

Development Management Sub Committee

Wednesday 16 June 2021

Application for Planning Permission 20/05679/FUL At Land In The Grounds Of Kirkliston Sports Centre, Kirklands Park Street, Kirkliston Erection of Early Years Nursery and Primary 1&2 School with associated landscaping

Item number

Report number

Wards

B01 - Almond

Summary

The application proposes a well-designed school and nursery annexe which will enhance the education facility for the local community for Kirkliston. There is a loss of open space, however the upgrading of the remaining pitches in this locality is considered to be an acceptable mitigation. The proposal complies with the Edinburgh Local Development Plan. There are no material considerations which outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LEN12, LEN16, LEN18, LEN19, LEN20, LEN22, LTRA01, LTRA02, LTRA03, LTRA04, LTRA09, NSG, NSGD02,

Report

Application for Planning Permission 20/05679/FUL At Land In The Grounds Of Kirkliston Sports Centre, Kirklands Park Street, Kirkliston Erection of Early Years Nursery and Primary 1&2 School with associated landscaping

Recommendations

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

Background

2.1 Site description

The application site lies within the grounds on the Kirkliston Leisure Centre, it relates to land to the northern side of the leisure centre building.

The site is bound by the M90 to the west, Stirling Road to the south and Kirklands Park Street to the east, a residential development, Kirkliston Park Grove lies to the north, separated from the site by a ten-metre tree/scrub belt.

The site is fairly level with access currently taken from the east via Kirklands Park Street.

The existing leisure Centre is a linear building that sits in the centre of the site. The football pitch lies to the south and the Multi- Use Games Area (muga) pitches lie to the east, the car park to the leisure centre lies to the west.

The site for the early years development measures approximately 1.64ha in area.

Kirkliston primary school is situated approximately 12 mins walk to the south east of the site.

2.2 Site History

There is no relevant planning history for this site.

Main report

3.1 Description Of The Proposal

The development of the school/nursery annexe is proposed in two phases.

The first phase is for an L-shaped building to the north western corner of the site. This includes a pedestrian access from Kirklands Park Street and a service vehicle access into the north eastern corner of the site.

The main entrance to the building would be from the Kirklands Park Street side of the building. The proposal includes four additional car parking spaces which would be accessed from the existing leisure centre car park, these are proposed as two no. accessible parking spaces and two no. electric car charging points. and 44 covered cycle storage dispersed around the site. Bin stores are provided on the boundary with the Leisure centre car park close to the maintenance access in the south.

The building will accommodate 5 new classrooms identified for primary one intake, and four rooms for the nursery/pre-school children.

The phase one proposal includes a separate playground for the primary school children, and a smaller playground for the nursery children, with a landscaped garden separating these spaces from the access points.

Phase 2 of the development introduces the eastern block of the development which would provide for 5 x primary 2 classrooms.

The development would result in the loss of the north pitch and the upgrade the mini-pitches (34m x 17m). No change is proposed to the surface of the 11 a -side pitch, it is to be enclosed in a metal ball catcher fence.

On the completion of phase two a variety of outdoor learning spaces will be delivered on site including a natural learning area, science area, high activity play area, garden and growing areas. A detailed landscape plan sets out the mix of shrub planting, native planting, wildflower grass mix and tree planting, including extra heavy standard trees.

Some hard surfacing would be introduced into the area, 190 square metres of asphalt for the roads and some porous block paving is proposed to the southern side of the building. A series of woodchipped areas are proposed and some synthetic grassed areas. Asphalt is proposed on the northern side of the building up to 250 square metres for the road.

A series of fencing and gates and retaining walls will provide for security and enclosure within the development. A three metre steel sports rebound fence is proposed to separate the school compound from the leisure centre. A 5metre ball stop fence is proposed around the pitch.

The eastern boundary of the school site would be secured by 1.8 metres high open mesh steel panel fence with a landscaped buffer between this and the road. Close board fence would separate the new development from the Leisure centre car park with a security gate.

The proposed building is single storey with shallow pitched roof, with both phases complete it would resemble a steading form of development. A covered walkway would connect phase one and two on the southern and eastern side of the building providing sheltered outdoor space. The maximum height from ground level to ridge would be 6.4 metres. Ceiling to floor windows are proposed along the southern side of the building with access doors are provided from each classroom into the outdoor play area.

