In response to comments provided during the initial assessment of the application, the applicant has undertaken a study of the elevational treatments of the upper floors of the proposed blocks, and has altered the treatment of the upper storeys of the north facing elevations of the blocks to include a cladding element in part, with a view to improving the appearance of the buildings from the viewpoints assessed. It is considered that the improvements made to the elevational treatments help to mitigate the impact on these views.

Furthermore, the proposed buildings will provide a reasonable stepping down of height when viewed in the context of the proposed development at Meadowbank, which will act as a stepping stone between London Road and the lower density development along Marionville Road to the north of the site.

At a local level, it is recognised that the proposals will change the character of London Road, creating a greater sense of enclosure and a more urban character to the street. However, this change has already been accepted through the St Margaret's House development brief and the existing planning permission in principle. The creation of a stronger street frontage, and the opportunity for views through the development blocks to the north will have a positive impact on this part of London Road, and will be an improvement on the current relationship between St Margaret's House and London Road.

On balance, it is considered that the building height and massing as proposed do not adversely impact the setting of the existing tenements. The development brief for St Margaret's House supports a level of density and building height on this site which responds effectively to the surrounding context and it is considered that this scheme achieves this objective. The proposed height and massing are therefore considered to be appropriate for the setting and are acceptable.

(iii) Materials

It is proposed that the three blocks will be finished predominantly with brick. A principal brick will be used on the main elevations, with two complementary brick types used to a lesser extent to provide the basecourse and provide some variety to secondary elevations. Aluminium cladding will be used on secondary elevations, including the internal courtyard area of the student accommodation building. Glazed balconies will also be provided. Further areas of metal cladding are proposed on the upper storeys of the blocks on their primary north and south elevations. This will break up the overall appearance of these elevations and helps to soften the visual impact of the building in relation to its appearance from a distance and closer views from London Road and surrounding streets.

Whilst Edinburgh is recognised as a city which is often characterised by sandstone and slate roofs as predominant materials, the Edinburgh Design Guidance notes that outwith conservation areas, brick can be successfully integrated into the townscape of the city. This part of the northern side of London Road and the surrounding area is characterised by a range of building materials, including sandstone, brick and render. It is noted that the ongoing development in the local area, including recent schemes such as that at 61-63 London Road and at Meadowbank have already, or are likely to introduce a further mix of materials to the vicinity.

It is important to ensure that the introduction of brick in this development is specified to complement the range and tone of colours of the surrounding mix of buildings, and particularly to complement the sandstone terrace on the southern edge of London Road, and the proposed development at Meadowbank. It is essential therefore that the brick specification is of good quality and matched with an appropriate mortar colour which is complementary to the surrounding built context. A condition has been added to this effect to ensure that the final material specification is submitted for approval prior to construction.

The proposed mix of materials is acceptable, subject to their colour and specifications being approved at pre-construction stage.

c) Landscape arrangements

Policy Des 8 Public Realm and Landscape Design applies to all developments proposing new public space as part of the overall scheme. It seeks to ensure that features, including streets, footpaths, civic spaces, green spaces boundary treatments and public art have been designed as an integral part of the scheme as a whole.

The pavement along the northern side of London Road will be widened from the existing 2.3m to a minimum of 3m wide. In addition to this clear public footway, routes providing accessible gradients and steps to the building entrances are provided. This will provide an overall set back of the buildings of 6m to London Road. Three new street trees will be incorporated in the public realm. This arrangement will be a significant improvement to the existing public realm along this part of London Road, and the improvements to the public realm will create a stronger interface between the buildings and the street frontage, which is in keeping with the traditional tenement to street pattern on the opposite southern edge of London Road.

Policy Hou 3 Private Green Space in Housing Development states that planning permission will be granted for development which makes adequate provision for green space to meet the needs of future residents. For flatted or mixed housing/ flatted developments where communal provision is necessary, such as this one, this will be based on a standard to 10 sq. m. per flat. A minimum of 20% of total site area should be usable open space.

The proposed development meets the requirement for 10sq m of open space to be provided per flat, and a total of around 25% of the site area will be open usable open space. The proposed landscaped terraces provide a mix of hard and soft landscaped areas with an appropriate mix of native plant species, which have been selected for the conditions of the site. All shared open spaces will be well overlooked by the adjacent buildings and have been designed to create a positive interface between buildings and a connection with the new area of public realm along the London Road frontage.

Private garden areas (a minimum of two metres wide) have been provided to all properties which have public rooms that address the open spaces to allow areas to sit out in and provide an element of privacy. Additional private open space in the form of balconies will also be provided to many of the upper floor flats.

There is no requirement within the Student Housing Guidance to provide a specific amount of open space for student accommodation. However, the importance of good quality open space provision for these residents is recognised. The student garden space that is provided is somewhat constrained by its position partly under the access ramp, but the landscape strategy has been designed to address this constraint. The areas of the student garden that will receive sunshine will include appropriate planting, and more shaded areas will be occupied by alternative uses such as outdoor gym equipment and games areas. The proposed planting mix uses species which are shade tolerant to ensure that the green areas within this space can be effectively maintained.

It is considered that the proposed design of this space is appropriate given the site constraints and is acceptable on balance.

The proposed development includes a mix of good quality boundary treatments. The principal boundary frontage to London Road will be treated with a low brick-clad wall with cast stone coat and powder coated balustrade above. The boundary treatment between the site and the adjacent Registers of Scotland office building has been considered carefully as this building currently sits in a shared parking area alongside St Margaret's House. It is proposed that a permanent boundary of a minimum 2.5m height would be constructed along the full length of the eastern boundary to ensure that the amenity of the student recreational area is maintained and to provide appropriate security between the two uses.

An informative is recommended to ensure the implementation of the landscaping at appropriate stages of the development.

A tree survey was completed at planning permission in principle stage and concluded that the only woody vegetation recorded within the site was located on the embankment. This consists of primarily overgrown shrubs with small and young trees starting to naturally colonise. The young tree regeneration is of no arboricultural value or merit. The removal of this vegetation has therefore been agreed at PPP stage and is acceptable.

d) Access, road safety and public transport accessibility

Transport impacts

Policy Tra 1 of the LDP aims to reduce travel demand and encourages accessibility to major development by modes alternative to the car. The site is located on London Road, which is a major bus corridor with frequent services accessing a range of routes. The closest bus stop is located approximately 85m from the site. The site is therefore well located for public transport accessibility.

A Transport Statement has been submitted in support of the application which concludes that the traffic estimated to be generated by the proposed development will have no noticeable effect on the operation of the surrounding road network. A Travel Plan framework has been prepared for the site which outlines several measures to encourage sustainable travel. The Roads Authority has raised no objections to the application in this regard.

Access

Vehicular access to the site will be taken via London Road on the southern edge of the site. A new access ramp will be formed from London Road into the site to account for the change in levels. This will have a gradient of 1:12 which is in line with guidance and is acceptable. The proposed access layout will be served with a new priority junction to access the site. The existing signalised pedestrian crossing on London Road will be relocated to accommodate the proposed access. The Transport Statement notes that the proposed access arrangement will provide sufficient capacity for predicted vehicular demand, as the number of vehicular trips generated by the development will be limited due to the reduced level of parking proposed for the site.

