

Development Management Sub Committee

Wednesday 5 May 2021

Application for Planning Permission 20/03461/FUL At 20 Meadow Place Road, Edinburgh, EH12 7UQ Erection of 24 residential apartments including access, parking, landscaping and associated works. (as amended)

Item number

Report number

Wards

B06 - Corstorphine/Murrayfield

Summary

The proposal complies with the Edinburgh Local Development Plan. The proposal is acceptable in principle and will not have a detrimental impact on the quality and character of the local environment or the spatial pattern of the surrounding area. The proposal will result in the creation of a satisfactory residential environment and will not have an unreasonable impact on the amenity of neighbouring residents.

The proposal encourages reduced reliance on car usage and promotes sustainable modes of transport through appropriately designed cycle provision. No specific road or pedestrian safety issues will occur as a result.

Adequate mitigation for the loss of trees is secured through a landscaping plan. The proposal does not raise issues in respect of archaeology, protected species or flooding.

Links

[Policies and guidance for this application](#)

SGDC, LDPP, LDEL01, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LEN09, LEN12, LEN16, LEN21, LEN22, LTRA02, LTRA03, LTRA04, LHOU01, LHOU02, LHOU03, LHOU04, NSG, NSGD02, NSHAFF,

Report

Application for Planning Permission 20/03461/FUL At 20 Meadow Place Road, Edinburgh, EH12 7UQ Erection of 24 residential apartments including access, parking, landscaping and associated works. (as amended)

Recommendations

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

Background

2.1 Site description

The proposal site is a car park on the west side of Meadow Place Road that lies adjacent to police station to the south, and a retail unit to the north. To the west, the site abuts a larger car park which serves the Corstorphine Tesco Extra Supermarket. The two parking areas are separated by timber fencing at the rear.

The east of Meadow Place Road is primarily residential in character with detached and semi-detached bungalows evident. In the wider area, lies Ladywell Medical Centre and Corstorphine Primary School to the south-east.

The site lies on a busy arterial route and is near other busy arterial routes with frequent bus services accessible via public footways.

The site lies within the Corstorphine Town Centre.

2.2 Site History

The site has the following planning history:

7 April 1999 - Full planning permission granted to "erect superstore with car park and service yard, access road, petrol filling station, housing and landscaping" (application reference 99/00981/FUL). This scheme included car parking ancillary to the superstore, as well as the shoppers car park which is the current proposal site. The permission included a condition restricting the opening hours of the shoppers car park, but there was not a condition linking its use to the operation of the superstore. Use of the shoppers car park was dealt with through a management agreement with Tesco Stores.

There have been a number of subsequent planning applications for the superstore, but none that affect the proposal site (shoppers car park).

Main report

3.1 Description Of The Proposal

The proposal is for a residential flatted development of 24 units, associated landscaping and car parking. The proposed building is four-storeys, 13m maximum height, 15m in depth and 47m in width. The materials proposed include buff brick of varying tones, with darker brick elements setback from the front and rear elevations where communal entrances are positioned at ground floor level.

Dark grey framed windows of a large scale are located on the front street facing elevation onto Meadow Place Road and rear facing elevation onto the amenity space and car park. Juliet balconies will serve upper floors and standard balconies have been included on the revised submission to the rear.

The car park is located beyond the west elevation of the building and has been reduced to 62.5% of total capacity. This will be accessed via Meadow Place Road to the north of the site. Amenity space is to be provided to the south-west corner of the site. Landscaped areas including mixed species of trees, shrubs, hedging are proposed bordering the greenspace and site boundary. A sedum grass roof will be formed.

Enclosed cycle and bin storage are located to the northern and southern edges of the site accessed via a shared paved surface and pedestrian / cycle footway.

Supporting Information

A Transport Assessment has been submitted which can be viewed on Planning and Building Standards On-line Services.

Scheme One

The revised scheme has reduced the scale and design of windows on the south elevation to mirror the appearance of the high level openings on the north-facing gable. The size of amenity space to the south-west corner of the site has been increased.

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the proposal is acceptable in principle;
- b) the proposal is of an acceptable scale, form and design;
- c) the proposal will provide satisfactory amenity for future residents and will not adversely affect neighbouring amenity;
- d) the proposal will have transport impacts;
- e) the proposal secures suitable provision of affordable housing;
- f) the proposal secures suitable education infrastructure;
- g) the proposal has ecological implications and will not result in the loss of trees worthy of retention;
- h) other material planning considerations have been addressed;
- i) other matters raised have been addressed;
- j) all material comments raised have been addressed.

a) Principle

The application site is located in the urban area as designated in the Edinburgh Local Development Plan (LDP). Proposals in the urban area must accord with relevant policies in the LDP.

LDP Policy Hou 1 (Housing Development) prioritises the delivery of housing land supply and the relevant infrastructure and identifies four criteria on where this can be achieved.

Policy Hou 1 d) prioritises the delivery of housing on other suitable sites in the urban area in recognition that windfall sites can contribute to land supply. To comply with Hou 1 d), proposals must be compatible with other policies in the plan.

The site is surrounded by a mix of commercial and residential uses. It is well connected by existing public transport links within the area. The site is within cycling distance of the city centre and is an appropriate and sustainable location for housing. The principle of housing development at the site is therefore acceptable subject to the proposal complying with other policies of the Edinburgh Local Development Plan.

LDP Policy Hou 2 (Housing Mix) promotes a mix of house types where practical to meet a range of housing needs and having regard to the character of the surrounding area and its accessibility.

Edinburgh Design Guidance states that at least 20% of the total number of homes should be designed for growing families with three bedrooms or more.

The proposal provides a mix of house types including two and three bedroom dwellings. Four three-bedroom dwellings of 91 sqm designed for growing families have been provided. This provision falls marginally below the above guidance, however, these units provide a good level of amenity that are of a size that will contribute to meeting a range of housing needs.

LDP Hou 4 (Density) seeks an appropriate density of development having regard to its characteristics and those of the surrounding area, the need to create an attractive residential environment, accessibility and its impact upon local facilities.