The proposed roof would be shallow pitched, finished in black metal, and would have velux roof windows. 34 photo-voltanic panels are proposed on the east-facing roof plane. A further 18 photo-voltanic panels would be included in the second phase of the development.

The building would be clad in cream fibre cement vertical cladding, predominately with some black insert panels and black doors. Corner features are structural timber columns, proposed as larch glulam. All flashings, gutters and rainwater down pipes would be black.

The application proposes the development of the Kirkliston Primary School early years annexe in accordance with Government Guidance for delivering additional hours of early years education. The allocation of this site was approved by Policy and Sustainability Committee on 25th June 2020, following the necessary statutory consultation.

The application is supported by the following documents;

- Design and Access Statement;
- Preliminary Ecological Appraisal;
- Site investigation Report;
- Sun-path Analysis phase 1 and 2;
- Transport Statement;
- Tree Survey and Arboricultural Constraints;
- Sustainability Statement and Form;
- Drainage, Flood-Surface Water management; and
- Noise Survey

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the principle of the development acceptable?
- b) the design, layout, scale and mass is acceptable?
- c) the proposal will impact on road safety?
- d) the development will impact on neighbouring amenity, and whether good amenity will be created for future occupants?
- e) the proposal will impact on trees on the site?
- f) the proposal will impact on the biodiversity of the site? and
- g) any other matters raised by representations have been addressed?

a) Principle

The proposal is subject to Edinburgh Local Development Plan policies Env 18- Open Space Protection and Env 19 - Protection of Outdoor Sports facilities.

Policy Env 18 states that 'proposals involving the loss of open space will not be permitted unless it is demonstrated that:

- a) There will be no significant impact on the quality or character of the local environment and
- b) The open space is a small part of a larger area or of limited amenity or leisure value and there is a significant over-provision of open space serving the immediate area and
- c) The loss would not be detrimental to the wider network including its continuity or biodiversity value and either
- d) there will be a local benefit in allowing the development in terms of either alternative equivalent provision being made or improvement to an existing public park or other open space or
- e) The development is for a community purpose and the benefits to the local community outweigh the loss.

Policy Env 19 - Protection of Outdoor Sports Facilities states;

In addition to the requirements of Policy Env 18, the loss of some or all of a playing field or sports pitch will be permitted only where one of the following circumstances applies;

- a) The proposed development is ancillary to the principal use of the site as outdoor sports facilities
- b) The proposed development involved a minor part of outdoor sports facilities and would not adversely affect the use or potential of the remainder for sport and training
- c) An alternative outdoor sports facility is to be provided of at least equivalent sporting value in a no less convenient location, or existing provision is to be significantly improved to compensate for the loss
- d) The council is satisfied that there is a clear excess of sports pitches to meet current and anticipated future demand in the area, and the site can be developed without detriment to the overall quality of provision.

In the assessment of the application Policy ENV 18 and Policy 19 are linked in terms of the assessment of the loss of any open space and the delivery of outdoor sports facilities and any upgrade to these facilities. As part of the site selection for the school annexe the applicant assessed the demand for the grass seven aside northern pitch on the development site. It was assessed that the pitch had not been used for sport, in so far as Parks and Greenspace have not cut and lined it for sports use, since 2012. The applicants maintain that there is very little demand to use the site for outdoor sports. The leisure centre has structured its opening hours in response to local demands for the facility.

Since the leisure Centre was constructed there has been significant investment in improving outdoor sports facilities in the Kirkliston/Queensferry area. Alternative facilities are provided which satisfy policy ENV 19 (C) and include the following;

A 3G multi-use, 7 aside pitch at Kirkliston Primary School (2015)

A 3g football/rugby pitch with floodlighting in South Queensferry (2017)

A floodlit 3G pitch to be delivered in the school grounds of the new Queensferry High School (currently under construction) upgraded pitches at Queensferry appear to be drawing regular clubs to that location.

The development of the selected site will therefore result in the loss of the seven aside grass pitch but will retain the 11-aside grass pitch. The two mini-pitches will be upgraded. On the basis of the analysis of the use of the pitch carried out by the applicant it is considered that the loss of the pitch would not be detrimental to the provision of outdoor sports facilities in the locality, and satisfies policy ENV 18 (b).

