

Development Management Sub-Committee Report

Wednesday 25 October 2023

Application for Planning Permission

Land 160 metres northeast of 4 Oversman Road, Edinburgh.

Proposal: Proposed development of three detached business and industrial units, (Classes 4, 5 and 6 of the Town and Country Planning (Use Classes) Scotland Order 1997), including but not exclusive to, trade counter, builders' merchant, tool hire, ancillary offices and ancillary retail, and motor vehicle service and repair with associated external storage, erection of 2.4m high fence, access, car parking and landscaping.

Item – Committee Decision

Application Number – 23/02090/FUL

Ward – B17 - Portobello/Craigmillar

Reasons for Referral to Committee

The application is referred to the Development Management Sub-Committee as the site is Council owned. Consequently, under the Council's Scheme of Delegation, the application must be determined by the Development Management Sub-Committee.

Recommendation

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

Summary

The principle of the proposed development on the site has been established by the grant of planning permission in principle 22/05666/PPP. The detailed proposed development is compatible with policy priorities that include sustainability in terms of transport and materials use, climate change mitigation and adaptation, development on vacant land, and design, layout and landscaping. Therefore, the proposal complies with National Planning Framework 4 and the Edinburgh Local Development Plan, as well as the Council's Edinburgh Design Guidance. There are no other material considerations which outweigh this conclusion.

SECTION A – Application Background

Site Description

The site is an area of vacant land of some 1.99 hectares, bordered by Oversman Road to the south and Whitehill Road to the east. It is presently covered with unmanaged shrubs, grass and small trees. Larger industrial and commercial buildings generally of a functional appearance are within its vicinity. These include a timber merchant, a range of home improvement stores, car dealerships and fast food outlets. It is located within a business and industrial area as identified in the Local Development Plan (LDP) and adjacent to a commercial centre.

Description of the Proposal

Detailed planning permission is sought for the erection of three detached business and industrial units (Use Classes 4, 5 and 6 of the Town and Country Planning (Use Classes) Scotland Order 1997), including but not exclusive to, trade counter, builders merchant, tool hire, ancillary offices and ancillary retail, and motor vehicle service and repair, and, associated goods/service yards, plant, car parking, cycle parking, formation of four accesses, erection of fencing and formation of landscaping.

The proposed buildings are portal frame units, with limited mezzanine areas above. The derived building heights are typically industrial in character with the 6 / 8m clear internal heights being a standard requirement for such building uses. The buildings are of contemporary form with flat roofs and are largely a functional industrial aesthetic.

A total of 48 out of the 118 proposed public parking spaces are equipped with electric vehicle (EV) charging infrastructure. The proposal includes forty two bicycle parking spaces of which six are for public/customer use, a delivery vehicle EV charging point and one E-bike charging point at both plots B and C.

Supporting Information

The following supporting documents has been submitted with the application:

- planning statement;
- design and access statement;
- air quality impact assessment;
- flood risk assessment and surface water and drainage strategy;
- ecological assessment;
- arboricultural assessment;
- noise impact assessment;
- transportation statement;
- sustainability statement and sustainability form S1;
- report on site investigation.

These are available to view on the Planning and Building Standards Online Service.

Relevant Site History

22/05666/PPP

Land 160 Metres Northeast Of

4 Oversman Road

Edinburgh

Proposed development of three detached business and industrial units, including trade counter (use Classes 4, 5 and 6) and Sui Generis car showroom with associated access, car parking and landscaping.

Granted

2 May 2023

22/05138/SCR

Land 160 Metres Northeast Of

4 Oversman Road

Edinburgh

EIA screening request.

EIA Not Required

18 October 2022

Other Relevant Site History

None.

Pre-Application process

Pre-application discussions took place on this application.

Consultation Engagement

Archaeology Services

Environmental Protection

Transportation

Refer to Appendix 1 for a summary of the consultation response.

Publicity and Public Engagement

Date of Neighbour Notification: 23 May 2023

Date of Renotification of Neighbour Notification: Not Applicable

Press Publication Date(s): Not Applicable

Site Notices Date(s): Not Applicable

Number of Contributors: 0

Section B - Assessment

Determining Issues

This report will consider the proposed development under Sections 24, 25 and 37 of the Town and Country Planning (Scotland) Act 1997 (the 1997 Act):

Having regard to the legal requirement of Section 24(3), in the event of any policy incompatibility between National Planning Framework 4 (NPF4) & Edinburgh Local Development Plan 2016 (LDP) the newer policy shall prevail.