There is no defining density characteristic of the surrounding area. Low density housing in the form of detached and semi-detached bungalows are present on the east side of Meadow Place Road and on nearby streets such as Featherhall Crescent North, Feather Hall Crescent South and Featherhall Avenue.

On the west side of Meadow Place Road, the site lies adjacent to larger detached buildings, positioned between the Corstorphine Police Station and American Golf Retail unit. There are existing examples of higher density residential development in the surrounding area. Flatted developments border the Tesco Supermarket to the west on Gylemuir Road and the west side of Meadow Place Road.

The proposal will introduce a high-density form of development on site. The development will cover a large proportion of the site with external open space to the west and south-west edge of the site. The density achieved is appropriate in this location as it is compatible with the spatial pattern of adjacent buildings on this side of Meadow Place Road. The proposal ensures full use of the site and will create an attractive environment for its residents by virtue of the open space and soft landscaping proposed. The residential use will help to sustain local facilities including Corstorphine Local Centre. The site has good public transport links to the city centre.

As such, introducing a development of this density is considered compatible with the higher densities being achieved on brownfield sites in the immediate area, contributing to the viability of the local area, and complying with policy Hou 4.

The proposal complies with LDP policy Hou 1, Hou 2 and Hou 4.

b) Design, Scale, Layout and Materials

LDP Policy Des 1 (Design Quality and Context) requires development proposals to create or contribute towards a sense of place. The design should be based on an overall design concept that draws upon the positive characteristics of the surrounding area.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) states that planning permission will be granted for development where it is demonstrated that existing characteristics and features worthy of retention on the site and in the surrounding area, have been identified, incorporated and enhanced through its design.

LDP Des 4 (Design- impact on Setting) requires development proposals to have a positive impact on its surroundings, including the character of the wider townscape, having regard to its height and form, scale and proportions, including the spaces between the buildings, position of the buildings and other features on the site; and the materials and detailing.

LDP Policy Hou 4 (Housing Density) states that the density of a development on a site will be dependent on its characteristics and those of the surrounding area.

The Edinburgh Design Guidance (EDG) sets out key aims for new development to have a positive impact to the immediate surroundings, through its height and form; scale and proportions; positioning of the buildings and site materials and detailing. Further, that in residential developments, car park dominated frontages are discouraged to minimise the visual impact and improve the quality of the public realm.

LDP Policy Des 7-Layout and Design seeks a comprehensive and integrated approach to the layout of buildings, streets, footpaths, cycle paths, public and private open spaces.

The buildings on the west side of Meadow Place Road are of greater height and mass than the facing bungalows to the east. The height of the proposal is similar to that of the adjacent police station, and the overall scale is not at odds with the surrounding built form where there is ranging sizes of commercial buildings and four-storey residential flatted development around the Tesco supermarket.

As detailed above, the density is compatible with the density of adjacent buildings on this side of Meadow Place Road.

There is a range of materials and form of buildings in the local area. The proposed material pallet is appropriate for residential development and is compatible with the mixed architecture that is evident in the local area. The varying tone and detailing of materials on the elevations, creates texture to the upper floors and successfully reduces the visual massing of the elevations of the buildings.

The scale, height and mass of the development is compatible with the character of the wider townscape where there is range of architectural styles evident. Soft landscaping to the front will help create an attractive street frontage that will help integrate the proposal into its surroundings.

The proposed layout will encourage walking and cycling through the scheme. A footway / cycle route will run through the development to the southern edge, connecting the existing public footway to the cycle storage and amenity spaces to the rear. The existing pedestrian link is not intended to be retained for public use. However, the applicant has stated this could be used for future occupiers to provide a more direct route to the supermarket to the west.

Shared space is proposed between pedestrians, cyclists and vehicles with textured surfaces encouraging convenient access and movement around the development, largely in compliance with LDP policy Des 7.

Overall, the proposal complies with LDP Policies Des 1, Des 3, Des 4, Des 7 and the Edinburgh Design Guidance.

c) Amenity

LDP Policy Des 5 (Development Design - Amenity) requires development proposals to demonstrate that neighbouring amenity of a development will have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook. It further requires new development to offer suitable level of amenity to future residents.

The Edinburgh Design Guidance requires a minimum internal floor area of 66 m² for two bedroom dwellings and 81 m² for properties with three bedrooms. Three bedrooms or more with enhanced storage designed for growing families should have an internal floor area of 91 m².

LDP Policy Hou 3 (Private Green Space in Housing Development) seeks to ensure adequate provision of green space will be provided to meet the needs of future residents. In flatted developments where communal provision will be necessary, this is based on a standard of 10 square metres per flat (excluding units with private gardens), a minimum 20% should be useable greenspace.

Edinburgh Design Guidance states private communal grounds should be well proportioned, well orientated and secluded from vehicles. These areas should be designed for use by residents for a range of functions such as space for play, seating, food growing, tree planting and drying laundry.

Amenity of Future Occupiers

In terms of daylight, all properties will achieve satisfactory levels by virtue of the scale of windows on the east and west elevations. These windows are adequately spaced from all neighbouring properties and gardens that will ensure an acceptable level of outlook will be achieved from these openings and the rear-facing balconies.

The two-bedroom dwellings will have internal floor areas between 73.8m² and 80m², and the four three-bedroom dwellings will have internal floor areas of 91.1m² with enhanced storage for growing families. These floor areas comply with the space standards of the Edinburgh Design Guidance.

The communal greenspace will be located to the west side of the building and comprise of lawn, soft planting and gravel surfaces. The revised proposal has increased the usable greenspace to the south-west side and results in an overall coverage of 383 m². This will equate to more than 10 m² greenspace provision per flat and 20% of the total 0.191ha site. The proposal therefore complies with LDP policy Hou 3.

The quality of this greenspace will be enhanced for residents by the planting scheme proposed. This will further integrate the proposal into its surroundings and help separate the garden areas from the adjacent car park. The site is also in proximity to Gyle Park to the west which is accessible by pedestrian and cycle links.

