

Development Management Sub Committee

Wednesday 19 May 2021

**Application for Planning Permission 18/04268/FUL
at 195 Kingsknowe Road North, Edinburgh, EH14 2ED.
Demolition of existing Public House and construction of 10
townhouses and one detached dwellinghouse with
associated gardens and car parking (as amended)**

Item number

Report number

Wards

B07 - Sighthill/Gorgie

Summary

The proposal is acceptable in principle. It is of an appropriate design, scale, form, massing and density.

The proposal would not have an adverse effect of the amenity of neighbouring residents and future occupiers would benefit from acceptable levels of amenity in relation to noise, daylight, sunlight, privacy and immediate outlook.

The proposal raises no material concerns in respect of transport or pedestrian and road safety. The proposal is in compliance with relevant local development plan policies and non-statutory guidance and is acceptable. No other material considerations outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDES01, LDES03, LDES04, LDES05, LDES06, LDES07, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LTRA02, LTRA03, LTRA04, LRS06, NSG, NSGD02,

Report

Application for Planning Permission 18/04268/FUL at 195 Kingsknowe Road North, Edinburgh, EH14 2ED. Demolition of existing Public House and construction of 10 townhouses and one detached dwellinghouse with associated gardens and car parking (as amended)

Recommendations

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

Background

2.1 Site description

The application site extends to 0.2 hectares. It is occupied by a single-storey public house, with a two-storey residential extension to the rear. The public house is situated to the centre of the site and is surrounded by a tarmaced car parking area. Vehicular and pedestrian access is to Kingsknowe Road North, through a low brick wall. The northern, eastern and southern boundaries are formed by a stone rubble wall.

The surrounding land is residential in character and largely comprises single-storey properties. Two storey houses and four storey flatted blocks front Kingsknowe Place and Court to the west. Bus stops are located immediately outwith the application site and Kingsknowe Rail Station sits on the opposite side of the Union Canal.

2.2 Site History

10 January 2017 - Planning permission for the demolition of existing public house and erection of a residential development of 3 townhouses and 13 flats refused (application reference: 16/05340/FUL)

15 March 2017 - Review against refusal of 16/05340/FUL upheld by the Local Review Body

Main report

3.1 Description of the Proposal

Planning permission is sought for the erection of ten townhouses and one detached gatehouse.

The three-bed townhouses would be three storeys in height and would sit to the southern side of the access to Kingsknowe Road North. The three-bed gatehouse would be two storeys in height and would be located to the northwest boundary. Finishing materials would be a mixture of brick, terracotta clay tile and dark grey aluminium windows.

All units would benefit from private garden ground to the front and rear. Eleven car parking spaces are proposed, and cycle parking could be provided within the curtilage of each property.

Previous Scheme

The application has been amended. Scheme 2 removed car parking spaces to accommodate a turning head and clarified the proposed external materials and finishes.

Supporting Documents

A Design Statement, Daylight and Sunlight Assessment and visualisations were submitted in support of the application. These are available to view on the City of Edinburgh Council (CEC) Planning and Building Standards Online 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 proposal is acceptable in principle;
- b) the design, scale, density, materials, layout, landscaping and relationship to the character and appearance of the streetscape is acceptable;
- c) it will adversely affect the amenity of neighbouring developments and provide future occupiers with acceptable levels of amenity;
- d) it raises any issues with respect to transport and road and pedestrian safety;
- e) there are any other material planning considerations;
- f) it raises any issues in respect of equalities and human rights;
- g) the report has addressed all material considerations raised by Community Councils and letters of representation.

a) Principle of Development

Local Development Plan (LDP) Policy Hou 1 (Housing Development) supports the delivery of housing on suitable Urban Area sites provided this would be compatible with other LDP Policies.

The removal of a building with limited architectural or historic qualities and little relationship with its surroundings would have a positive effect on the visual amenity of the streetscape. A residential use would be compatible with the character of the area, which has good public transport links and easy access to public green spaces.

The existing public house is not subject to any statutory protection preventing its demolition. It is noted that the public house is an important community facility for some. Whilst users of the public house would be impacted, there are other similar facilities within a 15 to 20 minute walking distance of the site. Any loss of local employment would not outweigh the benefits of the proposed housing.