The Council's Transport Officer is satisfied with the proposals set out for the access arrangements, on the basis that the appropriate road opening permits and pedestrian crossing relocation proposals are approved prior to commencement of development on site. This will be dealt with separately under road permit requirements and is noted in an informative.

The site is well placed in terms of existing walking routes and there are a number of controlled crossing points in place in close proximity to the site. The proposed development will widen the footpath along London Road to a minimum of 3m wide (plus an additional 3m building threshold) and will create an improved area of public realm within the streetscape, including the provision of street trees, including three new trees incorporated in the hard landscape and further trees located within the soft landscape.

To gain access to the buildings at level 0 from London Road, a series of steps and accessible shallow routes (less than 1:20 gradient) will be providing running parallel with the main pavement. The creation of a new building frontage onto London Road and the proposed improvements to the public realm will have a positive impact on the pedestrian environment.

Pedestrian access can be taken from the site into the shared terrace garden areas of open space located at level -1 via steps which will connect to London Road. Fully accessible routes will also be provided into the open space areas from blocks A, B and C via internal circulation routes within the buildings.

The outdoor courtyard space for the student housing is located at -2 level and will be accessed via the communal student lounge located within Block C.

The proposed access arrangements for the site are acceptable.

Parking

53 parking spaces are proposed for the development, which equates to approximately 50% parking provision for the total number residential flats. This includes five disabled spaces. 50% (27 spaces) of parking spaces will be fitted with an electrical vehicle charging point, to act as an air quality mitigation measure as recommended by Environmental Protection. This exceeds the minimum provision requirement of one electric charging point per six spaces. No vehicle parking provision is made for the student accommodation. The parking provision falls within the maximum parking standards set out within the Edinburgh Design Guidance and is acceptable.

Cycle parking is provided at ground floor level (Level 0) on both the residential and student accommodation blocks. Dedicated entrances to the cycle parking facilities are provided in each block from the principal London Road frontage of the buildings. Blocks A and B have direct, level access to the cycle stores rooms from the street. The storage area in block C is set into the building, with a dedicated 2m wide corridor access (approximately 10m length) connecting to cycle storage area. This allows for the building frontage to be occupied by the reception area of the student block, and the transport officer is satisfied with this arrangement. The cycle storage facility in block C has been sub-divided to improve the security of this area following advice from the transport officer.

The proposed cycle and vehicle parking arrangements for the site are acceptable.

e) Flooding and drainage

LDP policy Env 21 Flood Protection aims to ensure that the development will not result in an increase in flood risk for the site being developed or elsewhere.

The application is supported by a Flood Risk Assessment and a Surface Water Management Plan. Flood Prevention has reviewed the proposals and has confirmed that it is satisfied with the scheme and its associated flooding self-certification reports. There are no other flooding issues of concern and the proposal complies with LDP policy Env 21.

f) Amenity of neighbours or occupiers of the new development

Daylight, sunlight, overshadowing and privacy

Policy Des 5 (Amenity) relates to the amenity of existing and future occupiers and seeks to ensure that amenity is not adversely affected by new development. There are neighbouring residents located on London Road to the immediate south of the site.

A daylighting study has been submitted by the applicant which applies the Council's recommended Vertical Sky Component (VSC) approach to assessing impact of development on the ratio of daylight available to existing properties. Properties along the relevant section of London Road have been assessed using this approach.

The Council's Edinburgh Design Guidance requires that the amount of daylight reaching an external wall must be more than 27%, or 0.8 of its former value. The assessment of the north facing elevations of the adjacent properties on London Road has found that all windows will remain above the minimum threshold set out in the Edinburgh Design Guidance and are acceptable.

The daylighting assessment has also been applied to the proposed buildings in order to assess the amenity for future residents. The study of the properties shows that all new accommodation will also meet the required standards for daylighting to habitable rooms.

The applicant has also carried out a sun path assessment to identify the extent to which open space on the site will receive sunlight. The Edinburgh Design Guidance recommends that 50% of all open space should receive at least three hours of sunlight on 21 March. The assessment of the site indicates that the terraced garden areas between the two residential blocks (A and B) will receive just short of three hours of sunlight on this date. The open space area provided for the student accommodation (Block C) will receive sunlight to approximately 25% of the space. It is noted that the ability of this space to receive sunlight is affected by the access ramp which runs through it.

The topography of the site and the significant level change between London Road and the rest of site to the north compromises the ability of parts of the site to receive direct sunlight. It is noted that many of the apartments include private balcony spaces which may provide further opportunities for direct sunlight, and that the site is included in close proximity to large areas of high quality open space including Holyrood Park (200m distance) and Lochend Park (500m distance). Therefore, on balance, it is considered that the minor shortfall of sunlight is acceptable in this context.

In terms of privacy, properties on the southern edge of London Road face directly onto the site. The proposed development blocks are located a minimum of 20 metres from the existing tenements, and there will be no adverse impact on the privacy of existing residents.

With regards to new residents, Blocks B and C are set back from each other by a minimum of 18 metres. The positioning of blocks A and B locates these closer together, with a minimum of 11m between the two buildings in part. The orientation of Blocks A and B and positioning and treatment of fenestration on the elevations (including sections of opaque panelling and dual aspect windows in affected rooms) mitigates any potential privacy concerns between the two blocks. This is acceptable and appropriate.

Accommodation

A total of 107 flats are proposed including a mix of 21 one-bed units (20%), 62 two-bed units (58%) and 24 three-bed units (22%). This exceeds the 20% recommendation for family housing provision as set out in the Edinburgh Design Guidance.

The affordable housing (26 flats) will be provided in the eastern part of block A and will comprise a mix of six one-bed units (21%), twenty two-bed units (72%) and two three-bed units (7%). The Council's affordable housing officer and the affordable housing operator are satisfied with the agreed amount and breakdown of this provision.

All flats exceed the minimum space standards for accommodation set out within the Edinburgh Urban Design framework and are acceptable.

The student housing provides a reasonable mix of accommodation and has a good provision of shared spaces to provide social interaction, including kitchens, meetings rooms and a large communal lounge which opens into the shared garden space at -2 level.

Noise

Policy Env 22 (Pollution and Air, Water and Soil Quality) seeks to ensure that development will not impact adversely on these environmental considerations. The applicant has submitted a noise assessment in support of the application in order to address requirements set out in the extant planning permission in principle. The assessment identifies a number of external windows that will require glazing units with an increased insulation value in order to protect from adjacent noise sources (i.e. for properties adjacent to London Road and the railway). The applicant has provided information which demonstrates which units will receive this treatment. Environmental Protection is satisfied with the proposed noise mitigation measures set out and this is acceptable.

Air Quality

The site falls within the edge of the Central Air Quality Management Area (AQMA). The planning permission in principle sets out a number of requirements to ensure that air quality in the area is not adversely impacted upon. A section 42 application has been granted separately to assess the requirement for commercial use to be provided at ground floor level onto London Road, as noted in condition two part (l)(ii). As part of the assessment of the section 42 application, the applicant has provided updated information regarding air quality at this part of London Road which has been reviewed and accepted by Environmental Protection.