A Noise Impact Assessment (NIA) has been undertaken to assess the potential impact of adjacent uses and operations on the amenity of future occupiers. This included the potential noise disturbance caused by surrounding road traffic on Meadow Place Road, Tesco supermarket (delivery yard, bottle bank), existing mechanical plant noise, and the Corstorphine Police Station.

The NIA identified that noise from surrounding road traffic as the dominant noise sources affecting the site. The applicant proposes two measures to address potential noise nuisance to the proposed residences from surrounding traffic noise. Firstly, the installation of an alternative means of ventilation system and glazing on noise sensitive facades of the proposed buildings as identified in the noise assessment report.

These measures are accepted and considered appropriate mitigation to limit noise levels and safeguard the living conditions for future occupiers. The full detail and specification of these measures are required by condition.

Environmental Protection has been consulted on the proposal and accept these mitigation measures. However, they have stated that use of closed windows to mitigate bottle bank noise is not supportable as residents have the right to open windows. Noise from this source is predicted to comply with the required standards from a partially open window scenario and use of the above methods are considered appropriate to safeguard future occupier's living environment and prevent limitations on the activities or future use of neighbouring sites.

Further, it is noted the site's proximity to Meadow Place Road, where the area to the east of the site is primarily residential in character. The proposed use is therefore the same as an established use in the immediate area and the implementation of noise mitigation measures as required by condition will safeguard the living environment for future occupiers.

Subject to the submission and implementation of full details of the noise mitigation measures, the proposal provides an adequate living environment for future occupiers and complies with LDP Policy Hou 3 and Des 5.

Neighbouring Amenity

LDP policy Des 2 (Co-ordinated Development) states, amongst other criteria, that planning permission will be granted for development that will not compromise the effective development of adjacent land.

LDP policy Des 5 (Design -Amenity) supports proposals that have no adverse impact on neighbouring developments in regard to noise, daylight, sunlight, privacy or immediate outlook.

In regard to privacy and outlook, the Edinburgh Design Guidance states that the pattern of development in an area will help to define appropriate distances between buildings and consequential privacy distances. The rear side of development often offers better opportunity for privacy than the street side. This is because on the streetward side privacy to some degree is already compromised by the fact people in the street can come relatively close to windows of dwellings. The guidance does not seek to protect the privacy of gables of existing housing.

All proposed windows on the principal elevation would face the street side of Meadow Place Road. The distances retained from these windows to the facing residential property's front gardens of over 17m, and 25m to front windows will prevent any unreasonable impact on these occupiers' privacy. Further, the privacy of these properties front elevations are already compromised by their position facing onto the street. The distances retained, would prevent any unreasonable impact on privacy of these occupiers as a result of overlooking.

The revised proposal has reduced the scale and design of windows on the south elevation to high-level openings, mirroring the north-facing gable following concern

raised regarding overlooking of adjacent land. The height and scale of these openings will prevent any significant downward views onto adjacent land, or any subsequent unreasonable impact on the privacy of adjacent buildings and will not prejudice any potential future use of the adjacent retail unit in this regard.

To the rear, windows will face onto the amenity space and car park within the development. The distance retained to the western boundary of over 13m, at the closest point, faces the Tesco car park and does not give rise to any privacy concerns. Further, the outward projecting balconies are sufficiently spaced from the north and south boundaries (15m and 11m respectively) to prevent any material loss of privacy.

The position of the bins and cycle stores are located to the north and south edges of the site. Concern has been raised in regard to the security of the Police Station to the south from potential access from these areas. Further detail is required by condition for all boundary treatments, including their height, and this matter should be adequately addressed as part of the detail submitted for this condition.

In regard to daylight and sunlight, the layout and position of the proposal does not raise any concern in respect to neighbouring properties.

In regard to noise, the proposed residential use is compatible with the primarily residential character of the area to the east of the site. As detailed above, the noise mitigation measures identified in the NIA, are considered appropriate to safeguard the living environment of future occupiers and in turn prevent limitations on the activities or potential re-development of neighbouring sites.

Overall, the proposal will not result in an unreasonable impact on neighbour's living environment and will not compromise the effective development of adjacent land. The proposal complies with LDP Des 2 and policy Des 5.

d) Transport

Car Parking

LDP Policy Tra 2 set out the requirements for private car parking. The Council's Parking Standards are set out in the Edinburgh Design Guidance.

LDP policy Tra 4 states design requirements for private car parking having regard to its location, visibility from street level, inclusion of planting, impact on pedestrian safety and provision of recycling facilities where applicable. Further, that cycle parking should be provided near building entrances and of an appropriate design.

The site is identified within the Edinburgh Design Guidance Parking Standards as being within Zone 2. The standards identify that residential properties within this area should have a maximum car parking provision of 1 space per dwelling. There is no minimum parking provision. Lower provision will be pursued subject to consideration of factors including the site's accessibility to public transport, local amenities, schools and places of employment.

The revised proposal has reduced the number of car parking spaces from 18 to 15 in total resulting in 62.5% capacity including 1 accessible parking bay and 4 electric

vehicle charging points. This provision is below the Council's maximum parking standards in compliance with LDP policy Tra 2.

As detailed above, the site is accessible by public transport. Lothian services 1, 12, 21 are located on Meadow Place Road, Lothian service 26, 31 X18, Airlink 100 on Drum Brae South and 200 Skylink on Glasgow Road within close walking distance with pedestrian footways along these routes.

The site is located within the Corstorphine Town Centre, with access to a range of shopping facilities, other commercial and community services. Tesco Supermarket is located immediately to the west of the site and a range of shops, other commercial and community services are located on St Johns Road to the east. These provisions are accessible on foot, cycle or public transport nearby.

Further, the site is located approximately 0.5 miles from Corstorphine Primary School to the east accessible in under 10 minutes on foot and less than 1 mile from Craigmount High School to the north-east.

A transport statement has been assessed by transport officers, and it is considered to be an accurate reflection of both estimated traffic generated by the development and the potential impact on the surrounding road network. The development is predicted to generate 6 and 7 two way- vehicle trips for the weekday morning and evening peak period. It is anticipated that most people will travel by sustainable modes of transport.

