

# Development Management Sub Committee

**Wednesday 18 August 2021**

**Application for Planning Permission 18/02021/FUL  
at 84N Barnton Park View, Edinburgh.  
Conversion of existing lock-up garage (formerly a railway  
bridge) into a three bedroom dwelling.**

**Item number**

**Report number**

**Wards**

B01 - Almond

## **Summary**

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The proposed development is acceptable in principle. The proposal's design and appearance are acceptable in its context and will sit comfortably in this location. Neighbouring privacy and amenity are retained to a good standard and future occupiers will enjoy an appropriate level of amenity and space within the property.

The proposal accords with the Edinburgh Local Development Plan and Edinburgh Design guidance. Subject to conditions approval is recommended.

## **Outcome of previous Committee**

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This application was previously considered by Committee on 02.06.2021

## Links

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[Policies and guidance for this application](#)

LDPP, LDES01, LDES03, LDES04, LDES05, LEN09, LEN10, LTRA02, LTRA03, NSG, NSGD02, LEN12, LEN15, LEN16, LHOU01, LHOU03, LHOU05, LTRA02, LTRA03, NSG, NSGD02,

# Report

## **Application for Planning Permission 18/02021/FUL at 84N Barnton Park View, Edinburgh. Conversion of existing lock-up garage (formerly a railway bridge) into a three bedroom dwelling.**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The site is a former railway bridge, with its arch enclosed and in use as a lock up, situated at the end of an access road that serves a number of domestic garages, located behind a three storey, brick built, residential development on Barnton Park View. Barnton Court and its grounds lie immediately to the west. The site is flanked by mature trees to the south and to the north, the latter leading onto the Royal Burgess Golf Course.

The site is restricted to the bridge and two angular parcels of land to the east and west of the structure.

#### **2.2 Site History**

There is no relevant planning history for this site.

### **Main report**

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#### **3.1 Description of the Proposal**

The application seeks planning permission for the conversion and extension of an existing lock-up garage (a remnant railway bridge) to a three bedroom house, with open plan living space and car parking. The extended building would be two storeys in height, with an increase in building footprint at the ground floor level.

Proposed materials include external walls of zinc cladding at the east and west elevations, with untreated larch cladding at the side elevations facing north and south. Entrance and garden doors would include weathered steel detailing. Roof materials include zinc cladding, roofing membrane and the property has grey framed glazing. Retaining walls of the former bridge will be retained as part of the proposal.

An area of private decking at the first floor is located at the east elevation. Private garden space would be provided in the curtilage of the property to the north, south and west around the building and boundary treatments include a mixture of hedging and 1.1-metre-high fencing. Garden space at the north and south of the property, between the former bridge abutments, would be elevated and sloping, with a high point of four metres at the external decking level and a gradual incline to ground level.

Two trees within the site boundary at its western point are proposed for removal to facilitate the ground floor extension and creation of garden space.

### **3.2 Determining Issues**

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

Do the proposals comply with the development plan?

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

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

### **3.3 Assessment**

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

- a) the proposal is acceptable in principle;
- b) the development design is acceptable and will not be detrimental to neighbourhood character;
- c) the proposal results in any neighbouring amenity issues;
- d) the proposal provides an adequate amenity for the future occupiers;
- e) the proposal raises any issues in respect of transportation and parking;
- f) the proposal will impact on nearby trees;
- g) the site is of archaeological significance;
- h) any other matters must be considered and
- i) public comments raised have been addressed.

#### (a) Principle

Policy Hou 1 within the Edinburgh Local Development Plan (LDP) lends priority to the delivery of housing on suitable land in the urban area. Clause d) of the policy states that "*Housing development will be permitted on other suitable sites within the 'Urban Area', provided proposals are compatible with other policies in the Plan.*"

The majority of the site, including the main bridge structure that would be adapted, is designated as urban area within the LDP. The principle of housing development on this site is acceptable subject to compliance with other relevant policies.

A small section to the north of the site is designated as 'Green Belt' and is part of a 'Local Nature Conservation Site'. LDP Policies Env 10, Env 15 and Env 16 are applicable to this proposal.