It is therefore accepted that condition two part (l)(ii) of the extant permission has been removed to allow residential accommodation at ground floor level on the eastern most and western most blocks of the development on the grounds that the other air quality mitigation grounds are adhered to. This includes providing a 6m set back from the edge of London Road, the provision of a tree buffer zone along London Road and the provision of a minimum of 50% electric car charging points in order to support the section 42 application. The applicant has demonstrated that these mitigation measures will be adhered to as part of this application. Environmental Protection is satisfied that the provisions of the condition have been met and the proposal is acceptable.

g) Sustainability standards in the Edinburgh Design Guidance;

The applicant has submitted a sustainability statement in support of the application. The application is classed as a major development and has been assessed against Part B of the standards. The proposal meets the essential criteria in terms of energy needs and satisfies the requirements of policy Des 6 of the Local Development Plan.

h) Infrastructure and affordable housing

Infrastructure contributions relating to this development have already been secured via the extant planning permission in principle for the site which includes a section 75 planning agreement.

The development will provide 28 affordable housing units (26% of total housing) which will be located in the eastern part of block A of the proposed development. These units will be tenure blind and will comprise a mix of one, two and three-bedroom flats as detailed in section (f) above. The proposed amount and mix of affordable housing as proposed are acceptable.

i) Public comments

Material comments - objection

- Mix and type of uses proposed on the site (addressed in section 3.3(a) above);
- Amount of affordable housing provided (addressed in section 3.3(h) above);
- Transport impacts of the development (parking, wider road network, road safety and public transport network) (addressed in section 3.3(d) above);
- Design matters (site layout, building heights, massing, materials and density, fit with proposed Meadowbank masterplan) (addressed in section 3.3(b) above);

- Impact on the character of London Road (addressed in section 3.3 (b) above);
- Impact on the amenity of existing and new residents (including noise, overshadowing and privacy) (addressed in section 3.3(f) above);
- Landscape matters (proposed boundary treatments, lack of provision of public open space) (addressed in section 3.3(c) above);
- Impact of development on air quality (addressed in section 3.3(f) above);
- Impact of development on local amenities (addressed in section 3.3(a) above);
- Loss of community arts facility (addressed in section 3.3(a) above);
- Sustainability matters (lack of provision of solar panels and green roofs) (addressed in section 3.3(g) above);
- Loss of green habitat and trees on site (addressed in section 3.3(c) above);
- Proposals amount to overdevelopment of the site and wider area (addressed in section 3.3(a) above).

Material comments - neutral

- Access arrangements, cycle parking arrangements and support for the proposed travel plan (addressed in section 3.1 (d) above).

Material comments - support

- Proposal is compliant with planning permission in principle;
- Development will fit well with proposals for Meadowbank site;
- Design of scheme has improved from earlier indicative plans;
- Support for widening of pavement along London Road;
- Developer has been mindful of the community.

Community Council

Willowbrae and Northfield Community Council has objected to the application on the basis that they have concerns over the proposed new access arrangement to the site from London Road. This concern is addressed in section 3 (d) above and the Council's Transport Officer is satisfied with the access arrangement as proposed.

Non-material comments

- Loss of views from nearby properties.

j) Other material considerations

Waste

Refuse and recycling facilities will be provided in segregated bin store areas at -2 level and will be serviced via the access ramp route from London Road. A swept path analysis has been provided to demonstrate that the site can be effectively serviced by waste vehicles. Waste Services has reviewed the proposed waste management strategy and has agreed this approach with the applicant.

Archaeology

The Council's Archaeologist undertook an assessment of the archaeological and historical significance of the site as part of the planning permission in principle application (14/05174/PPP), and has placed a condition on this application requiring an archaeological assessment. This application does not seek to address the requirements of this condition and therefore it remains to be purified at pre-commencement stage.

Biodiversity

The Council's biodiversity officer has recommended a number of pre-commencement informatives regarding the control of non-native invasive species and breeding birds. The applicant has provided swift bricks into the building design in response to comments received from the biodiversity officer.

Communities and Families

The education impact of the proposed development was considered as part of the planning permission in principle application (14/05174/PPP). There is no opportunity to secure any additional contributions at this stage.

Conclusion

The principle of the proposed mix of uses on the site is established through the existing planning permission in principle. The proposed mix, layout, scale, design and access arrangements are acceptable and appropriate to their context. The proposal will provide an appropriate level of amenity to existing and future occupiers. Matters listed in Condition 2 - a) no. of residential units to be developed; b) no. of student housing bedrooms to be developed; f) location and extent of uses; g) layout design and heights; h) sustainability measures; i) drainage; j) waste management & recycling; k) noise protection measures; l) air quality mitigation; n) floor levels; o) lighting; p) landscaping; and q) masterplan framework can be approved and condition 4 (Surface Water Management & Flood Risk Assessment) can be discharged in relation to planning permission in principle 14/05174/PPP.

The application complies with the provisions of the Local Development Plan and there are no material considerations which outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. 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.

Reasons:-

1. In order to enable the planning authority to consider this/these matter/s in detail.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.
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. Conditions of the Planning Permission in Principle (14/05174/PPP) to which this application relates remain and are required to be discharged.
5. 1. The applicant will be required to:
 - a. carry out work to relocate the existing signalised pedestrian crossing on London Road to accommodate the proposed access. All proposals to be approved prior to commencement on site. The relocated crossing to be completed prior to first occupation of the development and at no cost to the Council. Separate applications for road opening permits etc. will be required;
 - b. contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;
 - c. contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary.
6. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation.
7. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision 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 and real time information displays for local public transport.
8. The approved landscape scheme shall be fully implemented within six months of the completion of the development.

9. Vegetation clearance works should be undertaken outside of the nesting bird season (March - August). If this is not possible, a nesting bird check should be undertaken by an ecologist prior to works commencing. Should it be necessary to clear ground during the bird nesting season the land should be surveyed (no more than 48 hours prior to works) by a suitably qualified ecologist and declared clear of nesting birds before vegetation clearance starts.
10. Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of any INNS on site, in This case Japanese Knotweed. The measures shall be carried out strictly in accordance with the approved scheme.

Financial impact

4.1 The financial impact has been assessed as follows:

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

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

Thirty-three comments were received in relation to this application. Of these, twenty-seven object to the application, five support the application and one response has a neutral view of the application. An assessment of these 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 site is located in the urban area of the Edinburgh Local Development Plan.

The St Margaret's House/Meadowbank House Development Brief sets out design principles which are applicable to the site.

Date registered

24 September 2019

Drawing numbers/Scheme

01 - 06, 07A - 12A, 13, 14A-15A, 16, 17A, 18-19, 20A, 21-24, 25A, 26, 27A-28A, 29-30, 31A - 32A, 33-37, 38A, 39-49, 50B, 51A, 52-56, 57A, 58, 59, 60-69,

Scheme 2

David R. Leslie
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Julie Ross, Planning Officer
E-mail: julie.ross@edinburgh.gov.uk

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

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

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

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

LDP Policy Env 20 (Open Space in New Development) sets out requirements for the provision of open space in new development.