The site is accessed via Meadow Place Road with the vehicular entrance to the north of the site. To the north, this road is accessed by vehicles from Glasgow Road and Gylemuir Road. To the east, via Featherhall Crescent North and Featherhall Crescent South. To the south, via Ladywell Road. The applicant has demonstrated that an appropriate visibility splay can be achieved from the site's vehicular access. No specific road or pedestrian safety issues arise from the proposal.

The car parking is positioned to the rear of the building therefore avoids a car park dominated frontage. It is located at ground level, and there will be glimpsed views of this area from Meadow Place Road. Transport officers originally requested a soft landscape strip to replace two spaces to the north-west of the site to reduce the visual impact of the car park from the street edge. These spaces are located over 24m from the pedestrian footway. This distance, in tandem with the height and position of the proposed building will limit the visual impact of these spaces on the surrounding area. Structural planting will further reduce the visual impact of the car park and help create an attractive frontage.

The reduced car parking provision complies with Council's standards and is appropriate in this location as the site is well-served by sustainable modes of transport and is well-connected to a range of commercial and other services. The design of the car park minimises its visual impact through its location at the rear of the development and the use of structural planting. No issues of road or pedestrian safety occur as a result.

The loss of the existing car parking contributes to broad objectives of encouraging sustainable modes of transport through cycle provision and reduced reliance on car usage.

In regard to car parking, the proposal complies with LDP policy Tra 2 and broadly with Tra 4.

Cycle Parking

LDP policy Tra 2 set out the requirements for private cycle parking as set out in the Edinburgh Design Guidance.

LDP policy Tra 4 states that cycle parking should be provided near building entrances and of an appropriate design.

The Edinburgh Design Guidance states a minimum of three spaces should be provided for dwellings with two/three habitable rooms and three spaces for four rooms or more. In regard to design, long-stay parking in residential development should be focused on location, security and weather protection.

A total of 52 cycle spaces are provided on-site. Secure, covered cycle stores to the north and south of the site contain 48 spaces accessed via the shared paved surface and cycle/ pedestrian footway. Two Sheffield cycle stands to the east near the buildings' communal entrances provide 4 additional spaces. The proposed cycle provision meets the required standards of the Edinburgh Design Guidance (52).

The location of the cycle parking is accessible and are primarily of a design that is appropriate for their use by long-term residents. In regard to cycle parking, the proposal complies with LDP policy Tra 3 and Tra 4.

In addition, the proposal results in a significant net loss of car parking spaces (54) on-site from the existing use. This is acceptable in this location as the site is well-served by public transport. In tandem with the provision and design of cycle spaces detailed above, the development encourages reduced reliance on car journeys and an increase in travel by a sustainable mode of transport in compliance with overall objections of LDP Transport Policies.

e) Affordable Housing

LDP policy Hou 6 (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.

Further, the Affordable Housing Guidance states that there is an expectation that 70% of the Affordable Housing Provision requirement on each site is to be Social Rent. Tenures based on low cost ownership should not normally exceed 20% of the overall affordable housing provision.

The applicant has submitted an Affordable Housing Statement which confirms that six affordable homes will be provided on-site. This meets the affordable housing provision of LDP policy Hou 6.

Housing Management and Development were consulted on the proposal and raised initial concern regarding the original submission as the affordable homes were

proposed to be delivered by Golden Share (homes sold at 80 % of market value) contrary to the above guidance. Justification was requested from the applicant on the proposed layout and sole use of Golden Share.

Following this initial feedback, the applicant has worked with a Registered Social Landlord (RSL) and the provision of affordable housing has been revised to include 6 two and three-bedroom units on-site, as mid-market rent which will be integrated into the development.

The proposal is supported by the RSL. The affordable homes will be delivered for mid-market rent. Mid-market rent is the Council's second highest priority tenure. The inclusion of homes for social rent was considered by the RSL but discounted as they would not be accessed from a self-contained stairwell, which is important for management purposes. The applicant's Affordable Housing Statement states that other designs had been considered for the site but a viable alternative solution that was in character with the surrounding area was not possible.

Housing Management and Development have accepted the affordable housing provision of the revised scheme. The applicant's justification for no provision of social rent is accepted based on the design of the revised scheme.

The proposal complies with LDP policy Hou 6. The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.

f) Developer Contributions

LDP policy Del 1 (Developer Contributions and Infrastructure Delivery) states that proposals will be required to contribute infrastructure provision where relevant and necessary subject to scale.

This site falls within Sub-Area W-1 of the 'West Edinburgh Education Contribution Zone'.

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

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

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

Communities and Families do not object to the planning application, subject to the appropriate infrastructure of £53,664 and land contribution of £11,664 being provided by the developer.

The developer is required to enter into a separate Section 75 Legal Agreement to secure these funds. Subject to the conclusion of this legal agreement, the proposal complies with LDP policy Del 1.

g) Ecology

LDP policy Env 12 (Trees) states that development will not be permitted if likely to have a damaging impact on a tree protected by a Tree Preservation Order or any other tree or woodland worthy of retention. Where permission is granted, appropriate replacement planting will be required to offset the loss.

LDP Policy Env 16 (Species Protection) aims to ensure development will not be to the detriment to the maintenance of a protected species and suitable mitigation is proposed.

All existing trees and shrubs within the site will be removed to accommodate the proposed development. These trees are not protected and are of low amenity value. The loss of these features is therefore acceptable subject to adequate mitigation.

As detailed above, a detailed planting scheme is proposed including seven new trees, a range of shrubs, hard and soft landscaping areas. A mixed species hedge will form the boundary treatments to the northern, western and southern edge of the site.

An Ecological Appraisal was undertaken and submitted as part of the application.

This report states the site is mainly hard surfacing with negligible vegetation cover, consisting of fringe tree and shrub planting at the boundaries.

The study states there will be no adverse effect on European, UK or locally designated sites from the proposal. No evidence was found on-site of protected species.