The demolition of the public house and its replacement with residential properties is acceptable in principle provided it is compatible with other LDP Policies.

b) Design, Scale and Layout

LDP Policy Des 1 (Design Quality and Context) requires the creation or contribution towards a sense of place.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) seeks the identification, incorporation and enhancement of features worthy of retention.

LDP Policy Des 4 (Development Design - Impact on Setting) ensures that developments have a positive impact on its surroundings and LDP Policy Des 6 (Sustainable Buildings) requires the minimisation of environmental impact.

LDP Policy Des 7 (Layout Design) and LDP Policy Des 8 (Public Realm and Landscape Design) seek integrated developments and high-quality landscaping.

LDP Policy Hou 4 (Housing Density) secures appropriate developmental densities. LDP Policy Hou 2 (Housing Mix) seeks a mix of house types and sizes to meet a range of housing needs.

Low density housing is next to the application site with detached and semi-detached bungalows, with front and rear gardens and an established building line onto the street. However, two storey houses and four storey flatted blocks front Kingsknowe Place and Court on the opposite side of Kingsknowe Road North. There is no prevailing housing style that characterises the area as evidenced by the mix of single, two storey and four storey housing blocks in the immediate vicinity.

The residential units proposed are of a barn style design with rectangular elongated windows on the upper floors that straddle the walls and roof. The three storey townhouses and two storey gatehouses would be finished in buff brick to the ground floor and terracotta clay tile to the upper floors and roof. The proposal is of a contemporary design which will fit well into the surrounding context.

The previous application on the site (16/05340/FUL), was refused on the basis that the height and form of the development was inappropriate, as it was mostly formed of a four-storey block with a mono pitched roof. The current scheme seeks to address this; the positioning of the three-storey terraced row within the application site reduces the impact of differences in height by virtue of a sufficient separation distance.

Although the proposed buildings are of a greater height than the existing dwellings immediately bounding the site, examples of two to four storey houses and flatted blocks exist nearby. In these circumstances, the proposal would not create an over-dominant or incongruous built form. In addition, the height of the buildings would be softened by the introduction of more trees, which would also promote the integration of the proposal into the streetscape.

The proposal is of an acceptable design, scale, and form. The proposal would integrate into the character of the area and would not impact on the established characteristics of the surrounding streetscape. There would be a material increase in the proportion of greenspace and landscaping works, which would assist in the integration of the proposal into the streetscape.

The proposal complies with design policies.

In terms of density, the creation of 11 units on this site would be compatible with the low to medium density of development in the area. It is acknowledged that all the units have three bedrooms and do not provide a mix of units but they will add to the family sized offer in the area.

c) Amenity

LDP Policy Des 5 (Development Design - Amenity) seeks to safeguard the amenity of neighbouring developments and ensure that future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook. LDP Policy Hou 3 (Private Green Space in Housing Developments) requires the provision of an adequate level of green space to meet the needs of future residents.

Neighbouring Amenity

A Daylight Assessment (DA) was submitted in support of the proposal. In relation to the house to the north of the site at Kingsknowe Road North, any overshadowing will be largely confined to the side garden area.

In relation to the houses to the south, these will not be adversely impacted.

In relation to the houses to the east, there may be some loss of sunlight towards the evening. The loss of sunlight would be acceptable in proportion to the back garden area and mostly confined to the boundary area.

The gardens are currently overshadowed by existing boundary treatment and the potential overshadowing would not be beyond what would be expected in a residential area of this nature.

Future Occupier Amenity

The DA confirms that the 11 properties would benefit from acceptable levels of natural light, and each would be provided with adequate privacy and immediate outlook. All units would comply with the minimum internal floor area and would benefit from at least 45 sq.m. of private rear garden.

The proposal would not have an adverse effect on the amenity of neighbouring residents in relation to noise, daylight, sunlight, privacy or immediate outlook. Future occupiers would benefit from appropriate levels of internal floorspace and an acceptable level of private green space would be provided.

d) Transport and Road and Pedestrian Safety

LDP Policy Tra 2 (Private Car Parking) states that planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in Council guidance.

