

FAO: Clerk to the Local Review Body
City of Edinburgh Council

Date:

Dear Sir/ Madam

20/02101/FUL: A residential led development consisting of 48 flats over 2 buildings with a commercial unit at ground floor at 229 Willowbrae Road, Edinburgh

I write to express my support for the development proposed by Evantyr for the following reasons:

- The proposal will regenerate this eyesore of a derelict site.
- There is a need for this type of well designed accommodation in this area.
- This section of Willowbrae Road is a mixture of sizes, heights and types of accommodation – this will not be out of place at all.
- The council flats that surround the site are much higher than this proposal and are so poorly maintained. The spaces around them give the impression that this community has been left behind when it comes to public investment. To see a proposal like this will kick start a badly needed regeneration of this area.
- There are no negative impacts of this proposal.

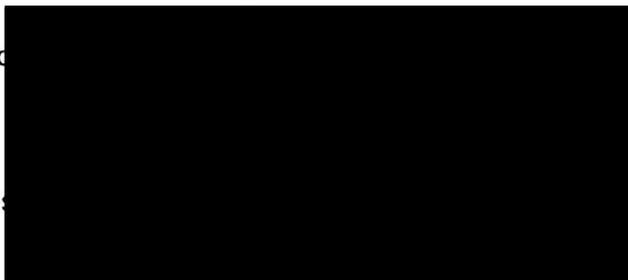
We implore the Local Review Body to support the proposals.

Yours Sincerely

Signed

Name

Address



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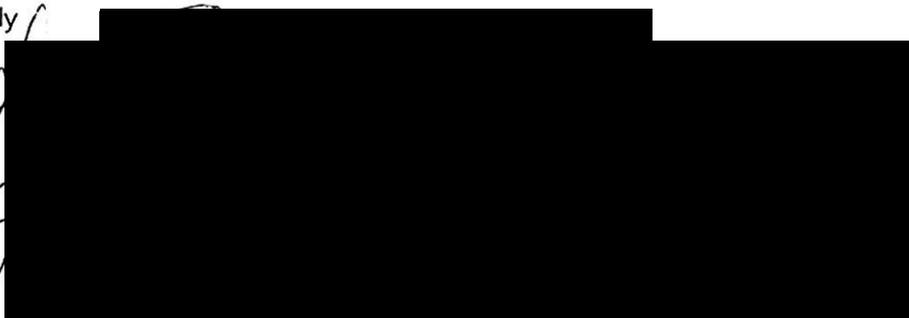
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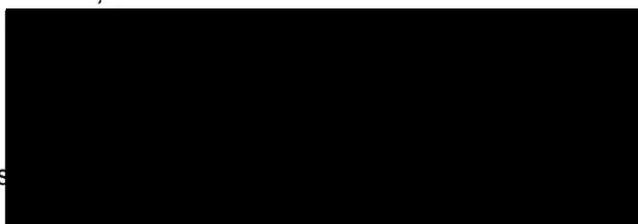
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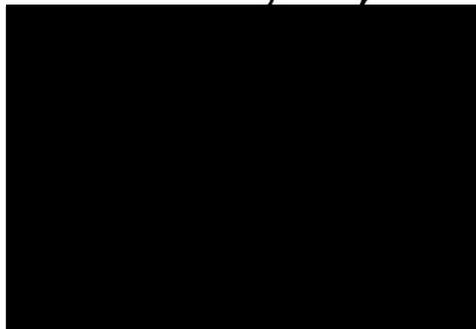
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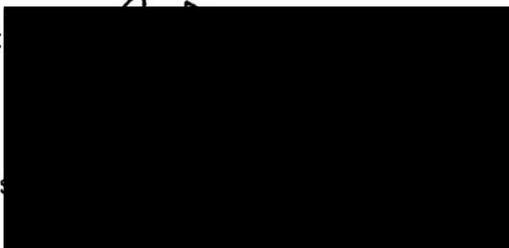
We implore the Local Review Body to support the proposals.

Yours Sincerely

Signed:

Name

Address



20 02101 FUL Willowbrae Road URGENT

5 messages


Apr 8, 2021 at 1:33 PM

I am currently preparing the Grounds for Review for lodging against the refusal of the application by Evantyr at 229 Willowbrae Road. The decision notice is dated 14.1.21. The request for review can be lodged before close of play on Tuesday which is the end date of the 3 month period.

The decision you will recall was a delegated one and therefore the right of appeal is to the Local Review Body of CEC and will be a request for a review.

I point this out because in checking all the docs and uploading to eplanning I discovered that the 'Notes' page on the decision notice is the wrong one. It refers to the right of appeal to the Scottish Ministers/ DPEA - attached for your convenience.

Will you re-issue the correct one to ensure that there is no come back once this is lodged through eplanning? The last thing that can happen is for the CEC to say - the decision notice states your right of appeal is to DPEA and for us to miss the deadline. If I lodged an appeal to DPEA they would say - this was an officer delegated decision, not a committee one therefore your right of appeal is to the LRB.

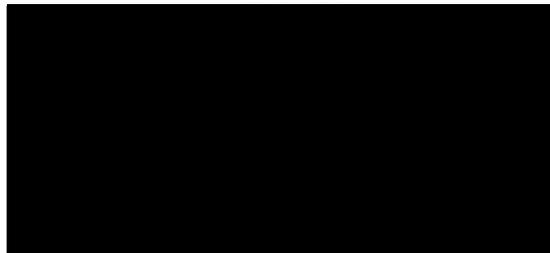
I would appreciate your comment on this asap.

Regards
Suzanne

--

Suzanne Claire McIntosh BA(Hons)MRTPI HonFRIAS

Suzanne McIntosh Planning Limited



Suzanne McIntosh 
To: Julie.Ross@edinburgh.gov.uk, Paul Devaney <paul.devaney@edinburgh.gov.uk>

Thu, Apr 8, 2021 at 1:34 PM

Attached
[Quoted text hidden]

 **-4835431.pdf**
79K

Paul Devaney <Paul.Devaney@edinburgh.gov.uk>
To: Suzanne McIntosh 
Cc: Julie Ross <Julie.Ross@edinburgh.gov.uk>

Thu, Apr 8, 2021 at 2:43 PM

20 02101 FUL Willowbrae Road URGENT

Paul Devaney <Paul.Devaney@edinburgh.gov.uk>
To: Suzanne McIntosh [REDACTED]
Cc: Julie Ross <Julie.Ross@edinburgh.gov.uk>

Thu, Apr 8, 2021 at 2:43 PM

Suzanne

Apologies. I have asked Transactions if they can re-issue the decision and send you a copy on the correct template which narrates position with right to seek a review through the LRB. If this paperwork is not received before the deadline I would suggest you lodge papers for review with LRB with copy of this email confirming that it is a right to review through LRB and not appeal to DPEA in order to meet statutory deadlines.

Kind regards

Paul V Devaney | Team Manager | East Area Team | Planning and Transport | PLACE | The City of Edinburgh Council | Waverley Court, Business Centre G:3, 4 East Market Street, Edinburgh, EH8 8BG | paul.devaney@edinburgh.gov.uk |

Have you signed up to the Planning Blog? We will be using the Planning Blog to communicate and consult on important changes and improvements to the Planning service in 2021. Please sign up to the Planning Blog to make sure you are up-to-date.



For latest updates on council services visit

www.edinburgh.gov.uk/coronavirus



[Quoted text hidden]

This email and files transmitted with it are confidential and are intended for the sole use of the individual or organisation to whom they are addressed.
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The Council has endeavoured to scan this eMail message and attachments for computer viruses and will not be liable for any losses incurred by the recipient.

Suzanne McIntosh Planning Limited

Planning – Urban Design – Mediation

45C Bath Street
Edinburgh
EH15 1HB

FAO: David Leslie
Executive Director of Place
City of Edinburgh Council

26.1.21

Dear Mr Leslie

20/02101/FUL A residential led development consisting of 48 apartments over 2 buildings with a commercial unit at ground floor at 229 Willowbrae Road, Edinburgh EH8 7ND

I write on behalf of my clients, Evantyr Properties Ltd, the applicants on the above application. We write to seek your assistance in addressing a number of issues in relation to the consideration of this application.

The issues can be summarised as three main areas of concern:

- Errors in the report of handling;
- A potentially flawed decision not based on the correct package of supporting information and consultation responses; and
- Flawed lines of communication from the Planning Authority

Errors in the Report of Handling

I have set out a list of the points that inaccurate relating to the part of the report they are in. These are not points of interpretation but matters of fact, figures, stats and comprehensive analysis. Had the correct information provided by the applicant been used in the report then would a different conclusion have been reached? Our conclusion must be that it quite possibly would have.

Our only choice now appears to be to appeal to the Local Review Body unless you have another suggestion as to how this is addressed.

Para relates to the report of handling:

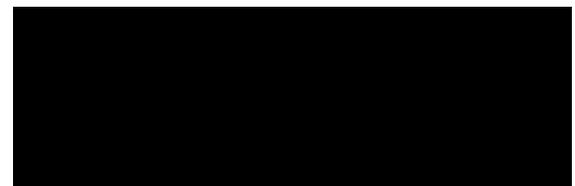
2.1 Site Description:

- the site description contains 2 fundamental errors: The site is not 3,052sqm; it is 3,114sqm as specified within the application form.
- the telecoms mast is not within in the site as described within the first para and later referred to again in the document.

2.2 Site History:

- The history set out in 2.2 isn't the history of the site and is entirely irrelevant to this proposal. No history is quoted for this site.

3.1 Description of the Proposal



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Planning – Urban Design – Mediation

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EH15 1HB

- the report states that there is to be 530 sqm of amenity space. This is incorrect - there would be 951sqm of amenity space (30.5% of the site). In addition to that there is also 145sqm of semi-private amenity (a further 4.5% of the site) which is useable with bench seating / planting. This information was itemised in the supplementary documentation submitted to CEC planning department which appears to have been ignored at worst or not referred to in this report.
- The report states that there are 2 separate bike stores. This was updated following discussion with CEC roads and waste services to combine the bin stores. This moved the point of collection away from the busy road junctions. The result was that the bike stores were combined. The updated site layout and floor plans were resubmitted to CEC planning department for consideration prior to determination of the application in November 2020 and again do not appear to have been looked at.