At a meeting between Edinburgh Leisure and Sports Scotland on 9 February 2019 it was agreed in principle that upgrading the two mini pitches to the rear of the leisure centre, and erecting a ball stop fence around the south pitch, would be suitable compensation for the loss of the north pitch. In this regard it is considered that the requirements of policy ENV 19 (c) are met.

The Council's Parks and Greenspace department has requested that due to the loss of the playing pitch they would require the applicant (the Council's Children and Families Department) to make a financial contribution of circa £150k towards Greenspace development and Parks infrastructure. This request does not meet the planning tests as it is not directly related to the application site, it does not meet with policy Del 1 - Developer Contributions and Infrastructure Delivery.

The applicant has included new trees to be planted within the grounds of the school/nursery annexe to a cost of around £18,900. In this regard it is concluded that the proposal would not have a detrimental impact upon the local character of the area and satisfies policy Env 18 (a) and will enhance local biodiversity in compliance with Env 18 (c). It is considered that this new landscaping together with the upgrading of the mini pitches and the new fence around the 11 a-side playing pitch would be suitable mitigation for the loss of the pitch. The applicant has advised that the upgrade works would be an estimated cost of £112,000. The compensation relates directly to the application site and is considered appropriate to the development proposed.

Archaeology and Flooding have raised no objection to the proposal.

It is concluded that there will be a local benefit in allowing the development of the site, with the local children benefiting from re-landscaping and provision of high-quality outdoor space within the school/nursery grounds. The development proposes an interesting planting strategy which will enhance local biodiversity satisfying policy ENV 18 (c). Adequate alternative provision has been made at Kirkliston primary and Queensferry secondary school to meet local demands. The development is for a community purpose and the benefits to the local community outweigh the loss of the pitch. In this regard it is considered that the proposal complies with the Local Development Plan policies on loss of open space ENV 18 (e) in that the development is for a community purpose and the benefits to the local community outweigh the loss.

b) Design, layout, scale and mass

Design

Local Development Plan policy Des 2 - Co-ordinated development, encourages a comprehensive approach to redevelopment.

The development is proposed as a co-ordinated two phased approach, which follows a logical build out plan. The design solution was chosen from a number of other options that were discounted by the design team for various reasons. The completed building will accommodate five new classrooms identified for primary one intake, and four rooms for the nursery/pre-school children. The design approach is comprehensive and will allow for the effective development of the adjacent land.

Phase one proposes an L-shaped building to the north western corner of the site linked with a new pedestrian access from Kirklands Park Street and a service vehicle access into the north eastern corner of the site. This approach focuses the main entrance to the building from the Kirklands Park Street and will contribute to a sense of place on this edge of the residential area. The proposal is of an appropriate design which will draw upon the positive characteristics of the locality.

The phase one proposal includes a separate playground for the primary school children, and a smaller playground for the nursery children, with a landscaped garden separating these spaces from the access points. This approach will help create a sense of place defining the early years school campus, together with the leisure centre will further create a strong civic centre at this western side of the expanding village of Kirkliston.

Phase 2 of the development introduces the eastern block and the completion of a variety of landscaped outdoor learning spaces which meet the requirements of LDP policy Des 8 - Public Realm and Landscape Design.

Local Development Plan policy Des 1 - Design quality and Context encourages all development to be of a high standard of design.

The proposed building is single storey with shallow pitched roof, with both phases complete it would resemble a steading form of development. A covered walkway would

connect phase one and two on the southern and eastern side of the building providing sheltered outdoor space. The maximum height from ground level to ridge would be 6.4 metres. The scale of the proposed building is appropriate in its context being kept to a low height and cut into the land. It's overall height is of a residential scale and will not exceed the height neighbouring residential dwellings or the leisure centre. The mass of the building has been spread in an L-shaped form and is considered appropriate to its setting.

The proposed materials are appropriate in its context. The shallow pitched roof would be finished in black metal which would be unobtrusive in the landscape. The ceiling to floor windows proposed along the southern side of the building connect the classrooms with the outdoor play area.

The design of the building incorporates sustainable principles and includes 34 photo-voltanic panels are proposed on the east-facing roof plane. A further 18 photo-voltanic panels would be included in the second phase of the development. The use of larch glulam as corner features is welcomed.