LDP Policy Tra 3 (Private Cycle Parking) states that planning permission will be granted for development where proposed cycle parking and storage provision complies with the standards set out in Council guidance.

LDP Tra 4 (Design of Off-Street Car and Cycle Parking) seeks appropriately sited parking of a high-quality design.

Transport initially recommended continuation based on the level of car parking, the lack of cycle parking details and the need for a turning head within the application site. Revised drawings were submitted that addressed these points. The amendment to the proposal reduced the number of car parking spaces from 16 to 11 and a turning head would now be provided. A condition has been attached requiring cycle storage to be provided for each property prior to occupation.

The existing access to Kingsknowe Road North would be retained. The number of vehicles which could access and ingress the application site in its current use has the potential to be similar or exceed the movements anticipated from a residential proposal. A requirement to obtain Road Construction Consent will ensure that the junction and access is suitable to serve the development. The proposal raises no material road and pedestrian safety concerns.

The revised drawings addressed these points.

The level and design of car and cycle parking spaces is acceptable and there are no material transport and pedestrian and road safety concerns for this proposal.

e) Other Material Planning Considerations

Developer Contributions

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) requires contributions to the provision of infrastructure to mitigate the impact of development.

Communities and Families advise that the application site falls within the Firrhill Education Contribution Zone and is anticipated to generate at least three primary school pupils and two secondary school pupils. A contribution of £71,896 has been identified for the provision of additional secondary school capacity and to mitigate the impact of increased demand on educational infrastructure. No contribution is necessary for additional primary school capacity.

Flood Risk and Surface Water

LDP Policy Env 21 (Flood Protection) seeks to ensure no increased flood risk for the application site or its surroundings. The application site is not located within or adjacent to an area at risk of flooding from any source. However, a surface water management plan is required to ensure water run off is suitably managed.

Pollution and Air, Water and Soil Quality

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) supports development that does not generate significant adverse effects for health and the environment.

The application site does not meet the definition of contaminated land and historic uses do not give rise to any specific concerns. Environmental Protection raises no objection, subject to a site investigation condition.

Biodiversity and Wildlife

The application site has a low biodiversity potential value given its developed nature and lack of greenspace. The proposal would see a material increase in the proportion of landscaping which has the potential to result in the provision of a greater range of habitats. The development would have no impact on the Union Canal Local Nature Conservation Site.

g) Public Comments

Material Comments - Objection:

- Proposed use is not compatible with the area - this is addressed in paragraph 3.3a).
- Social and economic impacts through the loss of the existing premises - this is addressed in paragraph 3.3a).
- Design and materials are not compatible with the area - this is addressed in paragraph 3.3b).
- Detrimental impact on neighbour amenity - this is addressed in paragraph 3.3c)
- Road and pedestrian safety - this is addressed in paragraph 3.3d).
- Increased demand on school capacity - this is addressed in paragraph 3.3e).

- Flooding and drainage - this is addressed in paragraph 3.3e).
- Detrimental impact on air quality - this is addressed in paragraph 3.3e).
- Detrimental impact on wildlife - this is addressed in paragraph 3.3e).

Non-material Comments:

- Construction noise is outwith the control of the Planning Authority.
- Vehicular traffic not adhering to speed limits is outwith the control of the Planning Authority.
- Loss or impediment of private long views are not protected by the planning system.
- Property values are not protected by the planning system.
- Non-specific reasons for objection include, "object", "I do not want this" and others with no detailed comment.

Conclusion

The proposal is acceptable in principle. It would form an acceptable land use in the area and would be of an appropriate design, scale, form, massing and density.

The proposal would not have an adverse effect of the amenity of neighbouring residents in relation to noise, daylight, sunlight, privacy and immediate outlook. Future occupiers would benefit from acceptable levels of amenity

The proposal raises no material concerns in respect of transport or pedestrian and road safety. The proposal is in compliance with relevant local development plan policies and non-statutory guidance and is acceptable. No other material considerations outweigh this conclusion.

It is recommended that this application be Granted 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.
2. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, will be submitted to and approved in writing by the Planning Authority prior to the commencement of development. Once approved, the landscaping shall be fully implemented within six months of the competition of the development.