### **Green Belt**

LDP Policy Env 10 - Development in the Green Belt and Countryside seeks to control the type and scale of development within the green belt to enable it to fulfil its important role in terms of landscape setting and countryside recreation.

LDP Policy Env 10 contains a number of criteria for assessing applications. In this regard, criterion c) is most relevant. This criterion states that for development relating to an existing building or intensification of the use, the proposals will be expected to be appropriate in terms of scale, design and traffic impact. These issues are explored further below.

In assessment of the proposals against Env 10, the area of the site which is designated as green belt will have no new development on it and is proposed to be garden space. Although this will form part of a curtilage of a dwellinghouse, the proposal will have no adverse impact on the green belt or the landscape setting of the city. The proposal is for the alteration of an existing structure and this is appropriate in terms of the high quality and uniquely designed dwelling. The proposal complies with LDP Policy Env 10

### **Local Nature Conservation Site and Protected Species**

LDP Policy Env 15 - Sites of Local Importance does not permit development on a Local Nature Conservation Site if it is likely to have an adverse impact on the flora, fauna, landscape, and geological features.

LDP Policy Env 16 - Species Protection states that permission will not be granted for development that would have an adverse impact on protected species unless a full survey has been carried out of the current status of the species and its use of the site.

There is no new development on the section of the site within the Local Nature Conservation site. As such, there will be no adverse impact on the flora, fauna, landscape, and geological features afforded to the Local Nature Conservation Site.

The applicant submitted an updated ecological survey; evidence of badgers passing through the site was found. However, there are no badger setts within a 50 metre radius of the site. An informative is recommended regarding the protection of any badgers which may pass through the site during the development's construction stage.

The site had no evidence of roosting bats, and the development would not have an adverse effect on bats' foraging areas.

It was identified that nesting birds could be impacted upon by the construction phase of development, dependant on timing. It should be noted that the disturbance of nesting birds would be controlled under separate legislation, and it would be inappropriate to seek to control this aspect by way of a planning condition. However, an informative highlighting the need to protect any nesting birds is recommended.

The development will not have an adverse impact on protected species; therefore, the proposal complies with LDP Policy Env 16.

The proposal complies with LDP policies Hou 1, Env 10, Env 15 and Env 16.

### (b) Development Design

LDP Policy Des 1 - Design Quality and Context states that planning permission will not be granted for inappropriately design development proposals or for proposals that would be damaging to the character or appearance of the area around it.

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

LDP Policy Des 4 - Development Design - Impact on Setting states that planning permission will be granted for development where it is demonstrated that it will have a positive impact on its surroundings, having regards to height and form; scale and proportions, including spaces between buildings; position of buildings and other features on the site; and materials and detailing.

LDP Policy Des 9 (Urban Edge Development) seeks to conserve the city boundary where sites are at the green belt boundary.

The surrounding neighbourhood has a settled townscape character, mainly comprising a range of flatted dwellings between two and five storeys in height with varying architectural design. There are also detached and semi-detached dwellings with gardens to the front and back, again varying in design. Overall, the neighbourhood character is predominantly residential, set within a mature soft landscape.

The proposed conversion of this building would bring a historic structure into residential use. The building's position is established in the urban pattern. The site's layout, including the proposed garden boundaries, would be acceptable and proportionate to the scale of development. The property would be two storeys, with the proposal introducing a new upper floor to the bridge structure and an enlarged ground floor footprint at the east and west elevations. Surrounding properties closest to the application site are between three storeys to the east and six storeys at the west. The proposed property would sit at the end of a cul-de-sac to the rear of the three storey building with the six storey property behind. The proposed building would integrate well into the streetscape. The proposed two-storey development is acceptable in terms of its height within the context of its surroundings.

The proposal retains existing features, including the bridge retaining walls and stone walls. The addition of zinc cladding, larch cladding and glazing would introduce a considerable degree of change to the former bridge. However, the balance and blend of original and modern materials would provide an architectural juxtaposition that would form an appropriate and striking design. It would be in accordance with the aims of LDP Policy Des 4 and LDP Policy Des 3.