Do the proposals comply with the development plan?

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

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

In the assessment of material considerations this report will consider:

- equalities and human rights;
- public representations and
- any other identified material considerations.

Assessment

To address these determining issues, it needs to be considered whether:

a) The proposals comply with the development plan?

National Planning Framework 4 (NPF4) was adopted by the Scottish Ministers on 13 February 2023 and forms part of the Council's Development Plan. NPF4 policies supports the planning and delivery of Sustainable Places, Liveable Places and Productive Places and are the key policies against which proposals for development are assessed. Several policies in the Edinburgh Local Development Plan (LDP) have equivalent and alternative policies within NPF4.

The relevant NPF4 and LDP policies to be considered are:

- NPF4 Sustainable Places policies 1, 2, 3 and 9
- NPF4 Liveable Places policy 14
- NPF4 Business and Industry policy 26
- LDP Design Principles for New Development policies Des 1, Des 3, Des 4, Des 5, Des 6, Des 7 and Des 8
- LDP environment policies Env 12, Env 22
- LDP employment and Economic Development policy Emp 8
- LDP transport policies Tra 2, Tra 3, Tra 4

The 'Edinburgh Design Guidance' is a material consideration that is relevant in the consideration of environment, design and transport policies.

Principle

NPF4 Policy 9 (Brownfield, vacant and derelict land) states that development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of vacant land which has naturalised should be taken into account.

NPF4 Policy 26 (Business and industry) supports development proposals for business and industry uses on sites allocated for those uses in the LDP.

LDP Policy Emp 8 supports business, industrial or storage development on sites identified on the Proposals Map as part of a 'Business and Industry Area'.

The principle of the use of the site for business/industrial use(s) is established by the previous grant of planning permission in principle. The current proposal is compliant with NPF4 policies 9, and 36 and LDP policy Emp 8.

SUSTAINABLE PLACES

Climate Mitigation and Adaptation

NPF4 Policy 1 gives significant weight to the global climate and nature crisis to ensure that it is recognised as a priority in all plans and decisions. The proposed development contributes to the spatial principles of 'Compact Urban Growth' through the use of a vacant site for sustainable, energy-efficient business/industrial development within an established business/industry part of the city.

NPF4 Policy 2 a) supports development proposals that are sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and in 2 b) those that are sited and designed to adapt to current and future risks from climate change. NPF4 Policy 9 intends to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development.

LDP Policy 22 (Pollution and Air, Water and Soil Quality) presumes against development proposals where there will be a significant effect for health, including air quality, the environment and amenity.

The applicant has submitted a sustainability form in support of the application. Part A of the standards set out in the form is met through the provision of low and zero carbon technology and no fossil fuel use is proposed on site. Increased air tightness is to be developed. In addition, roof mounted photovoltaic (PV) panels will facilitate on-site electricity generation. Enhanced electric vehicle charging points is at 41% of overall parking spaces. Enhanced cycle storage provision for both site visitors and employees is to be provided, including electric bike charging points and non-standard cycle spaces.

The stated intended sustainability measures meet the current standards set out in the sustainability form.

An air quality impact assessment/statement (AQIA) has been provided in support of the application which advises that an operational phase assessment is not required for the application. The air quality consultant does however advise that there will be air quality impacts associated with the proposed development. The AQIA advises that the increase in the traffic flow due the operational phase of the Proposed Development is predicted to be less than the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) (EPUK & IAQM, 2017) criteria that requires detailed assessment on the surrounding road links where there are sensitive receptors. However, the Council's Environmental Protection Section consider that this development should still be assessed (including cumulatively) and suitable mitigation put in place to reduce the impacts of air pollution. Environmental Protection highlights that the proposal includes 116 vehicle parking spaces which could introduce 232 daily vehicular trips to the site. Also, they point out that the local area is becoming increasingly well developed with a number of adjacent housing developments either consented or in the process of gaining approval which will add significant levels of traffic to an already congested area. They maintain that they cannot assess whether the proposed number of EV charging points is adequate when comparing against the operational air quality impacts because a cumulative assessment which considers other nearby developments in the pipeline has not been completed.