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

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

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

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

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

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

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.

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.

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.

Appendix 1

Application for Approval of Matters Specified in Conds 19/04557/AMC

At 151 London Road, Edinburgh, EH7 6AE

Approval of matters in condition 2 of planning permission in principle 14/05174/PPP - a) no. of residential units to be developed, b) no. of student housing bedrooms to be developed, f) location & extent of uses, g) layout design & heights, h) sustainability measures, i) drainage, j) waste management & recycling, k) noise protection measures, l) air quality mitigation, n) floor levels, o) lighting, p) landscaping q) masterplan framework and Condition 4 (Surface Water Management & Flood Risk Assessment)

Consultations

Transport

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

1. *The applicant will be required to:*
 - a. *carry out work to relocate the existing signalised pedestrian crossing on London Road to accommodate the proposed access. All proposals to be approved prior to commencement on site. The relocated crossing to be completed prior to first occupation of the development and at no cost to the Council. Separate applications for road opening permits etc. will be required;*
 - b. *contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;*
 - c. *contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
2. *The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
3. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision 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 and real time information displays for local public transport;*

Note:

- The proposed 53 off-street car parking spaces are considered appropriate for the 107 flats (based on car ownership levels in the area of just over 50%). These include 5

disabled spaces and 10 electric vehicle charging spaces. Current Council parking standards would permit up to 107 car parking spaces;

- Cycle parking spaces are proposed at 238 for the 107 flats, and 377 for the 377 student bed accommodation. The applicant should ensure that the proposed layout is suitable for ease of use. The student cycle parking is considered to be too large a single block and should be separated into smaller blocks;

- A number of the proposed disabled parking spaces appear difficult to access and are unlikely to provide sufficient space for manoeuvring;

Note on Transport Statement

A transport statement has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network.

Historic Environment Scotland

Thank you for your consultation which we received on 17 December 2019. We have assessed it for our historic environment interests and consider that the proposals have the potential to affect the following:

*Ref Name Designation Type
SM13032 Holyrood Park Scheduled Monument*

You should also seek advice from your archaeology and conservation service for matters including unscheduled archaeology and category B and C-listed buildings.

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.

Affordable Housing

1. Introduction

Housing Management and Development are the statutory consultee for Affordable Housing. Housing provision is assessed to ensure it meets the requirements of the city's Affordable Housing Policy (AHP).

- Policy Hou 7 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.

- 25% of the total number of units proposed should be affordable housing.

- The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:

2. Affordable Housing Provision

This application is for a development consisting of up to 107 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (27) homes of approved affordable tenures. We request that the developer enters an early dialogue with the Council on the design, mix and location(s) of the affordable housing, and identification of the Registered Social Landlords (RSL) so that an integrated and representative mix of affordable housing can be delivered on site. The tenure of the affordable housing must be agreed by the Council.

The applicant has stated that the affordable housing will account for 28 (26%) of the new homes and will consist of flatted apartments. The location of the affordable housing will be within the east side of Block A. To comply with building and safety regulations, an emergency access has been created on each floor that would link both affordable and private sections of the building in the event of a fire or other emergency occurring. These doors will be locked and/or alarmed and not made available for day to day use by residents. Places for People have been consulted and are in agreeance with this.

The affordable housing should be a representative mix of the market housing being provided across the site. In this instance, it is felt that the final proposed mix of properties does produce a representative mix, as demonstrated in the following table:

<i>Unit Type</i>	<i>Total Units</i>		<i>Mid-Market Rent</i>	<i>Social Rent</i>
<i>1 bed flat</i>	<i>6</i>	<i>2</i>	<i>4</i>	
<i>2 bed flat</i>	<i>20</i>	<i>6</i>	<i>14</i>	
<i>3 bed Flat</i>	<i>2</i>	<i>0</i>	<i>2</i>	
<i>Totals 28</i>	<i>8</i>	<i>20</i>		

The Council aims to secure 70% of new onsite housing for social rent and we ask that the applicant enters into an early dialogue with us and our RSL partner organisations to ensure that this is delivered. The above table shows that this has been met.

The affordable homes are required to be tenure blind and fully compliant with latest building regulations. The design of affordable housing should be informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides and we require that applicants work with the Council and RSL's to achieve this.

The affordable homes should be situated within close proximity of regular public transport links and next to local amenities. An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, should be provided.

3. Summary

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

- Based on the information provided, Housing Management and Development will support the granting of this application.
- The applicant has now entered into dialogue with the Council and has identified Places for People as the Registered Social Landlord (RSL) to deliver the affordable housing on site.
- The applicant has made provision for the minimum of 70% of the affordable housing on site to be social rent.
- In the interests of delivering mixed, sustainable communities, the affordable housing policy units are expected to be identical in appearance to the market housing units, an approach often described as "tenure blind".
- The affordable homes should be designed and built to the RSL design standards and requirements.
- The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.

We would be happy to assist with any queries on the affordable housing requirement for this application.

Waste

Response 1 (3rd October 2019)

As this appears to be a mixture of residential and student accommodation within this development waste and Fleet Services would be expected to be the service provider for the collection of domestic waste (Only).

I have looked at the drawings available in the planning portal file, we would require to see in more detail a site plan with the bin store locations and a swept path analysis in conjunction with our instruction for architects guidance to ensure waste and recycling requirements have been fully considered.

In view of these factors I would ask that the Architect/developer contact myself directly Trevor.kelly@edinburgh.gov.uk or Waste Services on 0131 608 1100 at the earliest point to set up a meeting to agree their options so that all aspects of the waste & recycling service are considered.

Response 2 (26 June 2020)

This letter is confirmation that an agreement on the waste strategy and requirements for this development has been reached and that the following conditions will apply.

Please ensure that a copy of this letter is provided to the builder/developer, site manager and any property management company.

I refer to the consultation that took place regarding the above new development which will consist of 107 flatted properties and 377 student properties. With no provision for garden waste collections as this has been agreed to be factored.

This agreement relates to the drawings provided by your company and it has been agreed that these comply with our current waste and recycling instructions for Architects and developers.

Waste strategy for new developments;

The City of Edinburgh Council actively promotes the provision of recycling facilities in all new developments and throughout the city. The Waste (Scotland) Regulations 2012 make mandatory the provision of specific household waste recycling services and our own waste strategy supports this. Recycling collections are integral to the overall waste collection system, so it is necessary to incorporate recycling facilities within your development.

Provision and collection of waste containers

We recommend that communal wheeled containers are used for household waste and recycling from flatted properties. This would consist of containers for residual waste, mixed recycling, glass and food. Individual houses will be provided with separate containers for these collections also and consideration should be allowed for a garden waste bin and the storage of this, and all other bins, out with collections.

Residents are required to register and pay for the garden waste service individually.

For this development we have agreed the following quantity and capacity on waste containers:

Refuse store Block A (52 flats/units)

*7 X 1280 Domestic
5 X 1280 DMR
2 X 660 Glass
2 X 500 Food communal*

Refuse store Block B (55 flats/units)

*8 X 1280 Domestic
5 X 1280 DMR
2 X 660 Glass
2 X 500 Food communal*

Refuse store Block C 377 Students

*18 X 1280 Domestic
15 X 1280 DMR
3 X 660 Glass
4 X 500 Food communal*

Provision should be made for the storing of all the above bins within the plot/property out with collections.