The proposal would form a garden space within the area of green belt that is located in the application boundary. There would be no material diminution of the landscape setting of the city and the proposal conserves the character of the green belt boundary.

The proposed design is acceptable, and the development complies with LDP Policies Des 1, Des 3, Des 4 and Des 9.

#### (c) Neighbouring Amenity

LDP Policy Des 12 (Alterations and Extensions) seeks to protect the amenity and privacy of neighbours where alterations and extensions to existing buildings are proposed.

Criterion b) of LDP Policy Hou 5 (Conversion to Housing) further seeks to ensure changes of use to housing will be compatible with nearby uses.

The non-statutory Edinburgh Design Guidance (EDG) states that the pattern of development in an area will help to define appropriate distances between buildings and consequential privacy distances. In this case, the applicant proposes to re-use and enhance an existing building and there will be no material change to the built pattern in the area. However, the effect of introducing a change of use to residential must be considered in the context of neighbouring amenity.

The existing bridge structure is off set to the north west of neighbouring apartments to the south. The distance of the decking at the east elevation to apartments at number 86 Barnton Park View would be approximately 13 metres and at an oblique angle. The decking is also partially screened by the existing bridge wall. There would be no unacceptable impact on privacy and the introduction of a residential use to this location does not adversely affect neighbouring residential amenity. Given the distance to neighbouring properties, there would be no adverse impact on daylight or sunlight to these.

The proposed use would have no greater impact on traffic levels and noise and disturbance, and indeed could be less intrusive, given its residential setting.

The proposed change of use and alteration of this building would not impact on any protected views or on the outlook or amenity of neighbouring residents. The proposal accords LDP Policies Des 12 and Hou 5, in addition to the Edinburgh Design Guidance.

#### (d) Amenity for the Future Occupiers

LDP Policy Des 5 (Development Design-Amenity) requires future occupiers to have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy, or immediate outlook.

Criterion a) of LDP Policy Hou 5 - Conversion to Housing requires new development to create an attractive residential environment for future residents in housing development.

LDP Policy Hou 3 (Private Green Space in Housing Development) requires the adequate provision of green space to meet the needs of future residents.

The proposal would provide a small, angular garden area to the west of the building, sloping garden space to the north and south of the building and an external deck at the east elevation. The private external space would provide an acceptable standard and quantity of open space for future residents in compliance with criterion c) of LDP Policy Hou 5 and Policy Hou 3.

The Edinburgh Design Guidance requires a minimum internal floor area of 81 sqm for a three-bedroom unit. The proposed internal floor space would measure 143 sqm. and exceeds the recommended area for a three-bedroom unit and this is acceptable.

Ground floor rooms are lit with a combination of windows and roof lights. One of the three bedrooms relies on roof lights only to receive natural light; however, this is the only habitable room that has such an arrangement and this is acceptable in the context of the other ground floor rooms which all have windows or roof lights and will benefit from reasonable levels of daylight.

Although some windows at the gable ends are in close proximity to the retaining walls of the existing bridge; the nature of these windows is acceptable in the context of adapting this structure and the design demonstrates that the ground floor rooms would have an appropriate level of amenity for future occupiers. The upper floor would receive a good level of natural daylight via windows at the south and west elevation elevations and a large area of glazing at the north elevation.

In terms of floorspace, external amenity space, privacy and daylight provision, the proposal complies with LDP Policies Des 5, Hou 5, Hou 3 and the Edinburgh Design Guidance.

#### (e) Transport and Parking

The Council's parking standards permits a maximum of 1 car parking space within Zone 2 for a new dwelling house. The proposal has one car parking space located within a garage. The proposal complies with LDP Policy Tra 2 - Private Car Parking.

The provision of two cycle parking spaces is required for a three-bed room unit within Zone 2. Cycle parking can be located internally within the garage of the proposed development and complies with LDP Policy Tra 3 - Private Cycle Parking.

The development of a single residential unit would have no measurable impact on traffic numbers using the local road network. Refuse collection would be available from the street and Transport raises no concerns.