Layout

Local Development Plan policy Des 7 - Layout Design aims to ensure the development will enhance community safety and urban vitality and provide direct and convenient connections on foot and by cycle. Layouts should not encourage greater car use or add to congestion in the surrounding area.

The site was chosen as it is easily accessible to the community of Kirkliston. Families are encouraged to walk or cycle to the facility. A new pedestrian crossing is proposed in close proximity to the school entrance to allow for safe crossing of Kirklands Park Street.

The proposal includes four additional car parking spaces which would be accessed from the existing leisure centre car park, these are proposed as two no. accessible parking spaces and two no. electric car charging points. and 44 spaces for cycle storage. These would require some hard surfacing to be introduced into the area; 190 square metres of asphalt for the roads and some porous block paving is proposed to the southern side of the building.

A series of woodchipped areas are proposed and some synthetic grassed areas. Asphalt is proposed on the northern side of the building up to 250 square metres for the road.

Bin stores are provided on the boundary with the Leisure centre car park close to the maintenance access in the south which will allow for ease of access and minimal disruption to neighbours.

A series of fencing and gates and retaining walls will provide for security and enclosure within the development. A three metre steel sports rebound fence is proposed to separate the school compound from the leisure centre. A 5metre ball stop fence is proposed around the pitch.

The eastern boundary of the school site would be secured by 1.8metres high open mesh steel panel fence with a landscaped buffer between this and the road. Close board fence would separate the new development from the Leisure centre car park with a security gate.

It is concluded that the proposal is appropriate in design, scale and mass and will utilise high quality materials which will ensure that it will sit comfortably within a newly landscaped setting.

c) Road Safety

Local Development Plan policy Tra 1 - Location of Major Travel Generating Development aims to ensure that developments are located where they are accessible by walking, cycling and public transport.

The application is supported by a Transport Statement. The location chosen for the school annexe is well served for the local community and can conveniently be accessed by walking. There are high quality remote footpaths leading to the application site. Much of the residential properties on the eastern side of the village fall within a 17min (0.8mile) walking distance of the application site. Whilst sited next to the existing leisure centre it is clear from the centre opening hours that there are limited classes at the start of the day which would conflict with the start of the school day.

To aid disabled visitors and prams a pedestrian ramp to the front of the school is proposed at a 1:23 gradient, over a level change of 1.3m this would be 30m in length. Whilst not the most direct route this approach would retain the existing trees and is considered the best solution for the development.

The nearest bus stop to the site is located on Kirklands Park Street approximately 260m to the north of the site.

All of Kirkliston lies within the Scottish Government's guide of 5km cycle journey to the school. Local development Plan policy Tra 3 - Cycle Parking, aims to ensure new developments provide adequate cycle parking and storage facilities to facilitate cyclists. The proposal includes 44 covered cycle spaces which will be distributed in secure accessible locations as 16 to primary phase 1, 8 primary phase 2, 8 for early years, 8 at the entrance for visitors and 4 for staff in lockers at the back of the building. The proposal meets the Council's cycle parking standards.

The applicant engaged with the Councils Active Travel Team to identify a preferred route to the proposed access from the main school which would avoid the roundabout and Stirling Road/Kirklands Park Street. The chosen route would serve pedestrian movement from the south and east of the village. The applicant has confirmed that the school's Travel Plan will include this route before the annexe becomes operational.

Having agreed the route to school, the application includes a proposed pedestrian crossing at a point agreed at preapplication stage. Residents have raised concern regarding the siting of the pedestrian crossing in terms of impact on residential privacy. The roads crossing point is located within the existing carriageway and connects two existing footpaths. There are no amenity concerns from the proposed crossing.

The principle of the proposed crossing point is agreed and there will be further process as part of the installation of the crossing to seek formal Transport Authority approval. There is already an existing speed restriction within Kirklands Park Street of 20 mph and no further interventions are required to control traffic within this area.

Local Development Plan policy Tra 2- Private Car parking encourages lower parking provision where alternative modes of transport can be achieved through a Travel Plan. The applicant has made clear their commitment to a School Travel Plan to be updated when the annexe is operational. Parents will be actively discouraged from driving to the facility. A total of 20 car parking spaces will be accommodated within the existing leisure centre car park, an additional four new spaces will be formed for mobility impaired drivers or passengers. The proposal makes provision of EV charging points.