There is the potential for hazards to species during construction activity and the applicant should be mindful of this. An informative has been included that a nesting bird check should be undertaken on site by a suitably qualified ecologist, in order to prevent impacts on nesting birds and minimise ecological impacts from the proposal.

Overall, the proposal will not be to the detriment of protected species. Suitable mitigation for the loss of existing vegetation and trees is proposed, in the form of landscaped areas including trees, shrubbery, greenspace and a green roof. The replanting scheme is considered adequate mitigation for the loss of the existing trees on-site and a condition has been included to ensure its implementation.

The proposal complies with LDP policy Env 12 and Env 16.

h) Other Material Planning Considerations

Aerodrome Safeguarding

Edinburgh Airport have been consulted on the proposal and have raised no objection. The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria.

It is advised that the applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operates to consult the aerodrome before erecting a crane in close proximity to an aerodrome and an informative has been in regard to this.

Air Quality

The site is located to the south of St Johns Road Air Quality Management Area (AQMA).

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) aims to ensure that no development will result in significant adverse effects for health, environment or air quality and appropriate mitigation measures can be provided to minimise the adverse impacts. Reducing the need to travel and promoting the use of sustainable modes of transport are key principles identified in the local development plan.

Environmental Protection was consulted on the proposal and have raised no objection. However, they have stated that as the site lies within an area well served by existing public transport a car free development is sought. Vehicular traffic from the development would feed into the AQMA and any parking spaces included should be fitted with electric vehicle (EV) charging infrastructure.

As detailed above, the revised proposal includes an allocation of 15 car parking spaces for the 24 residential units resulting in 62.5% provision. Four electric charging points are proposed. The capacity of car parking spaces falls below the maximum provision of 1 space per unit (100%) and meets the required standard of 1 EV charging point for every 6 spaces. The parking provision therefore complies with guidance.

Further, it is noted that the proposed residential development will result in a net loss of 54 car parking spaces from its existing use. As detailed above, the submitted Transport Assessment has been assessed by Transport Officers which anticipates, for example, a reduction in two-way vehicle movements- 29 existing two-way movements in PM peak hours to 6-7 two-way movements.

In this regard, whilst a car park free development is encouraged in sustainable locations, the proposal results in a significant net loss of car parking spaces and resultant reduction in vehicular traffic inputting into the AQMA. Fewer pollution emitting sources and activities will be generated from the site as a result of the development. Provision of sustainable transport modes on site (EV chargers and cycle spaces) further encourages reduced reliance on car journeys. Increased EV charging points are sought, and an informative has been included in respect to this.

In light of the above, the proposal complies with LDP policy Env 22.

Archaeology

LDP Policy Env 9 (Development Sites of Archaeological Significance) aims to protect archaeological remains.

Accordingly, the aim should be to preserve archaeological remains in situ as a first option.

The City Archaeologist has been consulted on the proposal and raises no objection. The site was formerly arable land on the edge of former Gogar Loch / Corstorphine Myre during the 17th and 18th centuries. As such the site occurs within an area of archaeological interest. However, there is now modern development on-site, given its scale and location disturbance of deposits are unlikely.

It is not anticipated that the proposal will have any adverse archaeological implications and complies with LDP policy Env 9.

Flood Risk and Surface Water Management

LDP policy Env 21 (Flood Prevention) states that planning permission will not be granted for development that would increase a flood risk or be at a risk of flooding itself, impeded the flow of flood water or be prejudice to existing or planned flood defence systems.

Scottish Environmental Protection Agency (SEPA) has raised no objection to the proposal on review of the detailed Flood Risk Assessment. Further information including an assessment of the Stank Burn Culvert and hydrological information for the site was also requested, reviewed and accepted by SEPA.

The Council's Flood Prevention Team has raised no objection subject to Scottish Water's acceptance of the proposed surface water discharge rate and an informative has been included in regard to this.

Overall, the proposal has been designed to mitigate potential flood risk and accords with LDP Policy Env 21.

Scottish Water

Scottish Water have been consulted on the proposals and raises no objection.

The applicant should submit a formal pre-development enquiry to Scottish Water to fully appraise of the proposals. This has been included as an informative.

Sustainability

LDP policy Des 6 (Sustainable Buildings) states permission will only be granted for development which meets carbon dioxide emission targets and incorporates features that reduce or minimise environmental resource use and impact.

The applicant submitted a sustainability statement in support of the application.

The site is located in an urban area with good public transport links, allowing a reduced reliance upon the car. The car parking provision is below the maximum standard and the charging points for electric vehicles meet the required provision. Sustainable modes of transport are encouraged through cycle storage provision for residents.

The development incorporates low and zero carbon technologies; solar photovoltaic panels and integrated flue gas heat recovery.

The inclusion of a green roof on the building will make use of surface water and provide enhanced biodiversity.

The proposal complies with LDP Policy Des 6 (Sustainable Buildings).

Waste

The proposal includes communal bin storage to the north and south of the proposed building adjacent to the cycle stores.

Waste Planning have been consulted on the proposal and have confirmed that the information is acceptable under the Instructions for Architects and Developers guidance.

i) Other Matters

Shoppers car park

The proposal site was opened as a car park following the grant of planning permission 99/00981/FUL for a mixed-use development including a supermarket with car park and service yard, access road, petrol filling station, housing and landscaping.

As part of this permission a condition was applied restricting the opening hours to the car park ('shoppers car park') to after 10am Monday to Friday. No condition was attached in regard to the operation or future use of the car park subject to this proposal.

There is no planning condition in regard to the future use or redevelopment of the site. Any previous agreement between the developer and local community in respect to the use of the site cannot materially be assessed as part of this proposal.

Low Traffic Neighbourhood Plans

The proposal site lies in proximity to the Corstorphine LTN (east) and East Craigs LTN (north) of the site. These plans are currently under processes of consultation and therefore are not yet adopted.