The proposal would have no adverse impact on road safety or on congestion and complies with LDP Policies Tra 2 and Tra 3.



#### (f) Impact on Trees

LDP Policy Env 12 - Trees specifies that trees should not be removed unless necessary for good arboricultural reasons. The Edinburgh Design Guidance states that a tree survey is required in the form specified in BS 5837:2012 for all trees with a stem diameter of 75mm or more at 1.5 metres above ground on the site or within 12 metres of its boundary. Trees should then be categorised in accordance with their quality and suitability for retention.

Two trees are located within the site's red line boundary and are identified for removal to facilitate the proposed development. These trees are in close proximity to the existing garage, covering part of the west elevation, and their removal is acceptable in this circumstance. The trees are not covered by a tree protection order, nor is the site within a conservation area. The removal of these two trees does not diminish the character of the area, having regard to the nearby green belt boundary. The introduction of boundary hedge planting around the garden spaces would provide appropriate mitigation in terms of soft landscaping.

The applicant's design statement notes that the site is bounded to the north by rows of mature trees. The area to the east is an existing paved area and unlikely to impact upon existing trees or roots. The area to the west is an open grassed space; extending the building in this direction may have an impact on trees within 12 metres of the application site boundary. It should be noted that these trees are not afforded any statutory protection. Nonetheless, a condition securing the implementation of tree protection measures is recommended to ensure trees are protected.

The proposal is acceptable in the context of LDP Policy Env 12.

#### (g) Archaeology

This site has been identified as part of an area of archaeology significance. It is accepted that the proposal would have significant adverse impacts upon the fabric of the structure. However, in archaeological terms, the impacts are acceptable providing a condition is attached requiring the applicant to secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation.

This complies with LDP Policy Env 9 - Development of Sites of Archaeological Significance.

#### (h) Any other matters raised

##### *Environmental Health*

Environmental Protection note in consultation comments that due to the site's historical use as a railway bridge, there is a possibility of land contamination. Therefore, a site investigation will be required and it recommended that a condition to this effect is attached to any planning permission.

## **Neighbour Notification Process**

There is a concern regarding the neighbour notification process. It has been confirmed that the notification process has been carried out in accordance with statutory requirements.

### (i) Public Comments

#### **Material Representations - Objection**

- Design of the building is not in-keeping with the character of the area - addressed in Section 3.3 b);
- Proposed materials not in-keeping with the character of the area - addressed in section 3.3 b);
- Impact on the visual appearance of historic bridge - addressed in section 3.3 b);
- Amenity for occupiers of the development is poor - addressed in section 3.3 d);
- Impact on neighbouring amenity in terms of daylight and overshadowing - addressed in section 3.3 c);
- Impact on neighbouring amenity in terms of privacy and outlook - addressed in section 3.3 c);
- Impact on parking and traffic - addressed in section 3.3 e);
- Impact on trees - addressed in section 3.3 f);
- Impact on conservation and local wildlife - addressed in section 3.3 h);
- Concerns over refuse - addressed in section 3.3 e);
- Insufficient neighbour notification process - addressed in section 3.3(h).

#### **Non- Material Representations - Objection**

- Noise, dust and pollution caused by construction vehicles;
- Parking and traffic disruption caused by construction vehicles;
- Access to utilities affected during construction;
- Potential damage to paved area and cobbled road due to heavy construction vehicles;
- Potential structural damage to neighbouring flats caused by construction;
- Title deeds do not allow parking and storage on site; impact of this during construction;
- Health and safety implications for pedestrians during construction;
- Potential illegal activity due to building materials being left on site;
- Residents who have tended the grounds for decades claim land ownership rights under ' Prescription and Limitation Scotland" Act 1973;
- Concern raised over siting and potential removal of existing garden bench owned by residents within site boundary;
- Access rights;
- Impact on access for emergency vehicles and other services such as maintenance vehicles and window cleaning vehicles;

- Land ownership of two garages erected stated incorrectly in Design and Access Statement;
- Concern raised over potential implications for neighbours if development would cease before completion;
- Residents comment about cost of council tax for living on a potential building site.