The proposal is acceptable in terms of road safety.

d) Amenity

Local Development Plan policy Des 5 - Development Design - Amenity aims to ensure that new developments will not affect the amenity of local residents having regard to noise levels and daylight privacy and sunlight.

The application is supported by a Noise Assessment which helped influence the design layout to provide for the best solution for users of the facility and neighbouring residents. The main contributor to noise on the site currently is the proximity to the M90 and the layout solution including the L-shaped form providing acoustic screening along the eastern side of the site, motorway edge, was favoured. This arrangement adequately protects the building from road noise.

The site currently is part of the Kirkliston Leisure centre and was last used as a sports ground. The development of the site has been approached sensitively ensuring that the children's play area is situated away from the neighbouring properties and will be contained by the new L-shaped school/nursery building. The outdoor space will mainly be used during school hours, this is considered to be appropriate within a residential location. No new lighting of pitches has been proposed as part of the application.

The proposed new building has been sited off the neighbouring boundary with a service road between the boundary edge and the built form. It is single storey and has been cut into the ground to reduce the overall height impact. The Daylight, Privacy and Sunlight Assessment shows that in December from 10am 3x dwellings will be cast in shadow. At 12pm x 5 dwellings will be detrimentally affected and by 3pm 7x dwellings will be overshadowed. The study shows that the building will add little overall to the existing relationship with the tree boundary and that the proposal meets the standards for the spring summer and autumn assessment. Overall the proposal satisfies the 45 degree method used to assess Daylighting Privacy and Sunlight.

The proposed windows are orientated southwards and will not give rise to overlooking of neighbouring residential properties, whilst securing the privacy of the classroom environment for the occupants.

The plant is proposed internally, venting out on to the service yard on the northern boundary. Full details of the predicted noise levels are recommended as a condition to ensure no undue disturbance to neighbours.

Local residents have raised concern regarding the proposed position of the pedestrian crossing within the application site. Transport has requested that this be positioned closer to the school entrance. Whichever location is finally decided upon will have a minor impact upon the occupants facing out onto this part of the road, safety and security of users of the facility overrides this concern.

It is considered that the proposed development will provide a safe secure learning environment for the children of Kirkliston within a landscaped setting.

It is concluded, having regard to the current use of the site, that the proposal would not result in a detrimental impact upon local amenity.

e) Impact upon trees

The application is supported by a Tree Survey dated 10 March 2020. The report was carried out in accordance with BS5837:2012 and examines 37 trees on the application site and areas of developing woodland within the survey boundary.

The report examines the broad-leaved woodland along the northern boundary of the site; this is around 20 years of age and reaches approximately 8m in height, it includes diverse species including beech, horse chestnut, alder, rowan, hawthorn, sessile, oak, ash, willow and scots pie. Scattered trees along the eastern boundary of the site reach around 8metres and include scots pine, maple, silver birch, beech, whitebeam and rowan with semi-improved grassland underneath. A small area of mature shrubs separates the car park from the leisure centre and within this there is a single stem of silver birch.

The existing trees along the east and north boundaries provide good screening and enclosure of the site. All of the trees are relatively young and can be expected to provide local amenity value for a considerable period of time. It is anticipated that the existing tree belts will be retained. No trees require to be felled to accommodate the proposed development. Their health and stability will be reviewed following the completion of the development

The application includes a Tree Protection Plan which indicated appropriate Construction Exclusion Zones.

In conclusion, whilst the trees within the site are not subject to any statutory protection they are reportedly mostly in good to fair condition, with the exception of the Norway maple which is recorded as poor condition. The trees on the site are not under direct threat from the proposed development and a satisfactory Tree Protection Plan is included in support of the application.

f) Impact on biodiversity

The application site consists principally of playing fields, extensively managed amenity grassland with some broad-leaved plantation woodland and scattered trees around the northern and eastern edges of the proposed development site.

The application is supported by a preliminary ecological appraisal dated 18 March 2020 which concludes that no sites designated for nature conservation reasons are likely to be negatively impacted by the proposed development. No semi-natural habitats of more than local nature conservation value occur within or immediately adjacent to the site boundary.

No trees on the site were assessed as having bat roost potential and the report concludes that no further study of trees is required for bats. The existing leisure centre building was assessed as having negligible bat roost potential.