3. Prior to the commencement of construction works on site:
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
4. Prior to the commencement of development, a Surface Water Management Plan (SWMP) shall be submitted for the approval of the Planning Authority. This should be submitted in line with the City Of Edinburgh Council's self-certification procedures for the submission of such plans. The approved SWMP shall thereafter be implemented prior to the occupation of the development.
5. A minimum of three 7 Kw (Type 2) electric vehicle charging points shall be installed and operational prior to occupation
6. Prior to the occupation of the first dwelling, cycle storage shall be sited within the curtilage of each dwelling. Details shall be submitted for the written approval of the Council as Planning Authority.

Reasons:-

1. In order to enable the planning authority to consider these matters in detail.
2. In order to ensure that a high standard of landscaping is achieved and timeously provided.
3. In order to ensure the most efficient and effective rehabilitation of the site
4. To ensure water run off is suitably managed.
5. To meet the Council's climate change objectives.
6. In order to provide the required cycle storage.

Informatives

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded.

Total infrastructure contribution required is £71,896 towards additional secondary school capacity in the 'Firrhill Education Contribution Zone'.

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.

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. A minimum of three 7 Kw (Type 2) electric vehicle charging points shall be installed and operational prior to occupation.

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

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

Neighbour notification was carried out on the 31 August 2018. The application appeared on the weekly list of the 3 September 2018. The neighbour notification period expired on the 21 September 2018.

148 representations were received, including one from the Longstone Community Council, and all are in objection. Whilst one was submitted to the Planning Authority in support, the comments within clearly indicate objection and has been treated as such. Matters raised are summarised in paragraph 3.3g).

Background reading/external references

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

Statutory Development

Plan Provision

The application site is located in the Urban Area as identified by the Local Development Plan.

Date registered

29 August 2018

Drawing numbers/Scheme

01, 02A, 03A, 04A, 05,

Scheme 2

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Links - Policies

Relevant Policies:

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 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 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 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 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 RS 6 (Water and Drainage) sets a presumption against development where the water supply and sewerage is inadequate.

Relevant Non-Statutory Guidelines

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

Appendix 1

Application for Planning Permission 18/04268/FUL At 195 Kingsknowe Road North, Edinburgh, EH14 2ED Demolition of existing Public House and construction of 10 townhouses and one detached dwellinghouse with associated gardens and car parking (as amended)

Consultations

City of Edinburgh Council as Roads Authority

The application should be continued for the following reasons:

- 1. Integral garages are not being provided with properties. Preferred in curtilage cycle storage is proposed in the applicant's design statement. It is not clear from the submitted drawings if suitable storage is being provided. Further details need to be provided by the applicant;*
- 2. As a development of 11 new residential properties, all accesses must be open for use by the public in terms of the statutory definition of 'road' and would require to be the subject of applications for road construction consent including details of lighting, drainage, sustainable urban drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips would be agreed. It is however noted that no footway(s) are proposed in the development, therefore it is assumed that a shared surface is proposed. This is not unacceptable, however the building plots may need to be adjusted in order to provide a service strip adjacent to the road;*
- 3. Kerbside waste collection is proposed, although a communal bin store alternative is also provided for the development. In either case it will be necessary for a refuse collection vehicle (RCV) to enter the development in order to collect the domestic waste and recycling, turn around and then exit. The layout of the road will not permit a RCV to turn in the development. A possible alternative would be to relocate the communal bin store to the vicinity of the access, therefore an RCV would not require to enter the site. It is recommended that the applicant contacts the Council's waste management team in order to discuss a suitable a waste collection strategy in order to refine the proposals. It should be noted that the access junction will require to be upgraded if an RCV needs to be able to enter the site, otherwise the development could be served by a footway crossing;*
- 4. Electric vehicle charging outlets should be considered for this development. As a minimum, passive provision will be required including ducting and infrastructure to allow an electric vehicle charging point to be readily accommodated in the future.*

Note:

1. *The Edinburgh Design Guidance, Chapter 2.4 provides information on the design, integration and quantity of parking. It is recommended that the applicant carefully considers this guidance. The application has been assessed under the 2017 parking standards contained in this chapter for Zone 3. These permit up to 2 spaces per each property as proposed. The applicant proposes 1 space per unit plus 6 additional spaces. The need for an additional 6 spaces is questionable given the availability of kerbside parking in the general area. In curtilage parking spaces should be suitable for disabled users - minimum dimensions are provided in the Edinburgh Design Guidance.*

2. *A minimum provision of storage for 3 bicycles per property is required.*

Revised plans were submitted to address these points.