Information showing the dimensions of the communal and individual containers has been provided for you in our current Waste and Recycling Instructions for Architects and Developers.

Summary of the agreement for this development is covered as follows:

- All roads requiring access by waste collection vehicles will be built to an adoptable standard*
- Standard yellow line marking should be provided where vehicle access to bin collection location will be required. It will be the architect's responsibility to contact city development if line markings are required.*
- The distance for the transportation of communal waste containers from the bin collection location to the vehicle should be kept to a minimum, a straight pull of 10 metres is the maximum acceptable distance.*
- Drop kerbs should be provided for any route from the bin store to the collection vehicle*
- Budget locks should be fitted on all doors to bin stores where access is required by CEC collection crews.*
- Temporary street signage should be installed if permanent signage will be unavailable at the time of delivery/servicing.*

It will be the builder/developer's responsibility to provide all the residual and recycling containers in line with our requirements as outlined in the Instructions for Architects and this letter.

Containers will not be delivered and collections will not commence until the site has been checked by the area officer to ensure that all items covered in the instruction for architects has been adhered to and are in place.

It will be the builder/developer's responsibility to provide unrestricted access to the bin storage areas during the building and occupation stages of this development.

It is the builder/developer's responsibility to deal with any household waste produced on site until collections are agreed and in place.

The City of Edinburgh Council can assist with the purchase of the required containers for the development and will recover the costs of doing so at the current prices.

Please note: We require twelve week's notice for all new bin orders, this allows time to arrange for the ordering, manufacture (where necessary), delivery and adding of this new service to our current collection systems. These requests should be submitted as a purchase order to the area officer responsible for your development, Trevor Kelly.

Responsibility for the bin storage areas and bin collection location will lie with the builder / developer until handed over to the property management company.

Property management

On completion of the building or individual block and when handover from the builder/developer has taken place the following requirements will apply:

Property management company responsibility includes:

- Ensure that all materials, residual or recyclable, are deposited within the communal bins prior to collection.*
- Removal of excess waste where residents do not use the containers provided.*

- Removal of any dumped items e.g. furniture, carpets, white goods etc
- General cleaning of the bin storage areas.
- Ongoing provision and maintenance of associated infrastructure, e.g. bin lifts, bin stores etc.

The City of Edinburgh Council responsibility includes:

- Provide initial guidance documentation for residents in using the recycling facilities.
- Servicing of residual and recycling waste containers as scheduled.

It is appreciated that new occupiers may initially have quantities of cardboard and other recyclable material generated from new appliances. We request that householders flatten cardboard boxes and deposit them in the mixed recycling bins provided. Large cardboard boxes should be flattened and placed alongside the containers for collection. Excess waste can also be taken to the local Household Waste Recycling Centres, which are open 7 days a week.

More information about these locations and our special uplift service for bulky items can be found on our website.

Police Scotland

SBD Consultation

Further to our meeting on 28th November 2019, I would like to take this opportunity to thank you for considering Secured By Design (SBD) for the above development.

Based on our discussions around the proposed plans, in order to achieve Secured By Design status, consideration should be given to the following comments:

Site Wide:

- Lighting: There should be a comprehensive lighting strategy to ensure all paths, roads, parking spaces and entrances/exits to buildings are illuminated to an adequate level. All street lighting for both adopted highways (ramp) and footpaths, private estate roads, footpaths and car parks must comply with BS 5489:2013. Lighting should be matched to use and available surveillance.

Lit bollards should be avoided as a sole source of lighting. While ideal when used to mark routes and footpaths, they rarely provide enough light to allow residents to effectively detect the presence or recognise the behaviour and intentions of others. Bollard lighting can also be prone to vandalism.

External lighting is required on each dwelling elevation that contains a doorset. Research has proven that a constant level of light is more effective at controlling the night environment. To this end, a light switched by photoelectric cell should be installed at all entry/exit doors.

Student Accommodation:

- Windows and Doors: All ground floor and easily accessible windows and doors serving the student accommodation should meet the PAS 24 standard.

Glazing within PAS 24 doors, side panels and windows within 400mm of a door must include at least one panel of laminated glass meeting or exceeding BS EN 356:2000 class P1A. A door chain meeting Hardware Federation Technical Specification 003 (TS 003) should be fitted to the front door of each dwelling. If the main door does not have side panels or clear glazing a door viewer meeting TS 002 should be fitted.

Please note that single leaf doors are more secure than double leaf and should be used in preference to double leaf. The principle exceptions being bin stores and plants rooms.

- Access Control: All communal entry doors should be access controlled, preferably with a magnetic lock and fob/card system. Along with doors into the plant / utilities area, cycle store and private management offices.

This also includes the cyclist entrance on Level 0 into the main building and the front entrance, cycle store door and door to the stairs in the 'leg' on the east side of the ramp.

- Reception: I would recommend that the door linking reception and the cycle store corridor be access controlled. Along with any private offices, the lift and the door to the stair well. In this way access to the rest of the building by unauthorised people can be greatly reduced.

As there is unrestricted access to Levels -1 and -2 from the open steps in the corner of the reception area I would recommend there is some form of access control on the main doors.

Residents can use a fob to operate the main doors, visitors should buzz and be given access via reception staff or the 24 hours security which I believe the building is to have.

All persons entering should have to walk past the reception desk, which should be staffed during peak hours. As well as providing a welcome to residents and visitors, reception staff will be ideally placed to monitor CCTV, report suspicious activity, take reports of defects and arrange timeous repairs.

I would suggest that the wall between the cycle corridor and reception is of appropriate glazed curtain walling to maintain good natural surveillance. All these measures should go some way to reduce problems caused by people tailgating others into the building.

- Mail Delivery: I presume postal staff will deliver mail via a bank of letter boxes in the reception area, with reception staff taking in parcels. This will also enable reception staff to monitor the post boxes to deter any being tampered with. That said the letter boxes should meet Secured by Design (SBD) standard for residential properties, that of the Hardware Federation Technical Specification 009 (TS 009) or 008 (TS 008).

- Cycle Stores: I would suggest that the large cycle store next to reception is divided into two, as it has two doors. Then should a thief manage to get in they only have access to half the number of bikes.

However to prevent this in the first place the doors to the cycle stores should be single leaflet, PAS 24 standard. Secured via the same electronic fob system as the rest of the

development. We would recommend that the stores are run on an 'opt in' basis so residents have to request access, this should hopefully go some way at preventing misuse. I believe the bike stands themselves are to be the 'Dutch' style two level racks, which is acceptable. However, there should be two points at which the bike frame can be locked to the stand, one point of which should allow the use of a heavy duty D lock.

The above specifications also apply to the smaller store on the other side of the ramp, although I note this is have Sheffield stands which are also acceptable.