3.3 Assessment

(b) the Impact of the development on the setting of nearby listed buildings is acceptable:

- The listed buildings range between 1 ½ and 3 storeys (with a further developed roof). Within their immediate context are number of 4 storey apartment buildings. The closest edge of the application site is 62m from the nearest listed building. The development relates in scale with the buildings in its immediate vicinity – the hotel opposite, the 5 storey apartment buildings to the north and north-east and the 4 storey apartment building on Willowbrae Road. The impact therefore of the proposed development on the listed buildings is minimal. The report however makes no reference to this and effectively exaggerates the issue of the impact of the proposal on listed buildings and setting as though there is a close, intervisible relationship or a shared setting – that is clearly not the case. We did wonder reading this section in particular if the case officer had visited the site. The proposed development was informed by the characteristics of the listed villas in the area with the proposed form set back into the site with a perimeter wall to reflect on these local characteristics. The above rationale was comprehensively detailed within the D&AS submitted as part of the detailed application.

(c) Scale, Design and Materials

- This section acknowledges that the surrounding built environment is urban with a mix of building materials and styles.
- *'This part of Willowbrae Road is characterised by a historic pattern of buildings largely fronting directly onto the street, and set back from the busy street frontage within generous garden grounds.'* The applicant would comment that this informed our design which mimics these characteristics by setting the building back within a walled garden with generous garden grounds (as detailed within the supplementary planning documentation). The Planning Authority has a full design statement and methodology that rigorously details why design solutions have been presented as they have. At no point in the course of the application did the Planning Officer say – we are recommending refusal – this is unacceptable. At each point we were asked to justify our proposals which we have only to find none of this has been incorporated in the report or even mentioned.



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- *The positioning of the proposed buildings does not successfully address the street frontage, nor provide adequately generous amounts of open space around them to sit comfortably within the prevailing urban pattern.'* The applicant would comment that: The site is located on the corner of Willowbrae Road and Northfield Broadway. It also fronts on to Northfield Drive. The buildings were set back, to reference local context as described above. They were designed to allow the buildings to turn with the site to address all 3 streets without simply creating a perimeter type development which would have been contextually wrong. The characteristics of the 'villa' typology were adopted to allow the buildings to sit back, and directly address all 3 streets. The open space as designed provides a large area of shared amenity space –some 35% of the overall site.
- *'The site layout devotes a large portion of the available open space to car parking.'* The applicant would comment that the amount of car parking was considered and reduced to minimise the impact of the hardstanding and the number of cars for this development. The site has a fall of 3m and the car parking sits at the lower part of the site. Vehicular access is also required to the existing telecoms mast. The proposal restricts parking numbers, with some concealed by an undercroft while the amenity space which sits on the upper plane further concealing it from view.
- The applicant would comment that there is a considerable fall on not only our site but down towards the 5 storey apartment buildings on Northfield Drive. Their ground floor levels naturally sit lower than our site due to the topography of the area. These 5 storey buildings which are larger in overall mass are the closest structures to the development site therefore must be considered relevant for consideration. The top storey of the proposal was stepped back to reduce the visual impact of the top storey.

Materials and Detailing:

- *'...the composition of the elevations in terms of balance between solid and window areas lends itself to commercial rather than domestic appearance.* The applicant would comment that the proportions and the ratio of solid to glazed areas is typical of a contemporary new build 'villa type' apartment building found throughout the city.
- *'...and does not present a clear representation of the buildings proposed end use.'* The applicant would comment that the use of the ashlar stone and materials specifically selected to have a tactile appearance along with the introduction of corner balconies provide human scale, and a relatable appearance clearly defining it's residential use.

(d) The proposal is detrimental to the amenity of neighbours or occupiers of the new development:

- *the proposal is detrimental to the amenity of neighbours or occupiers of the new development new residents – Daylight 'No supporting information has been provided by the applicant to allow for an assessment of daylighting to properties to be carried out as required in the Edinburgh Design Guidance.'* Comment: An assessment was not requested at any point during dialogue with CEC planning department.

Sunlight:



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- Sunlight Comment: The built form was spilt to allow light to penetrate through to all parts of the site. Different parts of the gardens benefit from sunlight from different parts of the day.

Open Space Provision:

- The report states 530sqm of amenity space stating that we fall below the Edinburgh Design Guidance of 20% minimum. There is 951sqm of amenity space (30.5% of the site). In addition to that there is also 145sqm of semi-private amenity (a further 4.5% of the site) which is useable with bench seating / planting. A detailed analysis of these areas were illustrated and itemised within the supplementary documentation submitted to CEC planning department. This shows that the proposal exceeds the minimum requirements set out within the Edinburgh Design Guidance.
- *'The usability of the green space on site is constrained by the site layout, with the majority positioned onto the frontage of the site adjacent to a busy road. This does not maximise the opportunity for the provision of good quality open space.'* The applicant would comment that the gardens identified sit adjacent to the quieter Northfield Broadway and is enclosed by a stone perimeter wall. This was designed to give further shelter to the gardens by providing enclosure. Further to this large area of amenity, a further amenity courtyard is located in the between the two proposed apartment buildings. This area of landscaped amenity is located well within the site and is sheltered by prevailing winds etc by the form of the apartments.

e) Road Safety and Parking

- The report states than an agreement has not been met between the applicant and the transport officer. This is incorrect. Changes were made to the proposal on receipt of the consultation from the Roads department. The applicant reviewed the detail and made changes which were deemed acceptable to the transport officer. This was confirmed in writing to CEC Planning by the transport officer and the changes agreed were reflected within the amended drawings submitted to the planning department.

h) Other material considerations: Site investigation, energy sources, noise and ventilation

- A chimney flue from the commercial unit was shown on all floor and roof layouts within the application drawings. A condition noting the air changes required could have been applied to any consent.

Waste

- The report states an agreement has not been met between the applicant and waste management. Changes were made to the proposal on receipt of the consultation from CEC waste management. We reviewed the detail and made changes which were deemed acceptable to waste management. This was confirmed in writing to CEC planning department by waste management and the changes agreed were reflected within the amended drawings submitted to the planning department.

Telecommunication Infrastructure



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- We have not been made aware of any consultation / dialogue / comment from the operator of the telecoms mast.

Specific Comment on the Reasons For Refusal

1. Full justification is provided within the D&AS to express how this proposal integrates with the neighbouring context which has a varied typologies and characteristics. The reason for refusal and the report of handling do not critique this nor present an alternative yet these fundamental and thorough documents are simply disregarded. That is not the level of good planning we are normally presented with from CEC. We do not know from this report what the positive characteristics are that the Planner is so keen to preserve nor the extent to which they deem this to be overdevelopment – is it too high, are there too many units or is it the footprint?
2. The building form relates directly to the context within it's immediate vicinity and has been informed by the character of the listed buildings and the villas within the neighbouring area. The reason for refusal doesn't present a definitive view nor the report interrogate this issue.
3. The information provided during the application period determines that the amenity provision greatly exceeds the minimum standards set out within the Edinburgh Design Guidance hence we are at a loss as to where the figures have come from that the officer refers to.

In summary, we need to be able to move forward in confidence. We do not have that at present. In addition, we were told by the case officer that the application would be determined by committee due to the number of representations. We then received the delegated refusal. This application hasn't left us feeling confident in coming back in with another proposal. Can we discuss more fully with yourself to establish next steps.

Yours Sincerely

Suzanne C McIntosh MRTPI HonFRIAS



229 WILLOWBRAE ROAD, EDINBURGH
Application Reference No: 20/02101/FUL

A Response to CEC Planning Department
and Statutory Consultees

November 2020



PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

TRANSPORTATION

CEC FLOODING

CEC ENVIRONMENTAL PROTECTION

CEC INTERNAL DESIGN REVIEW COMMENTS

PUBLIC COMMENTS



INTRODUCTION

This document is provided as a comprehensive response from the applicant to the comments of the Planning Officer, Consultees and Representations in relation to:

Planning Application Reference No: 20/02101/FUL

229 WILLOWBRAE ROAD, EDINBURGH, EH8 7ND

A residential led development consisting of 48 apartments over 2 apartment buildings with a commercial unit at ground floor.

Minor alterations and clarifications are contained in this package of documents with a view to providing a reasoned justification in response to the proposed recommendation as indicated by the Planning Officer.

The applicant has addressed each of the issues raised and drawn the Planning Officer to the appropriate points of analysis of the scheme that demonstrate compliance with the Council's Local Development Plan.

As such the applicant believes that the proposal will contribute positively to its location and provide a design quality and layout that will enhance the immediate locality.

It should now therefore be supported by City of Edinburgh Council Planning.

PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

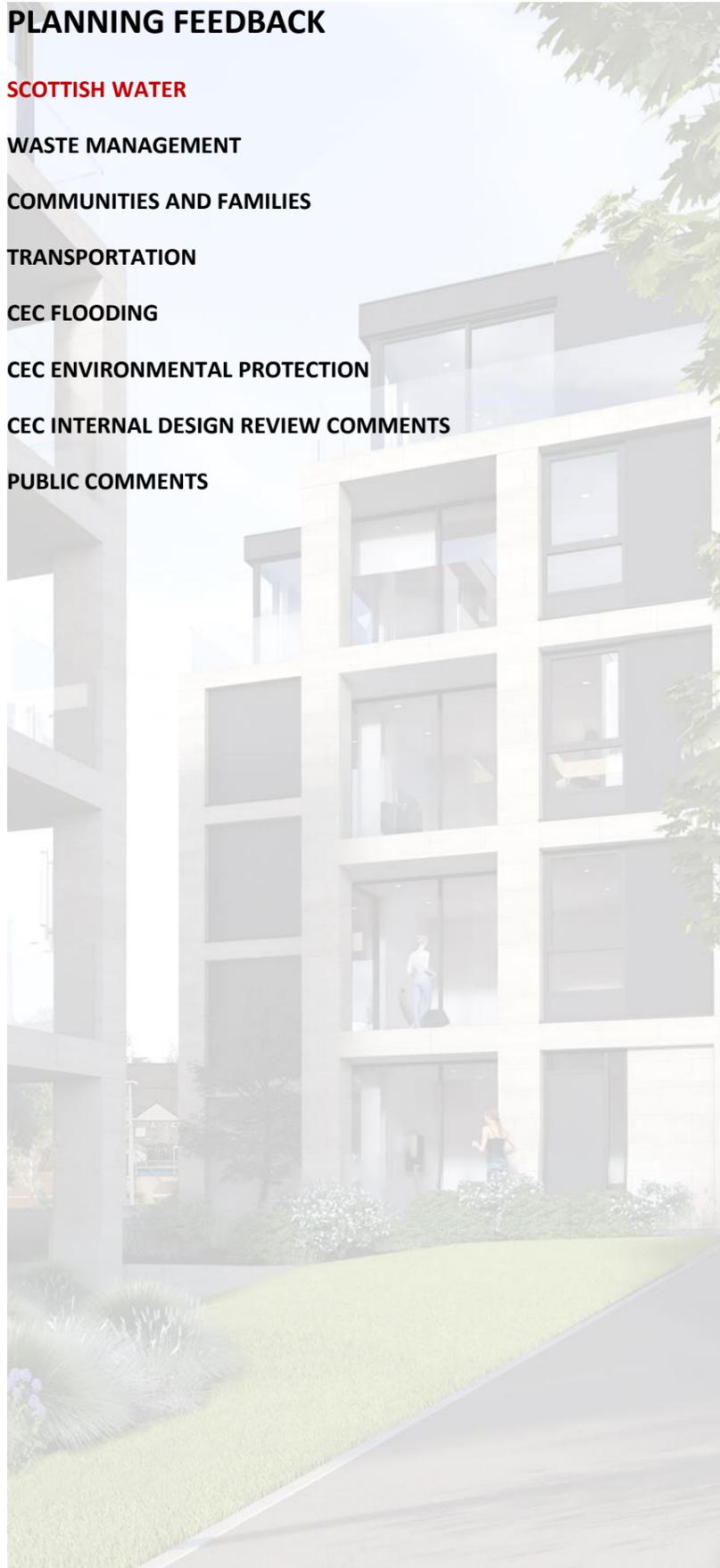
TRANSPORTATION

CEC FLOODING

CEC ENVIRONMENTAL PROTECTION

CEC INTERNAL DESIGN REVIEW COMMENTS

PUBLIC COMMENTS



SCOTTISH WATER

NO OBJECTION – Informative letter

APPLICANT RESPONSE

Our design fully complies with the current Scottish Water Surface Water Policy and design criteria as set out in the letter

The Pre-development Response from Scottish Water on the following page, dated 21 October 2019, provides site specific detail noting permitted foul and surface water discharge for this development.

21st October 2019

Harley Haddow
124-125 Princes Street
Edinburgh
EH2 4AD



SCOTTISH WATER

Development Operations
The Bridge
Buchanan Gate Business Park
Cumbernauld Road
Stepps
Glasgow
G33 6FB

Development Operations
Free phone Number - 0800 389 0379
E-Mail - DevelopmentOperations@scottishwater.co.uk
www.scottishwater.co.uk

Dear Mr D Coulter

EH6 Edinburgh Willowbrae Road 229
Pre-Development Enquiry Application – Capacity Review
Your Ref: 1010
Our Ref: 783714

Please quote our reference in all future correspondence

Number of housing units reviewed	48
----------------------------------	----

Thank you for your application regarding the above proposed development. Please note our reference number, which should be quoted on all future correspondence.

Following a capacity review we can now confirm the following:

Assessment of capacity at our treatment works:

- There is currently sufficient capacity in the **Glencorse** Water Treatment Works to service your development.
- There is currently sufficient capacity in the **Edinburgh PFI** Waste Water Treatment works to service your development.

Assessment of our network:

- There are no issues currently identified within our **water** and **wastewater** network that would adversely affect the demands of your development.

Please note:

- This response is valid for **12 months** from the date above and may be subject to further review
- The above waste water assessment is based on a foul only connection. All surface water to discharge to surface water sewer at an attenuated rate of 3l/s as per application. Foul and surface water to be separated within the site.

Infrastructure within boundary

On review of your application it has been found that there is Scottish Water Infrastructure within the boundary of the proposed development. I have referred your application to the Scottish Water Asset Impact Team to discuss any diversion requirements which may be necessary. You will receive a response from a member of our team in due course. If you have any questions in the meantime you can contact them at service.relocation@scottishwater.co.uk The applicant should be aware that any conflict with assets identified will be subject to restrictions on proximity of construction.

General notes:

- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head in the public main. Any property which cannot be adequately serviced using this pressure may require private pumping arrangements installed, subject to compliance with the current water byelaws.
- Scottish Water is unable to reserve capacity therefore connections to the water and wastewater networks can only be granted on a first come first served basis. For this reason we will review our ability to serve the development on receipt of an application to connect.
- Please be advised that Scottish Water will only accept surface water into the combined network under exceptional circumstances. In the consideration of any development, if due diligence has been carried out in fully investigating the available options for surface water drainage and if all of these options are subsequently deemed unreasonable to pursue, the remaining alternative options can then be considered for approval to allow the development to proceed.
- Unless stated on your PDE application, the drainage is assumed to propose to connect to our network via gravity without the use of a pumping station. If this is not the case then please let us know as soon as possible because Scottish Water would need to reassess this case.

Next steps:

If you would like to progress with connection(s) to the water and waste water network please submit the relevant application to our business team. Application forms and guidance can be found at <https://www.scottishwater.co.uk/Business/Connections>.

This response is in relation to the information you have provided in your application. If there are any changes to your proposed development you may be required to submit a new Pre-Development Enquiry application.

If you have any questions, please contact us at developmentoperations@scottishwater.co.uk or call us on 0800 389 0379, quoting your reference number and a member of our team will be happy to assist you.
Yours sincerely

Sarah Gracie

Development Operations
Sarah.Gracie@scottishwater.co.uk

Scottish Water Disclaimer:

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

PLANNING FEEDBACK

SCOTTISH WATER

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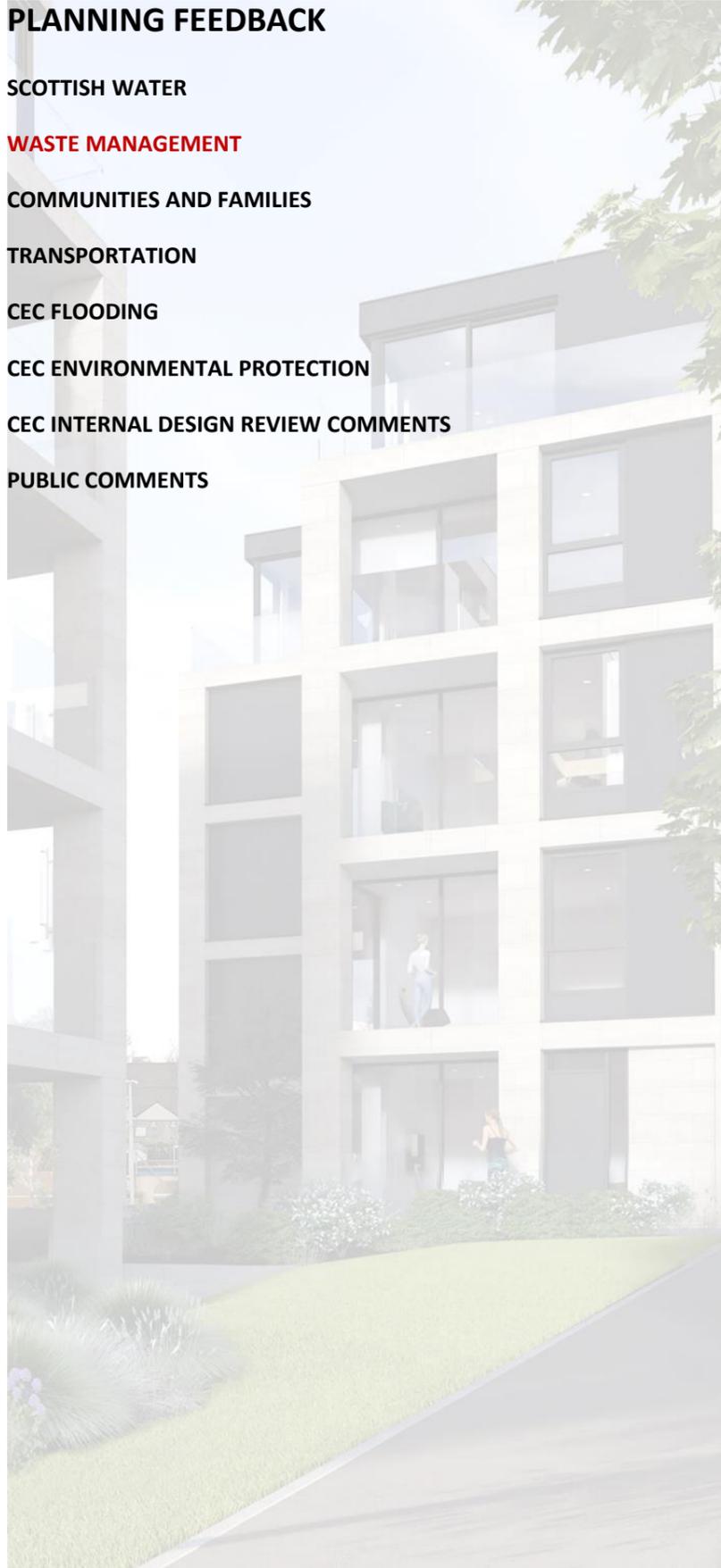
TRANSPORTATION

CEC FLOODING

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CEC INTERNAL DESIGN REVIEW COMMENTS

PUBLIC COMMENTS



WASTE MANAGEMENT

*I have looked at the drawings available in the planning portal file, we would require further input to the points raised below in conjunction with our current **instruction for architects and developers** guidance (attached) to ensure waste and recycling requirements have been fully considered.*

- 1. I would require some alterations to the pull directions.*
- 2. A detailed plan showing dimensions and bins in place along with*
- 3. Confirmation of the number of flats using each bin store.*

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

APPLICANT RESPONSE

An agreement in principle has been reached with the CEC Waste Services following detailed discussions with the following measures made / agreed:

1. The bin stores have been combined together (as shown on the following page) and access to the bin store improved to reduce the pull distances to a distance that the waste services are satisfied.
2. The ground floor plan was amended and the plan developed to detail the bin store arrangement.
3. It was confirmed that 48 apartments would use this bin store.