The survey did not identify any protected bird species but recognises that the areas of broad-leaved plantation woodland are likely to support a range of typical suburban breeding birds.

The survey found no evidence of other protected species or no non-native species of plant during the walkover survey.

The report concludes that any site clearance works requiring cutting or felling of trees should be undertaken out-with the bird breeding season (mid-March to August inclusive). The application includes the planting of new hedgerows, wildflower meadow and supplementary planting within the grounds of the new school. Opportunities exist for the inclusion of green roof and swift boxes in the design of the new building. There are opportunities to erect bat and bird boxes on existing mature trees on the site.

g) Any other comments have been addressed

Material Comments in Support

- use of existing car parking provision for the leisure centre rather than providing a significant number of new additional spaces (addressed in section 3.1 c).
- Children require safe walking routes to the school and the Council is urged to carry out an audit of improvements required to the surrounding path and road network to prioritise walking over vehicle use (addressed in section 3.1 c).
- Identified improvements must be implemented before the school is brought into use (addressed in section 3.1 c).
- Staff and visitors to the school should be encouraged to observe the movement hierarchy and walk, cycle, use public transport in that order with private car use a last resort (addressed in section 3.1 c).

Material Comments of Objection

Principle

- Impact upon the existing leisure facility (addressed in section 3.1 a)
- Concern regarding split campus both for children and for parents dropping off kids in different locations (addressed in section 3.1 a)
- Building should be an extension to the existing school at Alison Park. (addressed in section 3.1 a)

Impact on neighbouring amenity

- Noise (addressed in section 3.1 d)
- disturbance (addressed in section 3.1 d)
- loss of privacy (addressed in section 3.1 d)
- overshadowing of properties in Kirklands Park Grove impacting upon daylighting and affecting vegetation of the gardens (addressed in section 3.1 d)
- building should be located on the other side of the park (addressed in section 3.1 a)
- concern re security (addressed in section 3.1 d)
- loss of amenity during construction/overlooking/noise/ conflict with home working (addressed in section 3.1 d)

Road Safety - addressed in section 3.1 c)

- Transport assessment is flawed, doesn't address the high school bus pick-up/drop-off;
- Pedestrian crossing impact on neighbouring properties ;
- Traffic congestion arising from parents driving to the facility ;
- Crossing should be zebra not traffic lights ;
- Crossing should be at roundabout ;
- Speed calming should be installed;
- There should be yellow lines on Kirkland Park Street;
- Concern regarding location of pedestrian and vehicle service entrances.

Infrastructure

- The proposal will impact on the local drainage network, will give rise to flooding. (addressed in section 3.1 a)
- loss of exercise space for the local community (addressed in section 3.1 a)

Non-material comments

- Impact on property prices
- Should build this facility next to the future high school for the area
- Proposal should be built on the southern playing fields to reduce impact on neighbours

Process

- Planning is not impartial as this is a council project
- The timescale of the public opportunity to comment was disrupted by Christmas holidays

Conclusion

It is concluded that the application proposes a well-designed school and nursery annexe which will enhance the education facility for the local community for Kirkliston. The loss of open space for general amenity use is regrettable, however the upgrading of the remaining pitches in this locality is considered to be an acceptable mitigation and the provision of a new education facility for the community outweighs the loss in this location.

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

3.4 Conditions/reasons/informatives

1. 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.

2. Prior to the occupation of development the applicant will be required to design and install signalised pedestrian crossing at a suitable location on Kirklands Park Street to serve the proposed development. The details of the proposed crossing will require to be agreed, including Stage 2 Road Safety Audit.

3. Prior to the commencement of development the applicant is required to submit a detailed plan showing the appropriate number of secure and covered scooter parking spaces.

4. The trees on the site shall be protected during the construction period by the erection of fencing, in accordance with BS 5837:2012 " Trees in relation to design, demolition and construction".

5. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.
6. The upgrading of the remaining pitches shown on the drawings hereby approved shall be fully implemented prior to the occupation of the first phase of the development.
7. Details of mechanical plant type shall be submitted to and approved in writing by the Planning Authority before work is commenced on site.

Reasons:-

- 1) In order to ensure the most efficient and effective rehabilitation of the site.
- 2) In order to safeguard the interests of road safety.
- 3) In order to safeguard the interests of road safety.
- 4) In order to safeguard protected trees.
- 5) In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
- 6) To ensure adequate, quality sports pitch provision is available for the local community.
- 7) In order to safeguard the amenity of neighbouring residents and other occupiers.