This notwithstanding, as detailed above the proposal contributes to broad objectives of encouraging sustainable modes of transport through cycle provision and reduced reliance on car usage which will have a positive impact on air quality. No specific road or pedestrian safety issues arise as a result.

j) Representations

Material Comments- Objections

- Site is not suitable for residential use - Addressed through the above report;
- Changing use will be to the detriment of the local community and impact on local business - Addressed in section 3.3 a);

- Height and design of building is not in keeping with the surrounding area - Addressed in section 3.3 b);
- High / medium density accommodation should not be built - The density of the development has been assessed in sections 3.3 a) and 3.3 b);
- Loss of amenity (privacy) - Addressed in section 3.3 c);
- Impact on roads - increase in traffic (cars, loading vehicles, loss of parking spaces) inadequate parking provision, road safety through location of access point in relation to residential properties - Addressed in sections 3.3 d);
- Potential flood risk and impact of surface water : This matter is addressed in Section 3.3 h);

Material Comments - Corstorphine Community Council

- Height of building - Addressed in section 3.3 b);
- Impact on traffic in surrounding area and parking - Addressed in section 3.3 d);
- Consideration given to Corstorphine and East Craigs Low Traffic Neighbourhood Plans - Addressed in section 3.3 i);
- Loss of the existing car park - Addressed in section 3.3 i);

Non-material-Comments

- Use of the existing car park for local residents, police staff and elderly and agreement with Tesco as part of previous approval. - Addressed in section 3.3 i);
- Public amenity site under section 75 agreement - There are no restrictions under planning legislation from previous permissions on-site in regard to the future use or redevelopment of the site. As detailed in section 3.3 i) any previous agreements between the developer and local community in respect to the use of the site cannot materially be assessed as part of this proposal;
- Lack of consultation with the local community from Tesco and developers - This is a local development and is not subject to statutory public consultation. The planning application has been advertised by the Local Planning Authority in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. Any additional consultation would be a matter for the applicant/ developer which cannot materially be assessed as part of this planning application;
- Suggested alternative residential schemes - The proposal has been assessed against relevant policy and guidance. The merits of potential alternate schemes cannot be considered under this planning application;
- Inaccurate application title in regard to parking provision - The title of the planning application is considere
- d an accurate description of the proposal and the number of parking spaces does not require to be detailed;

Material Comments- Neutral

- Privacy implications in respect to scale of windows on the south elevation - Addressed in section 3.3 c);
- Security to rear of police station from access to proposed bin and cycle stores - Addressed in section 3.3 c);

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

3.4 Conditions/reasons/informatives

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.
2. Prior to the commencement of construction works on site:
 - a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - b) Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

3. Prior to the commencement of the development full details of the glazing units for the external bedrooms and living rooms within the facades highlighted in Table S20017/T13- (Sound Reductions of Façade Elements - New Residential) in the Noise Impact Assessment, Report S20017/NIA/RI-, dated 4th August 2020, shall be submitted and approved by the Local Planning Authority.

The approved glazing units shall thereafter be installed prior to first occupation of the proposed residential units hereby approved and thereafter retained.

4. Prior to the commencement of the development full details of the alternative means of ventilation identified in Table S20017/T13- (Sound Reductions of Façade Elements - New Residential) in the Noise Impact Assessment, Report S20017/NIA/RI-, dated 4th August 2020, shall be submitted and approved by the Local Planning Authority.

The approved details shall thereafter be fully installed and operational prior to the first occupation of the residential units hereby approved and thereafter retained.

5. Prior to the commencement of development, full detail of all boundary treatments must be submitted and approved in writing by the Local Planning Authority and thereafter implemented prior to the first occupation of the residential units hereby approved.

6. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.

Reasons:-

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In order to ensure the site is safe for the proposed use.
3. In order to ensure the adequate implementation of details to safeguard the living environment of future occupiers.
4. In order to ensure the adequate implementation of details to safeguard the living environment of future occupiers.
5. In order to consider these matters in detail.
6. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

Informatives

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement, including those requiring a financial contribution payable to the City of Edinburgh Council, has been concluded in relation all of those matters identified in the proposed Heads of Terms. -

These matters are:

- A total of 6 units are required to be Affordable Housing Units, equating to 25% in accordance with LDP Policy Hou 6 'Affordable Housing'.

This site falls within Sub-Area W-1 of the 'West Edinburgh Education Contribution Zone'. The following contributions are required for additional educational infrastructure to support the projected increase in school rolls as a result of the development.

Total infrastructure contribution required:

- £53,664.00

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

Total land contribution required:

- £11,424.00

Note - no indexation to be applied to land contribution.

The applicant will be required to;

- a) Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development (section of footway for site access to be redetermined as shared surface);

- b) Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary; The sum to be indexed as appropriate and the use period to be 10 years from date of payment;

A legal agreement will be required to secure these funds.

The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.

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

3. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.

4. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

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

2. 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 of public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;
4. The works to form a footway crossing (site access) must be carried out under permit and in accordance with the specifications. See Road Occupation Permits : <https://www.edinburgh.gov.uk/roads-pavements/road-occupation-permits/1>
5. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;
6. The applicant should contact the City Council's Waste and Cleaning Service to arrange a waste strategy and then a minimum of 12 weeks prior to any waste collections being required and prior to the occupation of the development.
7. Should the use of cranes be required during construction of the proposed development the applicant's attention should be drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome.

This is explained further in Advice Note 4, 'Cranes' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

8. All private parking spaces shall be served by at least a 13- amp 3Kw (external three pin-plug) with capacity in mains for 32 - amp 7Kw electric vehicle charging sockets. The charging points shall be installed and operational in full prior to the development being occupied as detailed on the approved plan reference 04A.
9. All proposed developments require to submit a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water via our Customer Portal prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.
10. 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.