The drawings on the following pages show the amended proposals as they were developed following dialogue with CEC Waste Services. The changes as agreed will be incorporated into an updated set of floor layouts and site plans.

WASTE MANAGEMENT

BIN AND BIKE STORES RECONSIDERED TO IMPROVE REFUSE COLLECTION ARRANGEMENTS IN RESPECT TO PULL DISTANCES AND ISSUES RAISED BY THE ROADS DEPARTMENT

NORTHFIELD BROADWAY

NORTHFIELD DRIVE

13.5m

BIN STORE

+31.200

BUILDING A

+30.195

+31.770

+29.100

+32.200

+32.100

BUILDING B

+28.500



WASTE MANAGEMENT



Nicholas Saunders

From: Trevor Kelly <Trevor.Kelly@edinburgh.gov.uk>
Sent: 13 November 2020 08:14
To: Nicholas Saunders
Subject: RE: PLANNING APPLICATION No: 20/02101/FUL - 229 WILLOWBRAE ROAD, EDINBURGH, EH8 7ND - A RESIDENTIAL LED DEVELOPMENT CONSISTING OF 48 APARTMENTS OVER 2 APARTMENT BUILDINGS WITH A COMMERCIAL UNIT AT GROUND FLOOR

Morning Nicholas.

Thanks for sending over the confirmation and the drawing.
Reversing into this development wouldn't probably be realistic knowing the area, however operations have agreed to the extra pull distance.

Given this information, if you can just confirm that all points raised in our guidance will be adhered to I can inform the case officer that a waste strategy has been agreed.
This agreement is subject to a site visit prior to collections being agreed and put in place. Please inform the developer/builder to contact myself directly 12 weeks prior to going live to allow for this visit and for the purchase of the new development waste bins. More information on this will be in the agreement sent to the case officer.

Regards

Trevor Kelly

Trevor Kelly | Waste & Cleansing Project Officer | The City of Edinburgh Council | Seafield depot Fillyside road
Edinburgh EH7 6RD | trevor.kelly@edinburgh.gov.uk | www.edinburgh.gov.uk

New developments: The current Architect guidance is now available at
<https://www.edinburgh.gov.uk/wasteplanning>

You can now report overflowing communal bins or missed wheelie bin collections online at
<https://www.edinburgh.gov.uk/report> **or call the Customer Hub on 0131 608 1100. Other issues can also be reported by emailing** waste@edinburgh.gov.uk .

PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

TRANSPORTATION

CEC FLOODING

CEC ENVIRONMENTAL PROTECTION

CEC INTERNAL DESIGN REVIEW COMMENTS

PUBLIC COMMENTS



COMMUNITIES AND FAMILIES

No objection

APPLICANT RESPONSE

No action required.

PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

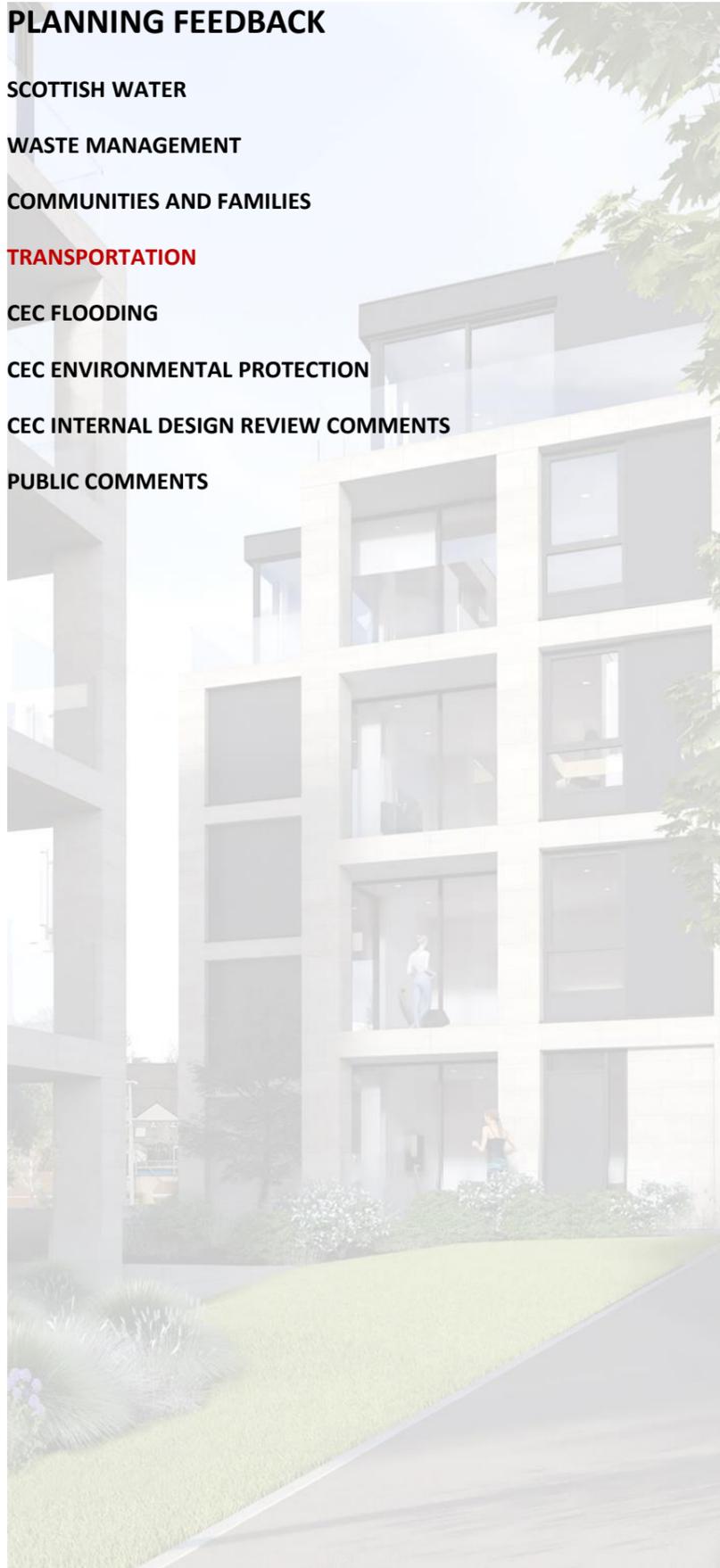
TRANSPORTATION

CEC FLOODING

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PUBLIC COMMENTS



TRANSPORTATION

The application should be continued. Reasons:

- 1. The proposed 2 disabled bays adjacent Northfield Drive will compromise refuse collection and access to the bike store and the applicant should consider the area for soft landscape. The current proposal is contrary to Policy Tra 4;*
- 2. The proposed location of building B bin store is considered unsuitable for refuse collection because it is adjacent to southbound bus lane on Willowbrae Road and Northfield Broadway/Willowbrae Road junction. Refuse collection from the Northfield Broadway arm of the junction will block southbound traffic on Northfield Broadway to Willowbrae Road.*

APPLICANT RESPONSE

There is ongoing discussions taking place with the CEC roads department and confirmation expected shortly. In response to the points raised we have made the following changes:

1. The clash between the bin store and the adjacent disabled parking bays has been removed through a redesign of this hardscaped courtyard. The pull routes required for the bin store have been separated from the disabled bays to remove this conflict, while the door position has moved to minimise the pull lengths. The bins will be pulled towards the kerbside over the shared service, which has also been agreed with CEC waste services.

The site is very well located in relation to walking, cycling and public transport and can therefore support sustainable travel patterns by the residents. Given this we decided that there was an opportunity to encourage the use of green links by reducing the car parking numbers. As stated within page 39 of the Design and Access Statement we are proposing 54% car parking of the maximum permitted, 3 of which are accessible and 4 of which are passive electric charging bays. Further detail can be found within the Transportation Statement which was submitted as part of the application.
2. These concerns were noted and the bin stores were reconsidered to address these concerns. We combined the bin stores in to one location within apartment building A. This would allow the bins to be collected from Northfield Drive (an approach agreed with CEC Waste Management). This change would eliminate the conflict with the Northfield Broadway/Willowbrae Road junction.