Informatives

It should be noted that:

1. The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation.
2. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport.
3. Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the footway and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984.

4. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.

5. The works to form a footway crossing 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;

7. The incorporation of swift nesting sites/swift bricks into the scheme is recommended. Further details on swift bricks can be found at www.edinburgh.gov.uk/biodiversity

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

9. 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.

10. As soon as practicable upon the completion of each phase 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.

11. Prior to the commencement of development the applicant is required to

- a) Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;
- b) Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
- c) Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit on the full length of Kirklands Park Street from the roundabout of Kirklands Park Street/B9080/Stirling Road/Buie Brae to Bliston Road, and subsequently install all necessary signs and markings at no cost to the Council.

The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

The application has generated 8 letters of objection, a letter of support from Living Streets Edinburgh group, and comments from Kirkliston Community Council, principally regarding the proposed location - full details are available in the consultation section.

Background reading/external references

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

**Statutory Development
Plan Provision**

Edinburgh Local Development Plan

Date registered

24 December 2020

Drawing numbers/Scheme

1-20,

David Givan

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Jennifer Paton, Senior planning officer

E-mail: jennifer.paton@edinburgh.gov.uk

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effect development of adjacent land or the wider area.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

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

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

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

LDP Policy Env 18 (Open Space Protection) sets criteria for assessing the loss of open space.

LDP Policy Env 19 (The Protection of Outdoor Sports Facilities) sets criteria for assessing the loss of outdoor sports facilities.

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

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

LDP Policy Tra 1 (Location of Major Travel Generating Development) supports major development in the City Centre and sets criteria for assessing major travel generating development elsewhere.

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 Tra 9 (Cycle and Footpath Network) prevents development which would prevent implementation of, prejudice or obstruct the current or potential cycle and footpath network.

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 20/05679/FUL At Land In The Grounds Of Kirkliston Sports Centre, Kirklands Park Street, Kirkliston Erection of Early Years Nursery and Primary 1&2 School with associated landscaping

Consultations

Kirkliston Community Council comment

The KCC are in favour of a new extension to the primary to alleviate pressure on the existing school. With over a hundred houses to be built in the village in the coming years, it is essential this extension is built ready for the influx of new pupils and nursery children's requirements. We would

ask if this is the best position to locate the extension? The ground at present is a playing field for community use - as there is little enough ground left in an expanding village, that it would be a great loss. When first aired, the extension was positioned in a corner of the field, now it would appear to take up most of the field.

KCC would take issue with the number of vehicles arriving at the school to drop off and pick up in your policy document, as we have the same problem at the existing primary at the moment, cars blocking the adjoining roads. Not many parents wish to walk with slow children nearly a mile, and take half an hour to get them to school. Your example is Edinburgh, where public transport is frequent, and there is no provision for public transport from the east end of the village. We understand the Leisure Centre car park is used to pick up and drop off students from Queensferry High School, adding to the morning and afternoon transport chaos.

Archaeology Comment

The site is on the current western limits of Kirkliston on land which until the construction of the Sports Centre was farmland. Although relatively undeveloped, the site occurs away from the medieval core of Kirkliston centred upon the Church and River Almond. Similarly, although the area is considered to have potential for significant prehistoric settlement, archaeological work as part of the recent housing developments across the north of Kirkliston suggest that this potential is limited for this site.

Based upon this information, it has been concluded that this developed will not have a significant archaeological impact and that there are therefore no known, archaeological implications.

Roads Authority Issues

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

1. The applicant will be required to design and install a signalised pedestrian crossing at a suitable location on Kirklands Park Street to serve the proposed development. The details of the proposed crossing will require to be agreed, including Stage 2 Road Safety Audit.

Note:

- a) The proposed 4 car parking spaces (2 accessible bays and 2 EV charging spaces) and 40 cycle parking spaces are considered acceptable;
- b) A School Travel Plan will be developed in discussion with the Council's road safety team.

Flood Prevention response

Thank you for the additional information. This application can proceed to determination, with no further comments from Flood Prevention.

Edinburgh Leisure

I have looked at the planning application as above. As noted in the Design and Access Statement; we met with the applicant in February 2019 to discuss.