- *Car Park: There are to be no parking spaces allocated to the student block*
- *Courtyard: The south and east boundaries of the courtyard should be 1.8 meter high minimum, to prevent unauthorised access to the courtyard.*
- *Bin Stores: The external doors to the bin store, accessed by refuse staff, can be double leaf but should be solid core and secured by a locking system approved by the refuse company. A hex key is usually the preferred option.*
- *Fire Doors: External Fire doors should be alarmed in order that reception staff can be made aware when these doors are opened or left insecure. Consideration should be given to the installation of locally sounding alarms on these doors as a deterrent to improper use.*
- *CCTV: Before installing CCTV, you should be clear about the objectives you wish to meet. It is important to develop a comprehensive Operational Requirement (OR) for your proposed system that can be supplied to installers during the tendering process. An OR is used for the design, performance specification and functionality of the system. Whilst location of cameras is a site-specific matter, it would be normal practice to monitor entrances to the premises and the reception area. Early discussions with potential installers can resolve a number of matters including:*

- o Monitoring and recording requirements*
- o Requirements for observation and identification*
- o Areas to be monitored and fields of view*
- o Activities to be monitored*
- o The use of recorded images*
- o System maintenance and management of recording*
- o Training for operators*

Residential Blocks:

- *Windows and Doors / Access Control: also see sections above.*

In addition all doors into the stair cores from the parking spaces and from landings within the blocks should be PAS 24.

- *Access Control: All communal entry doors should be access controlled, preferably with a magnetic lock and fob/card system. Including all the doors into the stair cores from the parking spaces and from landings. This is to prevent unauthorised people entering or exiting the building from the car park.*

Access into the lift from the car park and from within the building should also be controlled along with the cycle store doors.

- Car Parking: The ramp is the only vehicle entrance / exit point to the site which has very clear boundaries, the railway, neighbouring office block and main road.

All pedestrian and cycle access is off the main road.

As the blocks will essentially be built on stilts to deal with the slope of the site, parking spaces will be predominately under the buildings and 'recreational/garden decks'. These vehicles will potentially be more susceptible to criminality, with little to no natural surveillance. Although the ramp is only for vehicular use this will not deter criminals from using it. Although parking areas will comply with the above lighting regulations care there should be taken to make sure there are no dark corners.

Thefts of motorcycles is a major concern in the City Of Edinburgh. As part of your parking strategy, we recommend that motorcycle-parking bays be provided within the subterranean car park. These will provide residents, who use motorcycles the opportunity to secure their vehicle against theft. These areas should be clearly marked/sign posted and secure anchor points certified to Sold Secure Gold Standard should be provided. Full information regarding Sold Secure products can be found at: www.soldsecure.com.

It may be appropriate to seek the British Parking Association, Park Mark® award for the car park at this development. You can apply for this by visiting <http://www.parkmark.co.uk/>

- Cycle Store: I would recommend the doors are moved from the main street to within the block. The door itself will be far less vulnerable to attack as will residents, as they sort bags or hunt for the fob, it will also deter tailgating.

The doors should be single leaf and access controlled, with an 'opt in' system to prevent the store being misused. I would suggest the large store in Block A be divided in two, as per the reason given above, a thief would only have access to half the bikes.

Mail Delivery: Please be aware that delivering mail to individual flats is not an approved Secured by Design option, as letter plate apertures are increasingly linked to arson, lock manipulation and 'fishing' for items such as keys. Arrangements can be made with the Royal Mail to provide the postman with a proximity fob to allow entry to the common stair for delivery of mail. This can negate the need for a service button and maintain the integrity of stair security. Approved SBD methods are as follows:

- o A bank of letter boxes located close to the main entrance for maximum surveillance opportunities, to which mail is delivered externally and collected internally.*
- o Locate letterboxes at the main entrance/exit point of the building within an 'airlock' access controlled entrance hall. Both sets of doors should meet the same physical standards as front doors. The door entry system will have to operate both doors but the secondary door intercom would have no service button. Please note for this method the service button should be restricted to when Royal Mail deliveries are expected. Letter boxes should be of robust construction, have anti-fishing properties, an aperture maximum 260mm x 40mm and be installed to manufacturers*

specifications. Door & Hardware Federation Technical Specification 009 (TS 009) mail boxes meet all the above requirements.

Public Realm Deck Areas: During our meeting I believe it was mentioned that the decks on Level -1 would be open to the public, not just residents, however I feel these spaces are a little awkward. I think it is unlikely that members of the public would choose to sit in an area that appears to be so closely related to a residential building. I would suggest reducing the open / public space as much as possible by expending the private garden areas and landscaped planted beds. Remove the seating and make sure the decks are lit to the required standard - see Lighting above.

Regards Block A I would not recommend any sort of covered tunnel access from the deck as this would be isolating with no surveillance. The maintenance walkway / steps at the west end of the site should be secure with 1.8m meter (minimum) high gate and fencing at either end, of a design to prevent / deter climbing.

Bin Stores: The external doors to the bin store, accessed by refuse staff, can be double leaf but should be solid core and secured by a locking system approved by the refuse company. A hex key is usually the preferred option. The doors for residents should be single leaf PAS 24 standard and on the same access control system to prevent unauthorised use.

CCTV: Should CCTV be installed please see the relevant section above. The foregoing recommendations are aimed at reducing the risk of criminal intrusion as far as possible taking into account various factors. With this in mind, however, no measure can ever be guaranteed to be infallible.

Police Scotland do not recommend or endorse specific products or companies. Any product used should, where possible, should be endorsed as part of the 'Secured By Design' and 'Sold Secure' criteria. A Secured By Design certificate will be provided for this development upon production of relevant test certification for windows and doors and at the conclusion of a satisfactory site visit on completion of the relevant works. Should you wish to discuss or clarify any of the above recommendations, please feel free to contact me.

Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning this application for the approval of matters specified in conditions: Condition 2 (Reserved Matters) a) no. of residential units to be developed, b) no. of student housing bedrooms to be developed, f) location & extent of uses, g) layout design & heights, h) sustainability measures, i) drainage, j) waste management & recycling, k) noise protection measures, l) air quality mitigation, n) floor levels, o) lighting, p) landscaping q) masterplan framework and Condition 4 (Surface Water Management & Flood Risk Assessment).

As stated in my 2014 response to the main application 14/05174/PPP, this site has been identified as occurring within an area of archaeological potential, particularly in terms of its industrial railway heritage associated with the former North British Railway Works and

Locomotive depot. Accordingly condition 3 was attached requiring a phased archaeological mitigation to be undertaken prior to development to fully record and analyse any affected archaeological remains and requiring on-site archaeological interpretation to commemorate the former 19th century Railway Works.

Although this application does not directly concern condition 3 it should be noted that to date no archaeological work has been undertaken or agreed for the site and therefore this condition still remains live.

Network Rail

Network Rail has no objections to the submitted details in regards to Conditions 2 a), b), f), g), h), i), j), k), l), n), o), p), q) and Condition 4. We would request that the following matters are taken into account, and if necessary and appropriate included as conditions or advisory notes, if granting the application:

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Engineer before development can commence.

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, laying of foundations/piling works, and operation of mechanical plant including the use of tower cranes 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, see 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.

SEPA

Thank you for consulting SEPA on the above. Given we had limited comment to make on the original application we have no comment to make on this reserved matters application.