The quantum of development proposed in this application does not amount to over development of this site within an established business/industrial area. Of the proposed parking spaces 48 are electric vehicle (EV) charging spaces (over 40% of the parking provision). The proposed development also includes 42 cycle parking spaces of which six are for public/customer use, a delivery vehicle EV charging point and one E-bike charging point is proposed at both plots B and C. The proposed EV provision is in excess of the Council's required levels. The planning authority considers that the proposed EV charging provision will go some way to mitigating air pollution and conclude that the proposed development is acceptable with regard to air quality. Therefore, it would not be reasonable for the planning authority to insist that the applicant carry out a AQIA that considers cumulative impact or provide additional EV charging provision.

Flooding and Drainage

LDP Policy Env 21 (Flood Protection) presumes against development that would increase flood risk.

Separate drainage systems for foul and surface water within the site are proposed, which will discharge into existing Scottish Water Foul and Surface Water sewers adjacent to the site in Oversman Road. The applicant has provided the relevant full flood risk assessment (FRA) and surface water management information for the site as part of the self-certification (with third party verification) process. The FRA does not identify any issues associated with flooding and concludes that the overall Flood Risk is low.

The proposals satisfy the Council's Flood Prevention requirements.

Biodiversity

NPF4 Policy 3 (Biodiversity) requires that proposals for local development include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance.

LDP Policy 12 (Trees) states that development will not be permitted if likely to have a damaging impact on any tree or woodland worthy of retention unless necessary for good arboricultural reasons. Where such permission is granted, replacement planting of appropriate species and numbers will be required to offset the loss to amenity.

There are a number of trees, hedges and shrubs within the site. An arboricultural assessment submitted in support of the application states that to facilitate the development the majority of trees and plants on site will have to be removed. These are low quality young trees and shrubs with low life expectancy and can be replaced with new planting.

A landscaping plan has been provided. It illustrates planting along site boundaries containing shrubs and trees to soften views of the buildings and the associated car parking and service yards along site boundaries and landscape pockets containing trees. A condition has been added requiring that the landscaping is carried out within a specified timescale. Subject to this, the proposal is in accordance with NPF4 Policy 3 and LDP Policy Env 12.

NPF4 Policy (Natural Places) part 4f, states that development proposals that are likely to have an adverse effect on species protected by legislation will only be supported where the proposal meets the relevant statutory tests.

A report on an ecological assessment of the site was submitted with the application. The report confirms that no evidence of protected species was identified.

Informatives are recommended that bat and bird boxes, invertebrate niches, such as bee/insect 'hotels' and provided on the site and, swift bricks and bat bricks are included on elevations of new buildings and within the site. Additionally, a wildlife friendly lighting scheme during both the construction and operational phases should be adopted.

Conclusion in relation to climate mitigation and adaptation

In conclusion, the development will meet the sustainability requirements of NPF4 Policies 1, 2 and 9 in terms of location on a brownfield site, energy efficiency and surface water management.

The development will also support and encourage local biodiversity and will have no adverse impact on protected species or significant trees, in accordance with NPF4 Policy 3 and LDP Policy Env 12.

Archaeological Remains

NPF4 Policy 7 (Historic assets and places) part o, states that non-designated historic environment assets, places and their setting should be protected and preserved in situ wherever feasible. Where there is potential for non-designated buried archaeological remains to exist below a site, developers will provide an evaluation of the archaeological resource at an early stage so that planning authorities can assess impacts.

The application site is the site of the historic Newcraighall Colliery and Brickworks closed in the 1960's and early 1990's respectively. The site is therefore regarded as occurring within an area of archaeological potential. It is essential therefore that a programme of archaeological work is carried prior to development to ensure the appropriate excavation, recording and analysis of any surviving archaeological remains is undertaken. Accordingly, if permission is granted it is essential that a programme of archaeological works (excavation, analysis & reporting, publication and public engagement) is undertaken prior to commencement of development in site.

The proposed development is in accordance with NPF4 Policy 7.

Design, Quality and Place

NPF4 Policy 14 supports development proposals that are designed to improve the quality of an area and are consistent with the six qualities of successful places.

Overall, the height, scale, massing and design is functional, utilitarian and in keeping with the existing neighbouring industrial development in the locality.