11. All hard surfaces shall be constructed in a porous material.
12. The applicant requires confirmation from Scottish Water that the proposed surface water discharge rate will be accepted to the combined sewer system.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

12 representations have been received (11 objections and 1 neutral comment)

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

Policies - Edinburgh Local Development Plan - Urban Area

Date registered

20 August 2020

Drawing numbers/Scheme

01 A, 03 B, 04 A, 05 A, 06 A, 07 A, 08, 11 A, 12, 15,

Scheme 2

David Givan
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Lewis McWilliam, Planning Officer
E-mail: lewis.mcwilliam@edinburgh.gov.uk

Links - Policies

Relevant Policies:

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

Relevant policies of the Local Development Plan.

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

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

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.

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.

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 - on affordable housing gives guidance on the situations where developers will be required to provide affordable housing.

Appendix 1

Application for Planning Permission 20/03461/FUL At 20 Meadow Place Road, Edinburgh, EH12 7UQ Erection of 24 residential apartments including access, parking, landscaping and associated works. (as amended)

Consultations

Archaeology:

Further to your consultation request I would like to make the following comments and recommendations concerning this application for the erection of 24 residential apartments including access, parking, landscaping and associated works.

Nineteenth Century show the site as occupying arable land formerly located on the edge of the former Gogar Loch/Corstorphine Myre drained during the 17/18th centuries. As such the site occurs within an area of archaeological interest. However, modern development on the site and its location/scale it has been assessed that the scheme is unlikely to disturb significant insitu deposits.

Therefore, it has been concluded that there are no known archaeological implications regarding this application.

Aerodrome Safeguarding:

The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We therefore have no objection to this proposal, however have made the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Edinburgh Airport, or not to attach conditions which Edinburgh Airport has advised, it shall notify Edinburgh Airport, and the Civil Aviation Authority and the Scottish Ministers as specified in the Safeguarding of Aerodromes Direction 2003.

Affordable Housing:

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 6 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:

<https://www.edinburgh.gov.uk/affordable-homes/affordable-housing-policy/1>

2. Affordable Housing Provision

This current proposal is for a development of 24 homes. The applicant has stated that six homes (25%) will be an approved affordable housing tenure. This aspect of the proposal accords with the requirements of the AHP and must be secured by a Section 75 Legal Agreement.

The original proposal was to deliver all six of the required affordable homes as Golden Share (a form of low-cost home ownership where homes are sold at 80% of market value). Housing Management and Development previously raised concerns that the delivery of the affordable homes as Golden Share did not accord with the Council's guidance on 'Affordable Housing'.

In response to these concerns all six of the affordable homes will now be delivered by a RSL. This is welcome. A revised Affordable Housing Statement (AHS) has been submitted to explain and justify the proposal.

The affordable homes will comprise a mix of five two-bedroom units and one three-bedroom unit which is representative of the market provision. The affordable units will be well integrated with the market homes and will be "tenure blind".

The proposal is supported by a RSL who has had detailed engagement with the applicant. The affordable homes will be delivered for mid-market rent. Mid-market rent is the Council's second highest priority tenure.

The inclusion of homes for social rent was considered by the RSL but discounted as they would not be accessed from a self-contained stairwell, which is important for management purposes. It is disappointing that the applicant has not brought forward a scheme that will deliver any homes for social rent, but it is accepted that this would not be feasible for the scheme as designed. The updated AHS states that other designs had been considered for the site but a viable alternative solution that was in character with the surrounding area was not possible.

The provision of affordable housing proposed in the amended scheme is acceptable to Housing Management and Development.

3. Summary

The applicant is proposing to deliver six (25%) on-site affordable homes as required by LDP Policy Hou 6, to be secured through a S75 legal agreement.

The proposal is to deliver six two- and three-bedroom homes for mid-market rent which will be well-integrated into the development. The proposal is supported by an RSL and is acceptable in this case.

The provision of affordable housing proposed in the amended scheme is acceptable to Housing Management and Development.

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

Communities and Families:

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

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

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

Assessment and Contribution Requirements

Assessment based on: 24 Flats

This site falls within Sub-Area W-1 of the 'West Edinburgh Education Contribution Zone'.

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

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

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

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

Total infrastructure contribution required:
£53,664

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

Total land contribution required:
£11,424

Note - no indexation to be applied to land contribution.

Environmental Protection:

I refer to the above and would advise that Environmental Protection does not object to the application.

The application proposes the erection of 24 residential apartments on the site of an existing 69 space car park. Meadow Place Road bounds the site to the east with commercial premises to the north. Tesco car park is to the west with a Police station to the south.

Noise

A noise impact assessment (NIA) has been provided in support of the application and advises that noise from road traffic on Meadow Place Road and noise from the adjacent supermarket car park bottle banks may impact upon the application properties. The NIA recommends glazing (closed windows and alternative means of ventilation) as a means of controlling noise from the road which is accepted by Environmental Protection. However, closed windows to mitigate bottle bank noise is not supported as residents will have the right to open their windows for ventilation purposes. Environmental Protection will accept though that there is the potential for the bottle banks to be moved should noise issues arise in the future. The applicant also recommends trickle vents are fitted at the windows to allow for ventilation to occur whilst also addressing the traffic noise. The applicant should ensure that the trickle vents (as highlighted within the NIA) are included within the completed ventilation design proposals.

The NIA also advises that daytime noise levels for the external amenity areas are predicted to be <55dB LAeq,T which is below the upper threshold of 55dB LAeq,T as recommended in BS 8233:2014. The report also advises that noise from the supermarket and other surrounding commercial premises are not expected to impact upon the proposed development.

Air Quality

The application proposes 15 private parking spaces and includes 4 electric vehicle charging points. Whilst this complies with the parking standards, the development feeds traffic into the St Johns Road Air Quality Management Area and could impact upon that

area by way of traffic pollution and congestion. This section would have much rather seen a car free development in this position and are disappointed not see that since the site is so well placed for use of public transport and walking. However, the applicant has updated and improved their original plans by reducing the parking to 15 spaces which is seen as a positive development albeit this team is of the opinion that due to the close proximity of the AQMA, the parking should be minimised and any parking spaces that are included should be fitted with electric vehicle charging infrastructure.

The use of gas as a means of energy for spatial and water heating is also not supported in this position and the developer should look to remove this element from the application if possible.