## **Community Council - Objection**

### **Material Comments**

- No species survey - addressed in section 3.3 h);
- Design of the building - addressed in Section 3.3 b);
- Impact on parking and traffic - addressed in section 3.3 e);

### **Non- Material Comments**

- Content of the applicant's design statement.

### Report Summary

The proposed development is acceptable in principle and would deliver a new housing unit to this part of the city by adapting a historic bridge structure. The proposal's design and appearance are acceptable in its context and would sit comfortably in this location. Neighbouring privacy and amenity are protected to a satisfactory standard and future occupier would enjoy an appropriate level of amenity and space within the property.

The proposal accords with the Edinburgh Local Development Plan and Edinburgh Design guidance. Subject to conditions approval is recommended.

### **Addendum to Assessment**

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

### **3.4 Conditions/reasons/informatives**

#### **Conditions:-**

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. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeologist.
  3. 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".

**Reasons: -**

1. In order to protect the health of the building's occupants.
2. In order to safeguard the interests of archaeological heritage.
3. In order to protect trees surrounding the application site.

**Informatives**

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. Badger Protection
  - Open excavations should be kept to a minimum across the whole site and covered overnight or fitted with a means of escape to prevent otters or other animals becoming trapped. This should be in the form of mammal ramps, i.e., a plank of wood sturdy enough to be used by badgers should they fall into any open excavations.
  - All workers on site should be briefed about the presence of badgers, and signs of badger activity.
  - Clearing procedures should specify that only trees and plants designated for removal shall be removed.

- Materials generated by construction activities should be placed above ground or secured so badgers will not come into contact with them.

5. It is recommended that the car garage is equipped with an electric vehicle charging station of minimum standard 7kW (16 amp) or better.

Grants are also available for the installation of EV charge points more information can be found at;

<http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

6. Breeding Birds

Clearance of vegetation from the proposed construction area has the potential to disturb nesting birds; therefore, clearance should be carried out outside the bird nesting season March - August (inclusive). Should it be necessary to clear ground during the bird nesting season the land should be surveyed by a suitably qualified ecologist and declared clear of nesting birds before vegetation clearance starts.

## **Financial impact**

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### **4.1 The financial impact has been assessed as follows:**

There are no financial implications to the Council.

## **Risk, Policy, compliance and governance impact**

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

## **Equalities impact**

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### **6.1 The equalities impact has been assessed as follows:**

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

## **Sustainability impact**

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### **7.1 The sustainability impact has been assessed as follows:**

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

## **Consultation and engagement**

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### **8.1 Pre-Application Process**

There is no pre-application process history.

### **8.2 Publicity summary of representations and Community Council comments**

Neighbours were notified of the application on 17 May 2018 and 44 letters of representations were received, all objecting. These include comments from Cramond & Barnton Community Council.

A full assessment of the representations can be found in the main report of the Assessment Section.

### **Background reading/external references**

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- 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**

A majority of the site lies within the Urban Area as defined in the 2016 Edinburgh Local Development Plan.

A part of the site lies within Green Belt and a Local Nature Conservation Site as designated in the 2016 Edinburgh Local Development Plan.

### **Date registered**

8 May 2018

### **Drawing numbers/Scheme**

01,02,03A-06A,07,08A,

Scheme 1

## **David Givan**

Chief Planning Officer

PLACE

The City of Edinburgh Council

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## **Links - Policies**

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

LDP Policy Env 10 (Development in the Green Belt and Countryside) identifies the types of development that will be permitted in the Green Belt and Countryside.

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.

### **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.

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

LDP Policy Env 15 (Sites of Local Importance) identifies the circumstances in which development likely to affect Sites of Local Importance will be permitted.

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

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

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

LDP Policy Hou 5 (Conversion to Housing) sets out the criteria for change of use of existing buildings to housing.

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.