PLANNING FEEDBACK

SCOTTISH WATER

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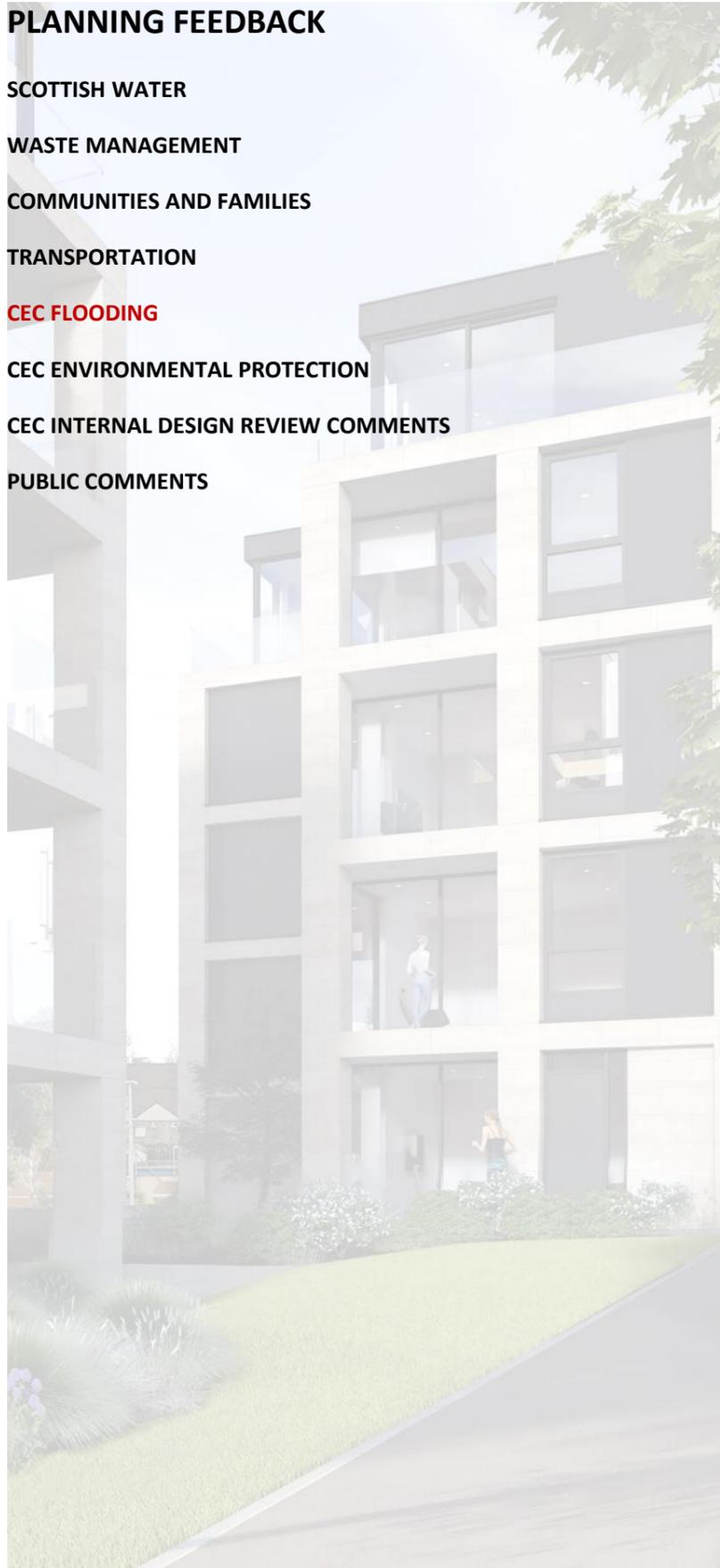
TRANSPORTATION

CEC FLOODING

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PUBLIC COMMENTS



CEC FLOODING

Can the applicant provide a copy of the pre and post-surface water flow path drawings. Unfortunately, the quality of the version on the portal in Appendix 8 and 9 of the report is difficult to read.

APPLICANT RESPONSE

The requested drawings from the Surface Water Management Plan have been attached alongside this report.

PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

TRANSPORTATION

CEC FLOODING

CEC ENVIRONMENTAL PROTECTION

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PUBLIC COMMENTS

CEC ENVIRONMENTAL PROTECTION

1. *The application states to be providing 26 car parking spaces. In this regard, the site feeds into the Central Edinburgh Air Quality Management Area (AQMA) which ends at Jock's Lodge/Willowbrae Road junction and will therefore increase existing pollution levels (NO2 is the pollutant of most concern within Central Edinburgh AQMA and stems from road traffic and fossil fuel energy sources). In this regard:*
 - a. *26 car parking spaces appears excessive for a site that will impact upon an existing AQMA especially as limited mitigation has been provided (except a Residential Travel Plan – of which more details should be provided). Environmental Protection will consider recommending refusal for the application based on this as we would find it difficult to support the application to a Committee acutely aware of Edinburgh's pollution issues. There have also been no electric vehicle charging points provided. Environmental Protection is of the opinion that as we are within an environmental and climate crisis, there is no justification for this number of parking spaces considering the site is excellently placed for public transport, cycling and walking links. Therefore, Environmental Protection is of the opinion that the parking should be reduced (zero parking should be considered) and if parking is to be proposed it should be low and include 100% electric vehicle charging infrastructure points to any spaces provided.*
 - b. *Please confirm the energy source(s) proposed for the development. The proposal will have a high energy demand thus Environmental Protection welcomes any proposals incorporating photovoltaic panels and other sustainable heating sources. It should be noted that if any plant proposed is larger than 1 megawatt then the applicant will be required to include secondary abatement technology to reduce nitrogen dioxide. The problem with natural gas energy centres is that the pollutants released once operational cannot be reduced and increase the background levels of NO2. Now with the Climate Emergency and CEC zero carbon targets being declared the developer must now consider energy demands without any fossil fuels (e.g. gas and biomass). The developer must fully investigate meeting all energy demand through renewable sources of energy including ground/air source heat pumps and photovoltaic/solar panels with energy storage which could be linked to EV charging using the EV's to store energy for possible use in the buildings.*

APPLICANT RESPONSE

1. During the pre application stage we met with Andrew Campbell to discuss the proposal. These findings informed our approach and the discussions were noted within the Design and Access Statement (Please refer to page 60 of the Design and Access Statement).
 - a. Parking provision was considered during the concept stage of development. There are 48 apartments and the city policy states a maximum number of 1 space per property. This proposal provides 26 parking spaces (54%) and therefore is in line with this guidance. We have also provided 4 electrical charging points which is in line with the guidance. These are noted on the site plan issued as part of the planning submission. **Consultee response from roads department: The applicant proposes 26 car parking spaces (including 3 disabled bays and 4EV charging bays) and complies with the Council parking standards which could allow a maximum of 48 parking spaces**
 - b. The sustainability strategy of this development is being led by a fabric first principle to ensure that the building is as efficient as possible with high performance insulation, minimal heat loss and a high degree of air tightness. Compliance with Part 6 of the building regulations will ensure that energy efficient design and the use of sustainable energy is considered as part of the construction.

PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

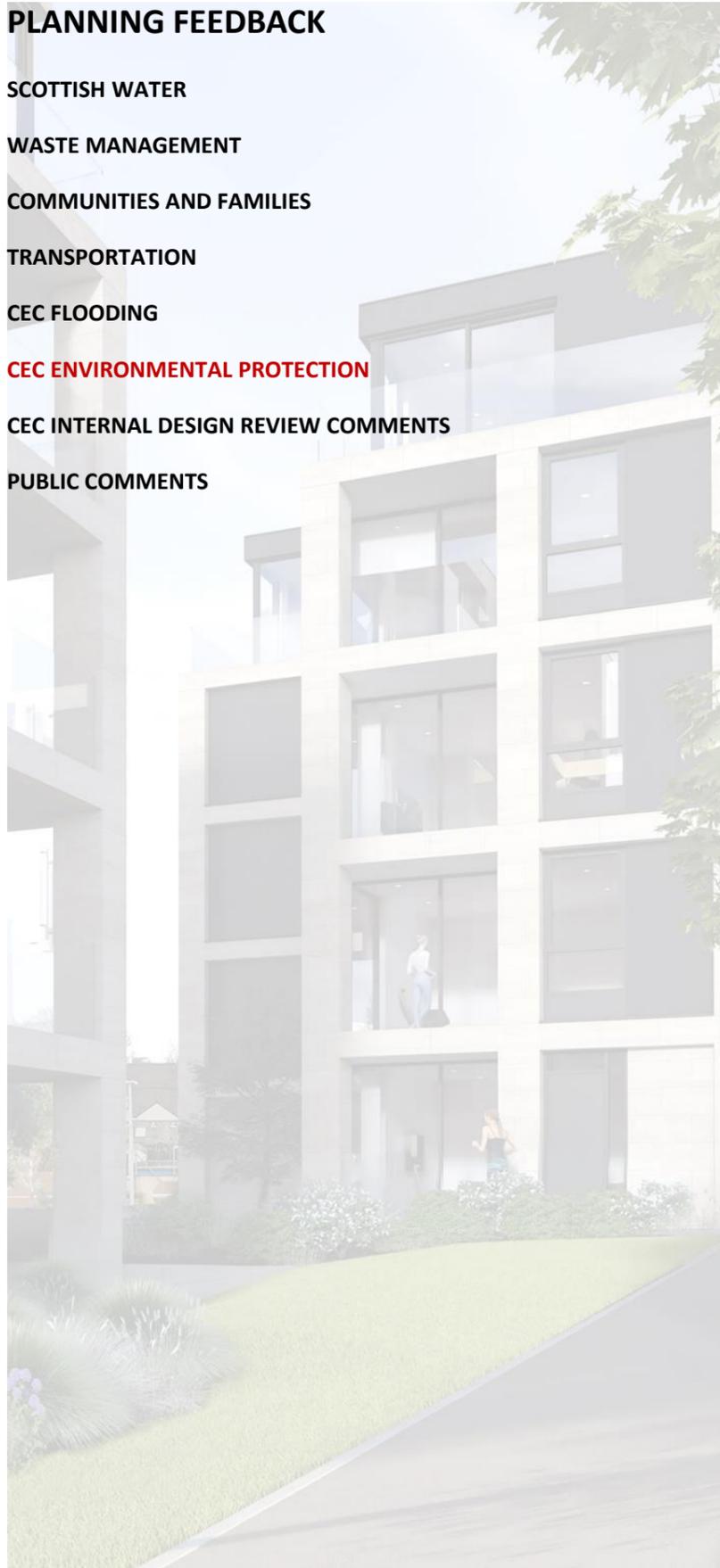
TRANSPORTATION

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PUBLIC COMMENTS



CEC ENVIRONMENTAL PROTECTION

1. *In relation to the proposed hot food takeaway commercial unit, can the applicant please provide ventilation details and NIA. i.e.*
 - a) *Confirmation of where the ventilation extract point is to be situated (it must be above any surrounding windows to roof level including those of the proposed development). Please provide drawings.*
 - b) *Confirmation from a suitably qualified ventilation engineer that the effluvia will be removed at a minimum rate of 30 air changes per hour.*
 - c) *Confirmation that the ventilation will meet NR25 within the nearest residential premises (with the window open for ventilation purposes). This can be done in the NIA.*
 - d) *Provide a noise impact assessment (NIA) which ensures that the Class 3 premises internal noise levels from normal operations will be inaudible within the residential properties above.*

APPLICANT RESPONSE

1. A Noise Impact Assessment was submitted as part of the application which addresses most of the points raised. It would be generally expected for a number of these points to be conditioned.
 - a) All floor plans identify the location of the extract and show this terminating at roof level (above any surrounding windows). Drawing Number: 'WBR-CDA-SW-RF-DR-A-PL-0013_P2 - Proposed Roof Plan' shows this final point of termination – to roof level and above all surrounding windows.
 - b) We confirm that effluvia will be removed at a minimum rate of 30 air changes per hour. We expect this point to be conditioned.
 - c) Please refer to the Noise Impact Assessment (Page 18) for related detail. The ventilation will meet NR25 within the nearest residential premises (with the window open for ventilation purposes). We expect this point to be conditioned.
 - d) Please refer to the Noise Impact Assessment (Page 17) for detail of the floor constructions required to comply with this standard. These would be implemented in the construction process.

PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

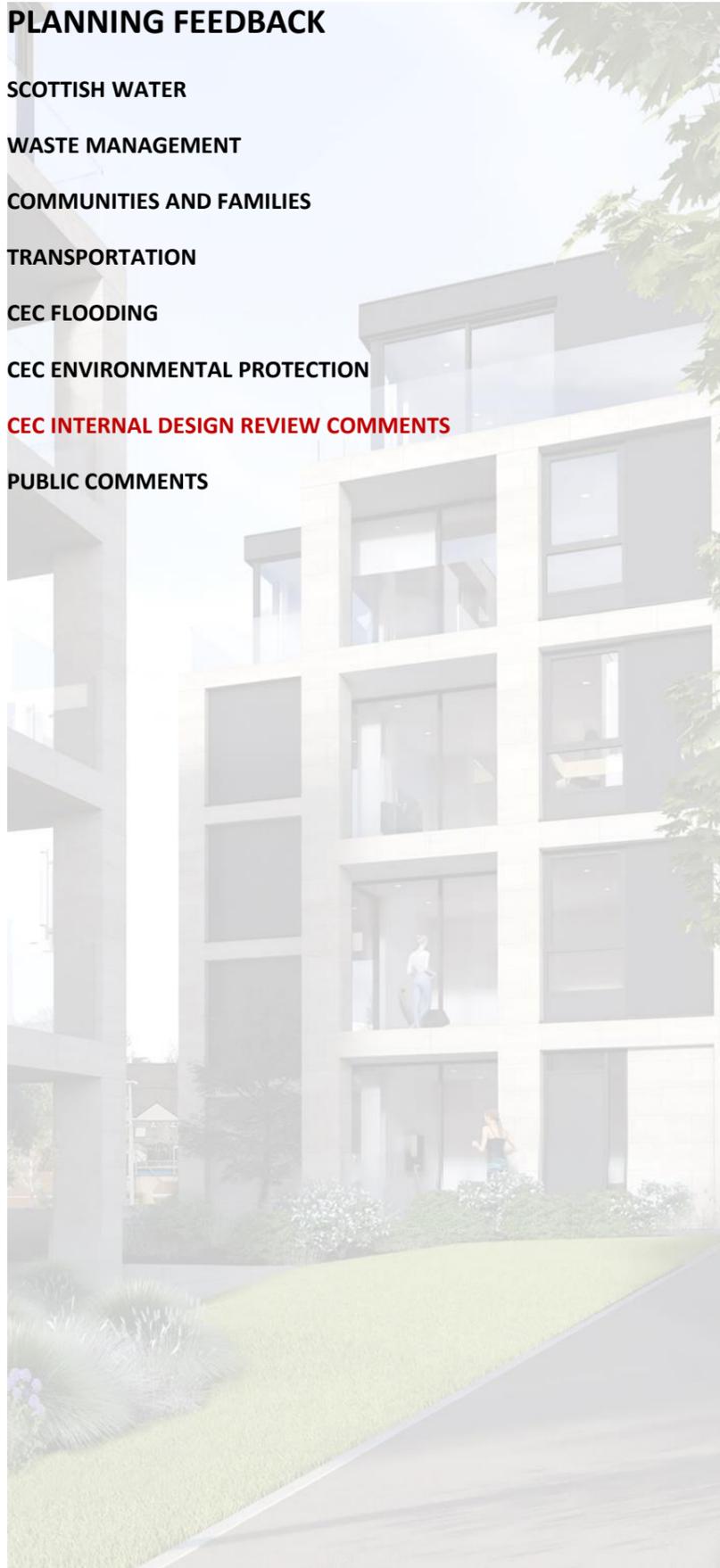
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PUBLIC COMMENTS



INTERNAL DESIGN REVIEW

The proposed volume of development represents overdevelopment. Pavilion concept may be acceptable but will need to be driven by the surrounding townscape/ landscape characteristics to ensure that the built form is sited appropriately within the site. The design concept needs to take better cognisance of;

- *contextual scale, height and massing;*
- *the prevailing building lines and frontage pattern on Willowbrae Road, particularly the importance that trees, generous gardens/ open space and stone boundary treatments make to soften the relationship with the busy main road;*
- *the positioning of buildings on site*

APPLICANT RESPONSE

CONTEXTUAL SCALE, HEIGHT AND MASSING

Please refer to D&AS for detail that informed the design of the proposed development following a detailed analysis of the surrounding townscape / landscape characteristics. Chapter 2 of the Design and Access Statement (pages 16 – 25) thoroughly analyses the surrounding context.

Layout options were considered within the Design and Access Statement (page 28) for this challenging corner site with reasons identified for the decision to develop the option for 2 pavilion type buildings.

The massing and sunlight was analysed to fully understand the impact the pavilion buildings would have on the site and the neighbouring land (Please refer to pages 42 – 44 of the Design and Access Statement)

FLY THROUGH VIDEO

The link below shows a fly thru created to express the proposed form in its setting,

<https://we.tl/t-Gy5B94ZQKs>

This short animation shows the benefits of splitting the form to reduce the mass, allow for light to penetrate through the site, while also allowing dual aspect apartments throughout. The benefits of the pinwheel arrangement with dual aspects brings its own inherent self policing of the site as it is fully overlooked.

BUILDING LINES AND FRONTAGE PATTERNS

The buildings were designed to sit within the site, behind a walled perimeter. A contextual response to the neighbouring area (please refer to pages 16 and 18). The introduction of the perimeter wall was discussed and encouraged at pre application due to the added merits of security, while improving the quality of the amenity space within for the residents. The height of the wall was considered and limited in height to minimise the impact of the wall, allowing for views in to the site without dominating the space, allowing the development to be adopted as part of the neighbouring instead of turning its back.

POSITIONS OF BUILDINGS ON SITE

The buildings were set back from the site perimeter to allow them to breathe and appear to sit within the well considered and organised landscaped garden spaces with hierarchies of space considered (Please refer to pages 49 and 51 of the Design and Access Statement).

Whilst 'walled' we introduced 'semi-public' courtyards that allow a transition between the public footpath and the private / semi- private gardens for the residents. This allowed a comfortable relationship with the footpath while protecting the amenity space from the reality of the busy roads.

PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

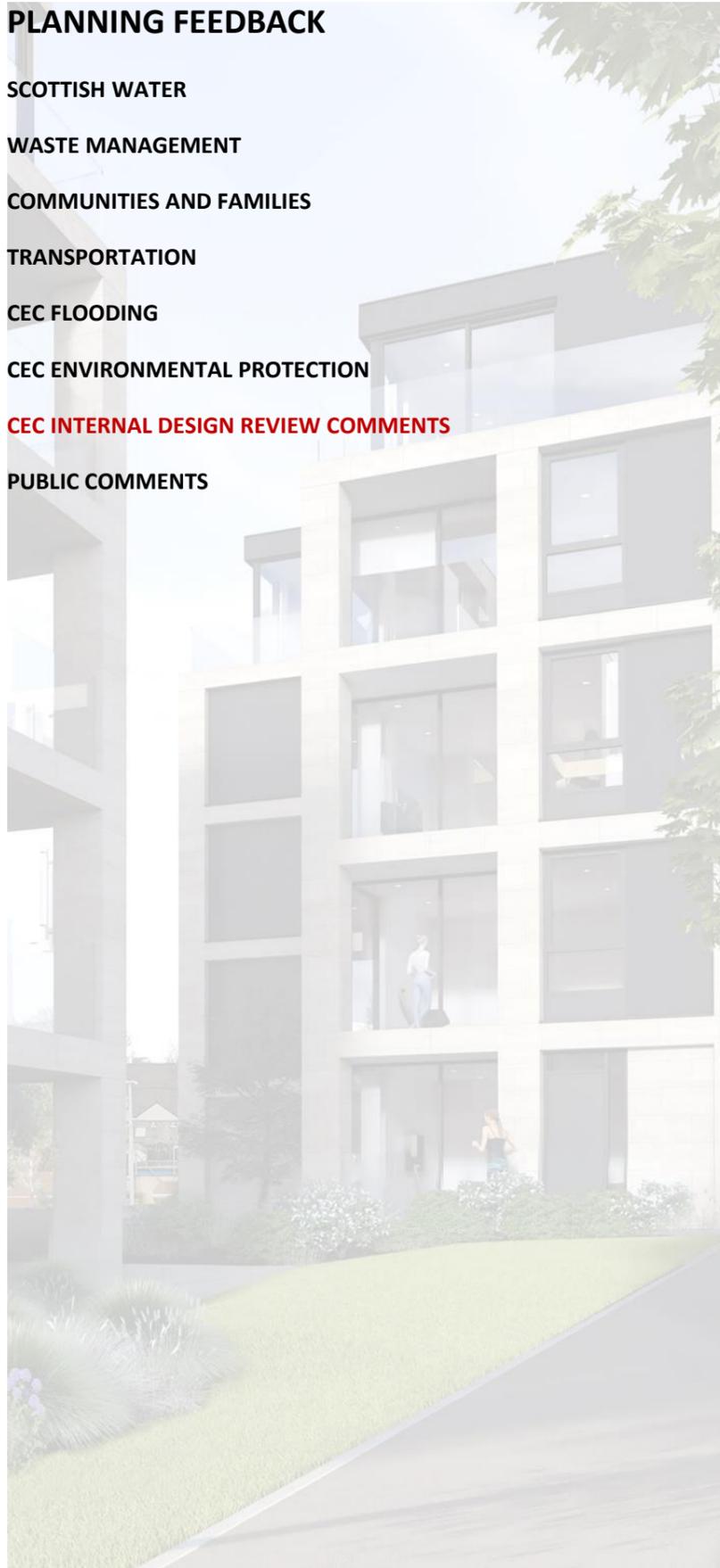
TRANSPORTATION

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PUBLIC COMMENTS



INTERNAL DESIGN REVIEW

- *materials and detailing.*

The layout as proposed is not considered to provide acceptable quality or quantity of open space in terms of size, position, orientation, and maximising opportunities for natural surveillance.