I note the proposed compensation for the loss of the north pitch is to upgrade the 2 existing MUGAs; and erection of a ballstop fence around the southern grass pitch.

I believe there may also have been discussion about drainage on the grass pitch to the south; and whether this could be alleviated as part of any compensation. It's unclear from the submission what the proposed upgrades to the MUGAs would be. I had also asked about details of any consultation with users of the pitches.

I request that this is treated as a holding response pending further information as below:

- o Dimensions of mini-pitches and details of proposed upgrades?*
- o Whether there are any drainage issues with the 11 aside pitch which is to remain? And any proposals to improve the drainage of that pitch?*
- o Details of any consultation with any users of the pitches?*

Environmental Protection comment

Environmental Protection has no objections to the proposed development.

The application proposes a new nursery and primary school in the grounds of an existing sports centre. The M90 motorway bounds the site to the west, residential properties are to the north-east, east and south.

A noise impact assessment (NIA) has been provided in support of the application which mainly considers noise affecting the school both internally and externally from traffic noise. The main consideration is in relation to recommended noise levels conducive to good teaching both internally, externally and during external play. The report recommends the optimum orientation of the building in this regard to mitigate noise from the M90.

Plant is proposed within the school and includes vents to the north. Noise from plant can affect surrounding residential properties and so it is recommended that noise is addressed at the build stage. It is understood that planning will request further information in this regard to be provided prior to completion of development.

The site grounds should also be further investigated and assessed to ensure the site is safe for the proposed end use. A condition is recommended below in this regard.

Therefore, Environmental Protection offers no objections to the application subject to the following condition and informative:

Prior to the commencement of construction works on site:

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

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

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

Informative

Plant noise should be assessed, with information provided to planning which confirms that noise will be within NR25 noise levels within the nearest residential property (with the window open for ventilation purposes).

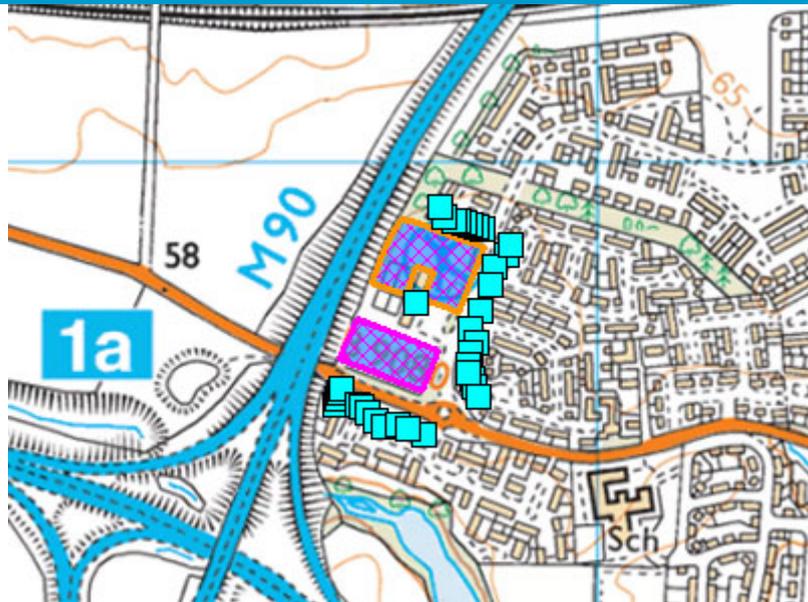
Parks and Greenspace

Due to the loss of Greenspace and amenity available for general public use including health benefits of full size football pitch, we would require the developer to provide a financial contribution towards Greenspace development and Parks infrastructure within Kirkliston (circa. £150k)

- Orchard/Tree planting, not site specific, additional trees to help deliver the Million Tree City ambition, community orchard aspirations, and meet Edinburgh's net zero carbon targets by 2030. (£15k)

- Infrastructure (path/bridge improvements) through Pike's Pool and Allison Park as a common thorough fare, with increased footfall, from the new Pike's Pool housing development and the Gateside estate, to the existing primary school and on to the proposed development. (£35k)
- Play area improvements/renovation (Kirkliston Leisure Centre and Allison Park), close proximity to existing school and proposed development will see increase use of ageing play equipment, providing significant play and health benefits to compensate for the lost amenity. (£100k).

Location Plan



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