The finishing materials are compatible with other developments in the locality and reflects the industrial character of the area.

The proposal is well-designed and appropriate in this location, in accordance with NPF 4 policy 14 and, Des 1 (Design Quality and Context), Des 3 (Incorporating and Enhancing Existing and Potential Features), Des 4 (Development Design - Impact on Setting), Des 7 (Layout Design), and Des 8 (Public Realm and Landscape Design).

The number and position of the access(s) into the site off Oversman Road, location and quantity of car parking, and all acceptable.

The proposed development accords with NPF Policy 14 and the LDP design policies Des 1 - Des 8.

Amenity of neighbouring residents and future occupiers of the site

LDP Policy Des 5 (Development Design - Amenity) states that planning permission will be granted for development where it is demonstrated that the amenity of neighbouring developments is not adversely affected and that future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy and immediate outlook.

NPF4 Policy 26 Part e)i) (Business and industry) states that development proposals for business and industry will take into account the impact on surrounding residential amenity, sensitive uses and the natural historic environment. This is addressed below.

Noise

A noise impact assessment has been provided in support of the application which considers the potential noise impacts associated with the proposal on the nearest noise sensitive receptors to the site. The proposed uses will result in vehicle movements (both for servicing the site and for customers) and plant noise. The nearest noise sensitive properties to the loading bay are the houses nearby on the north side of Craighall Road and also, to the south on Whitehill Road. The houses to the north are directly facing onto the road that has a constant flow of traffic during the day and into the evening. The houses are shielded from the application site by existing industrial/storage facilities. The house to the south is on a road that has a regular flow of vehicles and is also shielded from the application site by existing car showroom and associated facilities. In terms of noise impact, deliveries and collections can happen at any time. Noise from car parking activity between 6am to 10pm on any day of the week will be negligible compared to the existing ambient noise levels. The NIA therefore concludes that taking into account the above and having assessed the main noise impacts from the development against the existing noise climate, the site can be developed as proposed without causing significant impact or disturbance to existing local residents.

Plant will be installed within the proposed units (including vehicular cosmetic repair ventilation facilities). A maximum noise specification has been recommended within the NIA which should be taken cognisance of when the plant comes to being chosen and installed. The recommended noise control can be secured by a planning condition.

Odour, vibration and lighting

Unit A will be occupied by a car servicing and cosmetic repair facility, the emissions from which will be controlled by bespoke abatement equipment, with exhaust flue design and positioning in compliance with statutory government guidance to minimise the potential for odorous emissions to atmosphere. A VOC/odour/fume assessment was provided in support of the application. It advises that any odour impact potential is considered to be small. The nearest flue extraction point source within the proposed development would be located approximately 90 metres from the closest sensitive residential receptor. The assessment advises that effective dispersion should be rapidly achieved from the point of exit. It is therefore expected that any associated fumes will be unlikely to impact upon residential amenity.

Ground Contamination

The site may be affected by contamination and historical coal mining issues which will require assessment and remediation to ensure the site is made safe for the proposed end use. Should permission be granted a condition is recommended to ensure the site is made safe for the proposed end use.

The site is not located within the defined Development High Risk Area, and therefore there was no statutory requirement to consult with the Coal Authority.

Transportation

Access and Traffic Generation

LDP Policy Tra 8 (Provision of Transport Infrastructure) states that development proposals relating to development sites, and which would generate a significant amount of traffic, shall demonstrate through an appropriate transport assessment and proposed mitigation that:

A Transport Statement has been submitted in support of the application which provides an assessment of the transport considerations associated with the proposal. The Roads Authority raise no objection to the application.

Car and Cycle Parking

LDP Policy Tra 2 (Private Car Parking) requires that developments make provision for car parking levels that comply with and do not exceed the parking levels set out in the non-statutory guidance.

The vehicle parking is as follows:

- Vehicle servicing: 81 spaces including 4 EV charging spaces and 1 accessible bay.
- Timber's merchant building: 21 spaces including 3 accessible bays and 2 bays for vans.
- Builder's merchant building: 37 van spaces including 18 EV charging spaces and 4 accessible bays

The Roads Authority does not raise any concern with the proposed provision of three separate accesses and the position of them off Oversman Road.