APPLICANT RESPONSE

MATERIALS AND DETAILING

The primary cladding material is ashlar sandstone, chosen to reflect the material use of the neighbouring listed buildings. Traditional materials applied in a modern manner allows the development to move forward whilst respecting the character of the historic buildings within the site's vicinity.

The detailing throughout will be carefully considered in a similar manner to other modern sandstone buildings both the applicant and architect have designed and built in Edinburgh. Great attention will be paid to these details to ensure that they are robust and withstand the test of time.

A lightweight cladding material has been introduced to compliment and enhance the use of the primary cladding material. Its use acts as a relief and also allows for the expression of the stone 'frame'.

QUALITY OF OPEN SPACE

There is extensive open space provided throughout this development. While the amenity space complies with the local policy, a large percentage of apartments enjoy their own private gardens, terraces or balconies which provides further amenity to the residents.

A calculation for the open space and site usage is shown on the following page.

The buildings have been designed and orientated to allow sunlight to penetrate through into different parts of the gardens throughout the day. The visuals on the following pages provide further detail showing how each space benefits from the sunlight throughout the day.

The open space has also been designed to be completely overlooked. The apartment buildings are arranged in a pinwheel configuration with a central core to allow for dual aspect apartments throughout. This allows for natural surveillance of the whole site with all areas overlooked.

The landscape design was integral to the development proposal and landscape architects were engaged at an early stage to input in to the design and ensure that all spaces were thoroughly considered and designed to create good quality amenity space and enhance these spaces for the residents.

Please refer to pages 49 – 53 of the Design and Access Statement for further detail of the considerations made.



APPLICANT RESPONSE

AMENITY SPACE

The site areas are as follows:

Site	3100 m2	
Building Footprint	1006m2	(32.5%)
Hardstanding	740m2	(24%)
Amenity Space	951 m2	(30.5%)
Semi Private Amenity	145m2	(4.5%)
Private Terraces / Balconies	376m2	
(4.4m2 standard balcony size)		

The variety of space offer to the occupiers of the site are varied and considered. Sharing amenity space and benefitting from their own private terraces and / or balconies.

The shared gardens enjoy sunlight throughout the day as expressed on the following two pages.

SUMMER



WINTER



SUNLIGHT ANALYSIS AND IMPRESSION ON AMENITY SPACES

The solar study illustrates how the design and configuration of the buildings encourage and allow sunlight to penetrate through the centre of the development to allow light to all parts of the site at varying times of the day.

The central courtyard space benefits from the sun from the early morning through to mid-day and the again in the later evening once the sun has moved west.

The amenity space to the west of the site which is sheltered by the perimeter wall, benefits from the sun throughout the day.

SUMMER



WINTER



PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

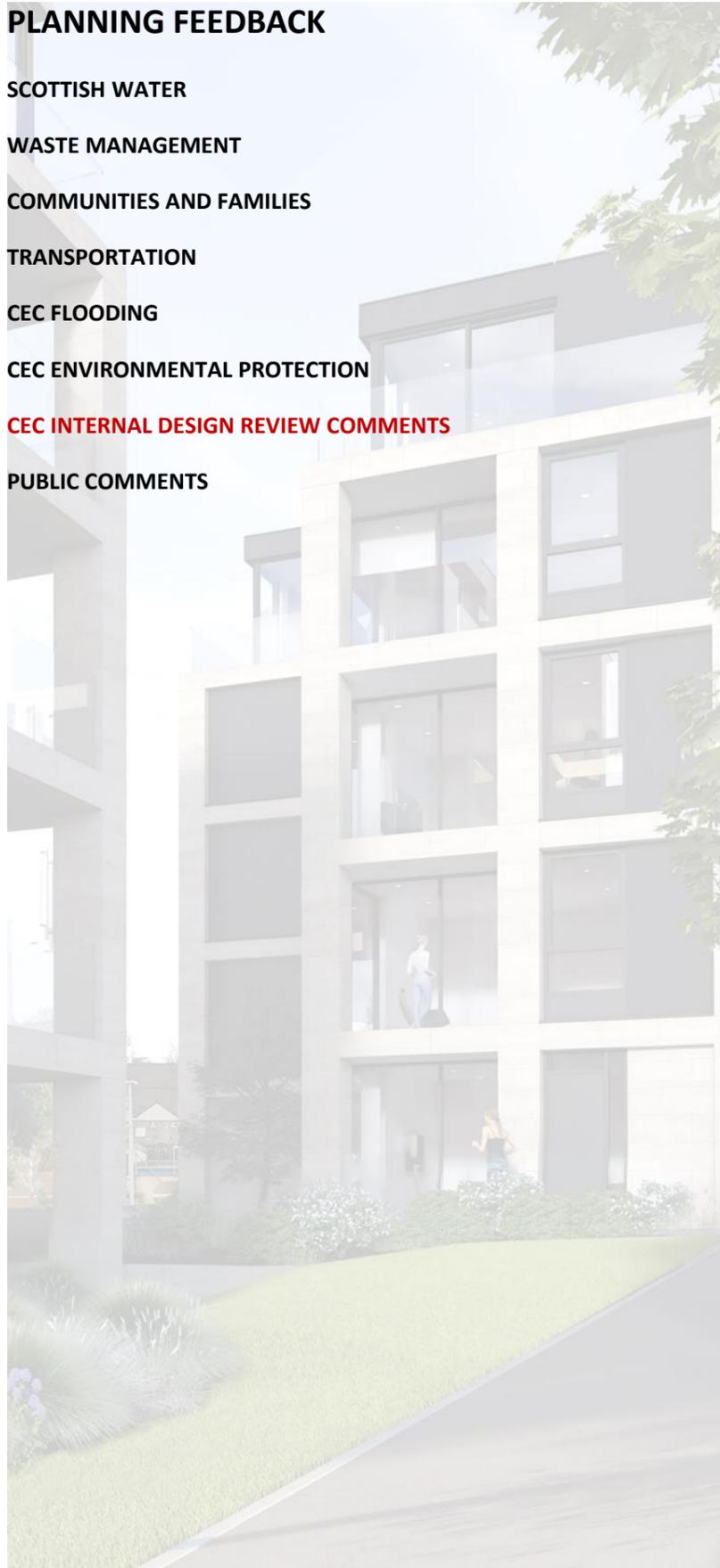
TRANSPORTATION

CEC FLOODING

CEC ENVIRONMENTAL PROTECTION

CEC INTERNAL DESIGN REVIEW COMMENTS

PUBLIC COMMENTS



INTERNAL DESIGN REVIEW

Level of parking seems excessive for this location on a public transport corridor.

Ground floor units contribute very low levels of active frontage which compromises the open space character.

Underground SUDs provision is not supported. An overground SUDs management strategy is preferred, including opportunities for green/ blue roofs. The SUDs strategy must ensure that the neighbouring allotments are protected.

APPLICANT RESPONSE

CAR PARKING

The proposal is in line with CEC policy for car parking provision which allows 100%. We analysed the site and determined that we could reduce this due to the great transportation links and the proposed inclusion of good quality bike storage to encourage a green approach to movement within the city. It is a commercial reality that people have cars and a balance is to be struck to provide an element of car parking for some purchasers (advice from sales agents). This will minimise the pressure on neighbouring streets.

As stated within page 39 of the Design and Access Statement we are proposing 54% car parking of the maximum permitted, 3 of which are accessible and 4 of which are passive electric charging bays.

GROUND FLOOR UNITS

The ground floor units have been designed to open out on to the gardens to allow a direct relationship between apartment and garden. They are all dual aspect and have large areas of full height glazing to ensure active frontages.

The commercial unit on to Willowbrae Road has a large elevation of glazing providing a direct relationship with the street.

We have also updated the plans and elevations to include further glazing on the prominent corner on to Willowbrae Road on apartment building B.

The perimeter wall was introduced following pre application meeting with the planning department where it was suggested that a walled type development may be a suitable characteristic typical of this setting. Further analysis of the local characteristics confirmed this approach. It was also determined that introducing this wall would provide a further level of security and enclosure to the shared amenity space.

SUDS

The SUDS proposal for the site are in accordance with current SEPA, Scottish Water and CEC Floor Prevention design criteria in respect of surface water and attenuation. The stated "preferred" measure of green / blue roofs is a method of SUDS that could be considered if the proposed options were not possible. The SUDS design does not impact on the neighbouring allotments in any way.

PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

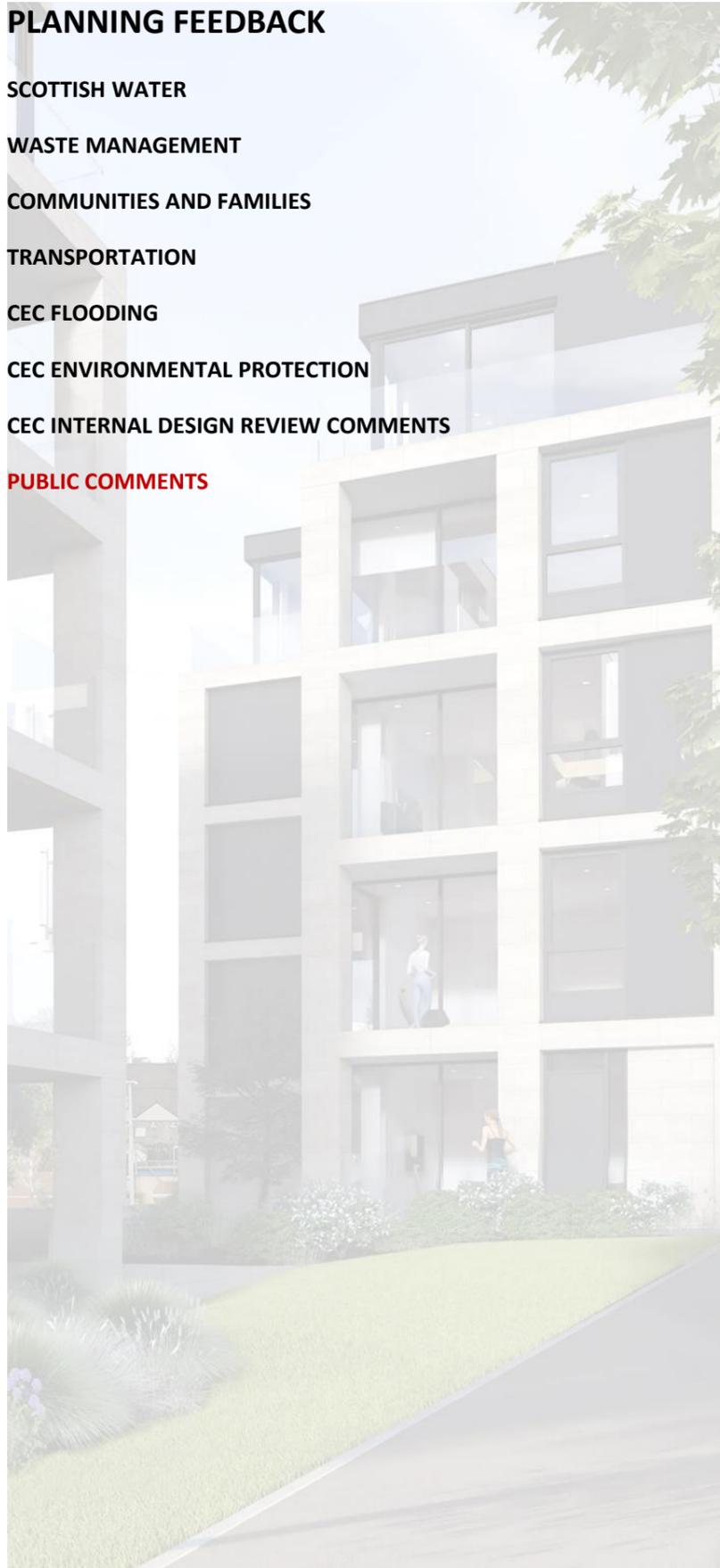
TRANSPORTATION

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PUBLIC COMMENTS



PUBLIC COMMENTS

- *Concern regarding building height/ massing;*
- *Fit of the building in the local context;*
- *Impact on setting of listed buildings;*
- *Drainage concerns;*
- *Overshadowing/ impact on amenity of allotments;*
- *Overshadowing/ impact on amenity of neighbouring properties;*
- *Transport concerns – inadequate parking provision, impacts of additional traffic to local area, impact on safe routes to schools;*
- *Impact of the proposed development on local amenities;*
- *Need for affordable housing in the scheme (preferably MMR tenure);*
- *No replacement of public house on site proposed;*
- *Noise/odours/ disturbance from hot food takeaway;*

APPLICANT RESPONSE

BUILDING HEIGHTS / MASSING
Addressed earlier in report.

FIT OF THE BUILDING IN THE LOCAL CONTEXT
Addressed earlier in report.

IMPACT ON THE SETTING OF LISTED BUILDINGS
Page 17 of the Design and Access Statement locates the various Cat B and C listed buildings within the neighbouring area and it is our view that the setting of these will remain undisturbed.

DRAINAGE CONCERNS
Addressed earlier in report.

OVERSHADOWING / IMPACT ON AMENITY OF ALLOTMENTS
Please refer to page 44 of the Design and Access Statement for the daylight study (analysed throughout the year) which shows minimal impact on the overshadowing of the allotments.

TRAFFIC CONCERNS
Parking numbers have been considered to serve the development efficiently. As stated elsewhere in the report there are good transportation links which allows us to reduce the numbers. We recognise the need for parking spaces and the issues of overspill and these formed part of the decision to provide the spaces as shown.

IMPACT ON LOCAL AMENITIES
These will be considered as part of the Section 75 agreement with developer contributions agreed as required.

NEED FOR AFFORDABLE HOUSING
There will be on site affordable housing provision. The detail of these units and the tenure are to be confirmed with the preferred affordable housing association / RSL.

PUBLIC HOUSE
This will not be replaced however the relocation of the takeaway fish and chip premises within the development is integral to the proposal.

NOISE / ODOURS / DISTURBANCE FROM TAKEAWAY
Addressed earlier in the report.

PLANNING FEEDBACK

SCOTTISH WATER

WASTE MANAGEMENT

COMMUNITIES AND FAMILIES

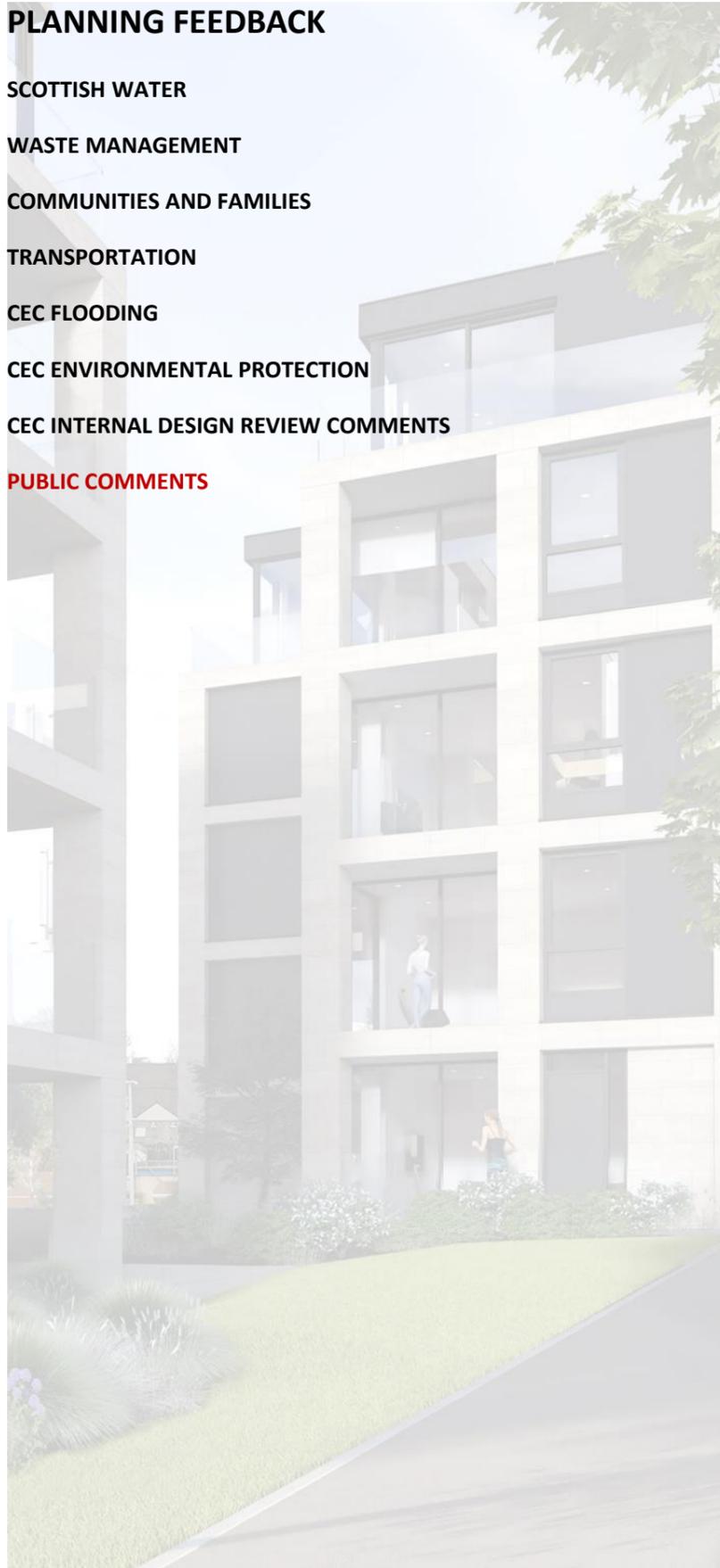
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NOISE / ODOURS / DISTURBANCE FROM TAKEAWAY
Addressed earlier in the report.

MEMORANDUM

PLACE

To: Ross Julie

Our Ref: T/TP/DC/42395/KA

Your Ref: 20/02101/FUL

Date: 7 July 2020

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

PLANNING APPLICATION No: 20/02101/FUL

FOR: A RESIDENTIAL LED DEVELOPMENT CONSISTING OF 48 APARTMENTS
OVER 2 APARTMENT BUILDINGS WITH A COMMERCIAL UNIT AT
GROUND FLOOR.

AT: 229 WILLOWBRAE ROAD, EDINBURGH, EH8 7ND

ROADS AUTHORITY ISSUES

Should you be minded to grant, the following should be added as informatives or conditions as appropriate;

1. The applicant will be required to contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;
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. Works affecting adopted road 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) The applicant proposes 26 car parking spaces (including 3 disabled bays and 4EV charging bays) and complies with the Council parking standards which could allow a maximum of 48 parking spaces;
- b) The proposed 112 cycle parking spaces complies with the council's parking standards which requires a minimum of 110 cycle parking spaces for the proposed development.
- c) It is predicted that 23 two-way vehicle trips will be generated in the morning peak hour and 22 in the evening peak hour;
- d) The site is accessible by public transport and is well linked to the wider footway network in the area with controlled and uncontrolled crossings on Willowbrae Road.

Kofi Appiah
Tel: 2-3579