On balance though, the proposed parking is not excessive, complies with the parking standards and is reducing existing car park capacity by removing a 69 space car park and so this team sees this as an air quality positive. In addition, the development includes solar photovoltaic/heat recovery sustainable measures.

Site Contamination

Limited information has been provided in support of the application which considers site contamination or remediation. It is therefore deemed prudent to recommend a condition which will ensure that the site is made safe for the proposed end use.

Therefore Environmental Protection does not object to the development and recommends the following conditions:

1. Prior to the commencement of construction works on site:

(a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

(b) Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

2. All private parking spaces shall be served by at least a 13- amp 3Kw (external three pin-plug) with capacity in mains for 32 - amp 7Kw electric vehicle charging sockets. The charging points shall be installed and operational in full prior to the development being occupied (and be as shown on drawing 19-314 PL(01) Rev C and dated July 2020).

Flooding:

No objections subject to confirmation that Scottish Water accept the surface water discharge rate to the combined system.

Scottish Environment Protection Agency:

We are satisfied that there is only a surface water flood risk to the site, a matter which is the responsibility of the City of Edinburgh Council as the Flood Risk Management Authority, therefore we off no objection to the proposal.

Scottish Water:

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 Capacity Assessment Scottish Water has carried out a Capacity review and we can confirm the following: -There is currently sufficient capacity in the Glencorse Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment -There is currently sufficient capacity for a foul only connection in the Edinburgh Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

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 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.

Asset Impact Assessment

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 via our Customer Portal to apply for a diversion.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction. Please note the disclaimer at the end of this response.

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 from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, 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 information on how to submit application to Scottish Water at our Customer Portal.

Next Steps:

-All Proposed Developments

All proposed developments require to submit a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water via our Customer Portal 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 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 the discharge from your premises is likely 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 [here](#).

-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

I trust the above is acceptable however if you require any further information regarding this matter please contact me on 0800 389 0379 or via the e-mail address below or at planningconsultations@scottishwater.co.uk.

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. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development (section of footway for site access to be redetermined as shared surface);
 - b. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
2. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges

and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;

3. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;

4. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;

5. The works to form a footway crossing (site access) must be carried out under permit and in accordance with the specifications. See Road Occupation Permits <https://www.edinburgh.gov.uk/roads-pavements/road-occupation-permits/1>

6. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;

Note

a) 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. The submitted document is generally in line with the published guidelines on transport assessments. The development is predicted to generate 6 and 7 two-way vehicular trips respectively for the weekday morning and evening peak period. Most of the people trips will be by sustainable transport/travel;

b) The proposed 15 car parking spaces including 4 EV charging spaces and 1 disabled bay complies with the Council's parking standards which could allow a maximum of 24 parking spaces for the proposed development in Zone 2; the proposal replaces 69 existing car parking spaces on site;

c) Applicant proposes 48 number of secure cycle parking spaces in 6 stores and 2 spaces in a form of Sheffield stands and complies with the Council's parking standards for the proposed development (2 bed x 20 and 3 bed x 4) in Zone 2;

d) Refuse collection to be done from Meadow Place Road;

e) The site is accessible by public transport - Lothian service 1, 21, 31, 200, X18

f) It is well linked by to the footway network and close to supermarket and other services;

g) Applicant has demonstrated that appropriate visibility splay(43mX2.4m) can be achieved for the site access.

Waste:

I have been asked to consider the application on Meadow Place Road, Corstorphine on behalf of Waste and Cleansing.

As this is to be a residential development, Waste and Cleansing would be expected to be the service provider for the collection of domestic waste (only).

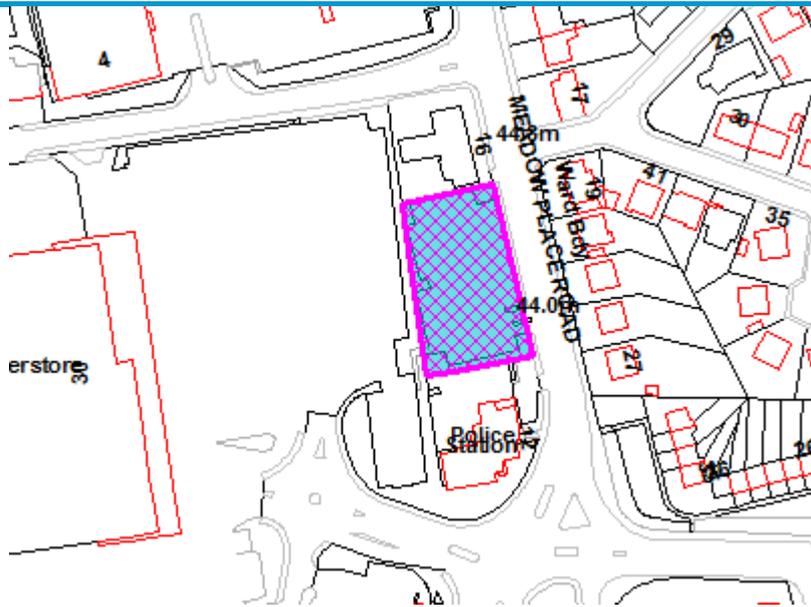
We understand there are a total of 24 units. The flats will be served by a full range of communal bins, from suitably accessible bin stores. Therefore, I can confirm that the information provided is acceptable under Instructions For Architects and Developers.

Please note that the detailed arrangements regarding the provision of waste collection services must be agreed at later stage, particularly as due to changes within the service over the next three years, the bin requirements will change, and you should review these with us prior to starting work. We can then agree a waste strategy, which would then be confirmed at completion with an inspection to confirm that all criteria are met.

Should planning permission be permitted, I would ask to be contacted to arrange a waste strategy, and then, a minimum of 12 weeks prior to any waste collections being required, to allow for the necessary work to be completed to commence waste collections, ahead of residents moving in.

A site visit will be conducted to ensure that all has been constructed in line with our agreement. Any waste produced on site by the residents will be the responsibility of the developer/builder until the final inspection is accepted and waste collections are in place.

Location Plan



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