Scottish Water

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

Water

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

Foul

There is currently sufficient capacity in the Edinburgh PFI Waste Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us. Further network assessment may be required. Early engagement with Scottish Water through the Pre-Development Enquiry process is highly recommended. The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal Development Operations connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Infrastructure within boundary

According to our records, the development proposals impact on existing Scottish Water assets. The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team directly at service.relocation@scottishwater.co.uk. The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

Scottish Water Disclaimer

"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system. There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification taking account of various factors including legal, physical, and technical challenges. However it may still be deemed that a combined connection will not be accepted. Greenfield sites will not be considered and a connection to the combined

network will be refused. In order to avoid costs and delays where a surface water discharge to our combined sewer system is proposed, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

Scottish Water asset plans can be obtained from our appointed asset plan providers:

Site Investigation Services (UK) Ltd

Tel: 0333 123 1223

Email: sw@sisplan.co.uk

www.sisplan.co.uk

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.

If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.

Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.

The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

Please find all of our application forms on our website at the following link
<https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-OurNetwork>

Next Steps:

For developments of less than 10 domestic dwellings (or non-domestic equivalent) we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a PreDevelopment Enquiry Form to be submitted (for example rural location which are deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

10 or more domestic dwellings:

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals. Where it is confirmed through the PDE process that mitigation

works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

Trade Effluent Discharge from Non Dom Property:

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/ourservices/compliance/trade-effluent/trade-effluent-documents/trade-effluent-noticeform-h>

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains. The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com If the applicant requires any further assistance or information, please contact our Development Operations Central Support Team on 0800 389 0379 or at planningconsultations@scottishwater.co.uk.

CEC Flooding

[Response 1 (14th October 2019)]

Thank you for the consultation request. I have made the following comments to be addressed by the applicant.

1. The applicant has not completed a self-certification declaration for this application covering the design of the surface water network or 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. I have attached copies of these forms (Certificate A1 and B1) to be completed by the applicant.

2. It is a requirement set out in Edinburgh Design Guidance 2017 (page 110) and CEC Flood Prevention guidelines that all developments should be sustainable in design and include SuDS treatment. This is regardless of whether the site is discharging to a watercourse or combined sewer. Please confirm how SuDS treatment will be incorporated into the design.

3. Once received, could the applicant please provide written confirmation that Scottish Water accept the proposed surface water discharge to the combined system.

Response 2 (18th December 2019)

Thank you for the update. I have reviewed the documents on the portal and have the following comments to be addressed by the applicant:

1. Surface water treatment is not proposed for this site. It is a requirement set out in Edinburgh Design Guidance 2017 (page 110) and CEC Flood Prevention guidelines that all developments should be sustainable in design and include SuDS treatment. This is regardless of whether the site is discharging to a watercourse or combined sewer. The surface water management system should be revised to incorporate SuDS into the design.

2. A freeboard of 300mm is proposed above the 1:200-year+CC rainfall event. CEC request that a 600mm freeboard is proposed above the 1:200-year+CC event. Could the applicant please confirm why a 600mm freeboard is not technically feasible. A freeboard assessment should be conducted to determine that a freeboard less than 600mm is appropriate.

3. It is proposed to privately maintain the surface water management system and pumped surface water chamber. The applicant should confirm that the property owners are aware and ensure a robust maintenance programme is adhered to.

4. Once received, could the applicant please provide written confirmation that Scottish Water accept the proposed surface water discharge to the combined system.

Response 3 (29th January 2020)

Thank you for providing the responses to our comments. These address most of our concerns.

Relating to point 4 below, could you ask the applicant to confirm if they have had any further correspondence with Scottish Water. Could the applicant please provide written confirmation that Scottish Water will accept the surface water discharge to the combined sewer.

Response 4 (12th February 2020)

As I understand it, the Scottish Water letter is for guidance only and the quoted paragraph in the attached email refers to waste water, rather than surface water.

The attached Scottish Water correspondence later notes that:

"Scottish Water will only accept surface water into the combined network under exceptional circumstances. In the consideration of any development, if due diligence has been carried out in fully investigating the available options for surface water drainage and if any of these options is subsequently deemed unreasonable to pursue, the remaining alternative options can then be considered for approval to allow the development to proceed."

Could the applicant please confirm that Scottish Water agree with the proposed surface water discharge. CEC Flood Prevention would be happy for this to be added as a condition to determining the application. Prior to construction beginning, the applicant should confirm that Scottish Water agree with the proposed surface water discharge to the combined system.

Response 5 (4th March 2020)

With the condition attached, this satisfies CEC Flood Prevention's comments. This application can proceed to determination, with no further comments from our department.

Willowbrae and Northfield Community Council

- 1. The Northfield & Willowbrae Community Council objects to this application.*
- 2. The Community Council was brought to a close on 30 September pending election of a new community council, which was appointed on 31 October, when it held its first meeting. On 1 October we were invited by the City Council, as a statutory consultee, to consider this application within 21 days which was not possible. Our normal procedure would have been to call for comments and, possibly, convene a public meeting to hear views first hand. However, some former community council members have, in the interregnum, looked at the papers and this submission draws on that work and has been approved by the new Community Council.*
- 3. In general, given the planning permission in principle being in place, we have no detailed comments to offer. However, there is one matter of serious concern which is not addressed in the many documents which comprise the application.*
- 4. The creation of a new, and only, access to the site from London Road is barely considered, compared to the substantial consideration given to pedestrians in the area. A new junction, inserted into an already constricted and congested area, close to a major controlled junction needs careful analysis. The Transport Statement shows that such analysis has been done for vehicles within the site, using the highly novel ramp arrangement. Refuse lorry drivers can be assured that their needs have been fully met with the site.*

5. There seems to be no analysis of how the junction itself would operate, with two lines of traffic in almost constant motion in one direction or the other. Right turns would be very difficult to manage safely. Given that the plans propose replacing the two-stage pedestrian crossing with a single stage one, it is surprising that the opportunity is not taken to make the road junction also controlled. Traffic entering or leaving the site could then do so safely and provide pedestrian to make the road junction also controlled. Traffic entering or leaving the site could then do so safely and provide pedestrian crossing. The Local Development Plan appears not to cover this situation although Policy Des 7, in paragraph (c) has the right idea:

"(c) the layout will encourage walking and cycling, cater for the requirements of public transport if required and incorporate design features which will restrict traffic speeds to an appropriate level and minimise potential conflict between pedestrians, cyclists and motorised traffic".

6. The issue of the access route is not addressed in the application. The site is currently accessed from Smokey Brae, jointly with Meadowbank House. While this is not ideal, the arrangement has worked for four decades or more and we would like to see some reasoning why this cannot continue.

7. We recognise that the ramp plan is fundamental to the whole strategy for the site and if this were not permitted substantial rethinking would be needed. The applicant has chosen to take on this site, but it cannot be right that the members of our community (including prospective occupants of the development) should be permanently placed in jeopardy by this quick and dangerous fix.

8. We ask the planning authority to bring this to the centre of its consideration.

Environmental Protection

Response 1 - 3rd October 2019

Environmental Protection have made comments at the Planning Permission in Principle stage for 21,500sqm of mixed use development including Residential, Retail/Commercial, Hotel and Student accommodation (renewal of application (09/01793/PPP) at 151 London Road (14/05174/PPP). It was recommend at that stage a number of local air quality and noise conditions will be required.