### **Relevant Non-Statutory Guidelines**



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

# Appendix 1

## **Application for Planning Permission 18/02021/FUL At 84N Barnton Park View, Edinburgh, Conversion of existing lock-up garage (formerly a railway bridge) into a three bedroom dwelling.**

### **Consultations**

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#### **Archaeology**

*This application affects the late Victorian (1896) railway bridge constructed as part of branch line of the former Caledonian Railway terminating immediately to the west at Cramond Bridge Station. The bridge was constructed over part of Bonneyfield Farm, first depicted on Knox's 1812 plan of the area. The 1849 1st edition plan shows the farm as a dispersed series of buildings with one possibly located on this site.*

*This former railway bridge is regarded as being of local archaeological and historic significance. This application must be considered therefore under terms the Historic Environment Scotland Policy Statement (HESPS) 2016 and Archaeology Strategy, Scottish Planning Policy (SPP), PAN 02/2011 and Edinburgh Local Development Plan (2016) policies ENV8 & ENV9.*

*The proposals to convert this historic Victorian railway bridge will have significant adverse impacts upon the fabric of this structure. Although significant and adverse, it has been concluded in archaeological and heritage terms such impacts are considered acceptable. However it is essential that should the Planning Authority grant consent, that a programme a historic building recording is undertaken combining detailed survey of surviving structure (phased plans and elevations, photographic and written survey) in order to provide an accurate record of the bridge combined with an archaeological watching brief during conversion work.*

*It is recommended that the following condition is attached if consent is granted to ensure that this programme of archaeological works is undertaken;*

*'No demolitions or development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building recording, excavation, analysis and reporting) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'*

*The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.*

## **Environmental Protection**

*The application site occupies the space between a 6-storey mid-rise block of flats to the west (Barnton Court) and a series of 3-storey blocks with ancillary garages to the east. The Royal Burgess golf course is located to the North, with the adjacent boundary edged with rows of mature trees.*

*Due to the site's historical use as a railway bridge, there is a possibility of land contamination. Therefore, a site investigation will be required.*

*The site is located in an established residential area and there are no other Environmental Health issues of concern. Although an informative has been recommended for an electric vehicle charging point.*

*Environmental Protection has no objection to this application subject to the following condition.*

### *Conditions*

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.*

### *Informative*

1. *It is recommended that the car garage is equipped with an electric vehicle charging station of minimum standard 7kW (16 amp) or better.*

*Grants are also available for the installation of EV charge points more information can be found at;*

*<http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>*

## **Roads Authority**

*A maximum of 1 car parking space per unit.*

*A minimum of 3 cycle parking spaces (for 4 rooms or more).*

*One car parking space is being provided. It is noted that the cycle parking can be accommodated within the garage.*

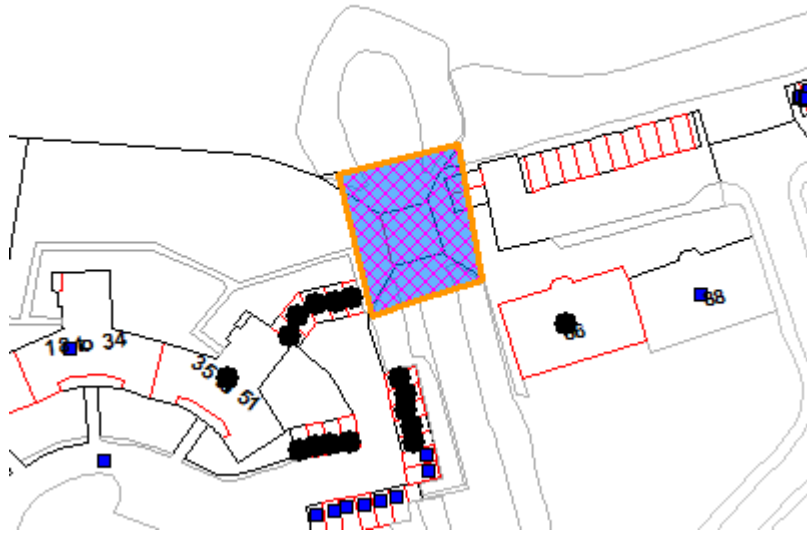
*Therefore, the development meets the current parking standards.*

*Note;*

*The section of the carriageway adjacent is not adopted by the Council for maintenance purposes, being served by an adopted footway only.*

## **Location Plan**

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**END**