Communities and Families (20 September 2018) - No objection subject to contributions towards education

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (Updated December 2016), 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.

The Council's assessment has indicated that additional infrastructure will be required to accommodate the cumulative number of additional pupils from development. Education infrastructure 'actions' have been identified and are set out in the Action Programme and current Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery'.

Residential development is required to contribute towards the cost of education infrastructure to ensure that the cumulative impact of development can be mitigated. To ensure that the total cost of delivering the new education infrastructure is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established.

Assessment and Contribution Requirements

Assessment based on 11 Houses. This site falls within the 'Firrhill Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme, as set out in the Action Programme and Supplementary Guidance.

The only education infrastructure action that has been identified to accommodate the cumulative number of additional pupils from development anticipated within this Zone is the provision of additional secondary school capacity. Additional primary school infrastructure will not be required as a result of the proposed development. Using the pupil generation rates set out in the Supplementary Guidance, the development is expected to generate at least three primary school pupils and two secondary school pupils.

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: £71,896.

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.

Environmental Protection (1 October 2018) - No objection subject to conditions

Environmental Protection has commented on a similar proposal for this site before (16/05340/FUL - Demolition of existing public house and erection of a residential development of 3 townhouses and 13 flats). Environmental Protection offered no objections to that application and would continue to raise no objection.

However the application must be made aware that since the previous application was assessed the Edinburgh Design Standards have been published which provides a minimum number of electric vehicle charging points being installed which would be a minimum of three 7Kw (type 2) charging outlets being installed and operational prior to occupation. Environmental Protection recommend that the applicant installs electric vehicle charging points for 100% of the parking spaces provided.

Ground conditions relating to potential contaminants in, on or under the soil as affecting the site will require investigation and evaluation, in line with current technical guidance such that the site is (or can be made) suitable for its intended new use/s. Any remediation requirements require to be approved by the Planning & Building Standards service. The investigation, characterisation and remediation of land can normally be addressed through attachment of appropriate conditions to a planning consent (except where it is inappropriate to do so, for example where remediation of severe contamination might not be achievable)

Environmental Protection offers no objection subject to the following condition;

i) Prior to the commencement of construction works on site:

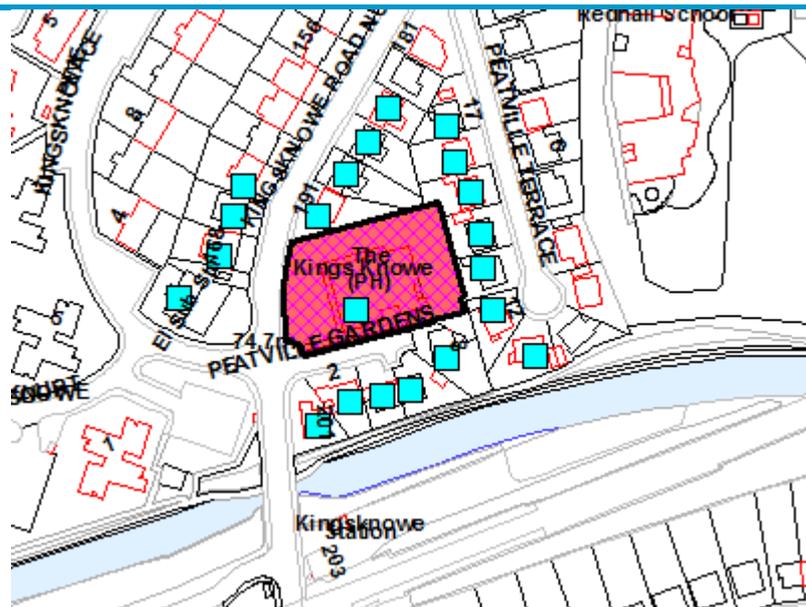
a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

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

ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.

A minimum of three 7 Kw (Type 2) electric vehicle charging points shall be installed and operational prior to occupation.

Location Plan



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