The principle of development on this site was established by the approval of the St Margaret's House/Meadowbank House Development Brief in 2009 and then Planning Permission in Principle 09/01793/PPP for a mixed use development. As this permission lapsed a further Planning Permission in Principle 14/05174/PPP was granted in November 2016. This current proposal comprises Matters Specified in Conditions of Planning Permission in Principle 14/05174/PPP. It is proposed to be a mixed-use development including student and residential uses made up of 377 student bedrooms and 107 residential apartments and 53 parking spaces.

The applicant is looking to get a number of points discharged within condition 2 with some of them of interest to Environmental Protection such as local air quality and noise issues.

One of the noise conditions states that noise protection measures for properties next to the railway and London Road i.e. glazing specifications including acoustics: - glazing units with a minimum insulation value of 10/12/6mm double glazing shall be installed for the external windows of the glazing units located 15m from the London Road facade; glazing units with a minimum insulation value of 6/12/6mm double glazing should be installed for the external windows of the glazing units located 40m from the London Road facade. The applicant will need to provide a drawing that highlighting all the facades that will need this treatment.

The condition on the local air quality issues clearly states that the development shall be set back at a distance 6 metres from the edge of London Road the applicant will again need to provide a drawing that demonstrates that this has been complied with for each of the blocks. The ground floor of the eastern-most and western-most blocks which have direct frontage onto public realm space directly from London Road be for commercial purposes only and a "tree buffer" zone shall be constructed along the edge of the development which borders London Road.

The applicant has misleadingly noted that air quality monitoring carried out on this section of road shows that air quality has improved overall between 2011 and 2017. This reduction in air quality reduces the health risks to the proposals, particularly ground floor level. Therefore, in relation to the condition requiring commercial purposes on the ground floors of the eastern most and western most blocks on air quality grounds is not considered to be required according to the applicant. Two flats are proposed to be located at ground floor level in block A. The applicants comments on local air quality in the local area is inaccurate and an air quality management area is still in place for this area. The applicant must make amendments to ensure that this condition is fully complied with.

The tree buffer does seem to have been included, can the applicant confirm how many trees will make up this buffer

The applicant will need to submit a drawing showing exactly where the charging points will be located. The charging points will need to be a minimum 7Kw (32amp) type 2 socket and installed and operational prior to occupation. It must be highlighted that the current set up for the undercroft car parking is ideal for installing wall mounted chargers of the above specification. We would strongly recommend that all parking spaces have a charger installed to serve them.

If you are proposing an energy centre or centralised boilers you 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 which post dates when our comments were made for the PPP application. The applicant will need to ensure compliance 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).

Therefore Environmental Protection cannot support the discharging of the conditions until further specific details are provided as requested above.

Response 2 - 16th December 2019

It should be noted that this consultation response is for both the above 19/04557/AMC and 19/05343/FUL applications. Both these applications are linked as the AMC application cannot be fully supported without considering the section 42 application (19/05343/FUL). Environmental Protection can only support the AMC application if the section 42 application is approved first.

Environmental Protection have made comments at the Planning Permission in Principle stage for 21,500sqm of mixed-use development including Residential, Retail/Commercial, Hotel and Student accommodation (renewal of application (09/01793/PPP) at 151 London Road (14/05174/PPP). It was recommended at that stage a number of local air quality and noise conditions will be required.

The principle of development on this site was established by the approval of the St Margaret's House/Meadowbank House Development Brief in 2009 and then Planning Permission in Principle 09/01793/PPP for a mixed-use development. As this permission lapsed a further Planning Permission in Principle 14/05174/PPP was granted in November 2016. This current proposal comprises Matters Specified in Conditions of Planning Permission in Principle 14/05174/PPP. It is proposed to be a mixed-use development including student and residential uses made up of 377 student bedrooms and 107 residential apartments and 53 parking spaces.

The applicant is looking to get a number of points discharged within condition 2 with some of them of interest to Environmental Protection such as local air quality and noise issues. It should also be noted that there Environmental Protection are also commenting on a separate section 42 application (19/05343/FUL) which looks to amend one of the conditions on air quality.

One of the noise conditions states that noise protection measures for properties next to the railway and London Road i.e. glazing specifications including acoustics: - glazing units with a minimum insulation value of 10/12/6mm double glazing shall be installed for the external windows of the glazing units located 15m from the London Road facade; glazing units with a minimum insulation value of 6/12/6mm double glazing should be installed for the external windows of the glazing units located 40m from the London Road facade. The applicant has provided a drawing (drawing number 11003-HFM-XX-ZZ-DR-A-90 010 dated November 2019) that highlights all the facades that will need this treatment.

The condition on the local air quality issues clearly states that the development shall be set back at a distance 6 metres from the edge of London Road the applicant has confirmed this is the case. The ground floor of the eastern-most and western-most blocks which have direct frontage onto public realm space directly from London Road be for commercial purposes only and a "tree buffer" zone shall be constructed along the edge of the development which borders London Road.

The applicant has met with Environmental Health have met with the applicant to discuss the air quality monitoring carried out on this section of road and discussed the concerns

with residential use located at ground floor level. In relation to the condition requiring commercial purposes on the ground floors of the eastern most and western most blocks on air quality grounds is not considered to be required according to the applicant. Environmental Protection have reviewed all the additional information and specifically the two flats are proposed to be located at ground floor level in block A which do not comply with the condition on the AMC application. The applicant has submitted additional information to demonstrate that local air quality in the local area should not restrict the use of these units for residential uses. The applicant has submitted the additional information along with a section 42 application (19/05343/FUL) to alter that aspect of the condition. Environmental Protection can concur with their findings along as the applicant ensure that other air quality mitigation measures are provided beyond the minimum required standards

An example of the air quality mitigation measures are the requirements for electric vehicle charging points. The applicant has proposed 10 spaces being electrified, however this is the minimum amount required under the Edinburgh Design Standards. The applicant still needs to submit a drawing showing exactly where the charging points will be located. The charging points will need to be a minimum 7Kw (32amp) type 2 socket and installed and operational prior to occupation. It must be highlighted that the current set up for the under-croft car parking is ideal for installing wall mounted chargers of the above specification. We would strongly recommend that all parking spaces have a charger installed to serve them but as an absolute minimum 50% shall have chargers of the above standard installed to ensure support for the section 42 application.

The applicant has confirmed centralised boilers the applicant 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 which post dates when our comments were made for the PPP application. The applicant will need to ensure compliance 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). The applicant should be made aware that we do not support the use of biomass and that gas is now fuel that must be reduced in use to tackle climate change and local air quality emissions. The applicant must ensure that they fully investigate the use of ground/air sourced heat pumps and photovoltaic/solar panels along with energy storage.

Therefore, Environmental Protection support the discharging of the conditions for the AMC application except the condition on the commercial use at ground floor level. However the section 42 application addresses this specific condition and Environmental Protection do not object to that application subject to the applicants commitment to installing electric vehicle charging points as described above.