The Roads Authority confirm that owing to the bulky goods nature of the trade, the proposed parking provision is considered acceptable. The number of EV car parking charging points exceeds the Council's minimum requirement and is acceptable.

LDP Policy Tra 3 (Private Cycle Parking) requires that cycle parking and storage within the development complies with Council guidance.

The cycle parking is as follows:

- Vehicle servicing: 8 secure cycle parking spaces including 2 non-standard bike spaces.
- Timbers Merchant: 18 cycle parking spaces including 14 secure cycle parking spaces 2 non-standard bikes and 4 visitor spaces;
- Builder's Merchant: 19 secure cycle parking spaces plus 4 visitor spaces

In terms of quantum of spaces, the proposed provision of cycle parking spaces complies with the council's parking standards. An informative is recommended that the applicant/developer engage with the planning authority to agree a mix of types of cycle parking, including spaces for non-standard cycles.

Conclusion in relation to the Development Plan

The proposed development broadly complies with the provisions of NPF4 and the LDP and there is not considered to be any significant issues of conflict.

c) Other matters to consider

The following matters have been identified for consideration:

Emerging policy context

On 30 November 2022 the Planning Committee approved the Schedule 4 summaries and responses to Representations made, to be submitted with the Proposed City Plan 2030 and its supporting documents for Examination in terms of Section 19 of the Town and Country Planning (Scotland) Act 1997. At this time little weight can be attached to it as a material consideration in the determination of this application.

Equalities and human rights

Due regard has been given to section 149 of the Equalities Act 2010. No impacts have been identified.

Consideration has been given to human rights. No impacts have been identified through the assessment and no comments have been received in relation to human rights.

Public representations

No representations were received.

Conclusion in relation to other matters considered

The proposals do not raise any issues in relation to other material considerations identified.

Overall conclusion

The principle of development is acceptable on the site and has been established by the grant of planning permission in principle 22/05666/PPP. The detailed proposed development of three detached business and industrial units, (Classes 4, 5 and 6 of the Town and Country Planning (Use Classes) Scotland Order 1997), including but not exclusive to, trade counter, builders merchant, tool hire, ancillary offices and ancillary retail, and motor vehicle service and repair with associated external storage, 2.4m high fence, accesses, car parking, cycle parking, landscaping is acceptable. The proposal is compatible with policy priorities that include sustainability in terms of transport and materials use, climate change mitigation and adaptation, and development on vacant land. Therefore, the proposal complies with National Planning Framework 4 and the Edinburgh Local Development Plan, as well as the Council's Edinburgh Design Guidance. There are no other material considerations which outweigh this conclusion.

Section C - Conditions/Reasons/Informatives

The recommendation is subject to the following;

Conditions

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted. If development has not begun at the expiration of this period, the planning permission lapses.
2. Development shall not begin until a phasing plan has been submitted to and approved in writing by the Planning Authority. The phasing schedule shall include the construction of each building phase, the provision of SUDS, landscaping and transportation infrastructure including vehicular and cycle parking. Development shall be carried out in accordance with the approved phasing unless agreed in writing with the planning authority.
3. No development shall take place until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis & reporting, publication, public engagement) 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.
4. Prior to the units commencing operations the EV charging points as delineated on drawing nos. KIN-CDA-BZ-ZZ-DR-A-020001 Rev P2 dated 20/01/23, KIN-CDA-CZ-ZZ-DR-A-020001 Rev P2 dated 20/01/23, KIN-CDA-SW-ZZ-DR-A-020003 Rev P2 dated 20/01/23 and KIN-CDA-AZ-ZZ-DR-A-020001 Rev P2 dated 20/01/23, shall be installed and made operational. Each charger shall be a standard 3-pin plug (13amp) installed with an option for future owner to upgrade them to a 7KW (32amp) (or as agreed with the planning authority) with type two socket.
5. 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.

6. Prior to the first commencement of use of the business/industrial units hereby approved, the noise mitigation measures (including maximum plant noise specifications) as specified within Sharps and Redmore noise impact assessment Project No 2221156, dated 6th September 2023, shall be installed and made operational.

Reasons:-

1. To accord with Section 58 of the Town and Country Planning (Scotland) Act 1997.
2. To ensure that the development is implemented in a manner which mitigates the impact of the development process on existing land users and the future occupants of the development.
3. In order to safeguard the interests of archaeological heritage.
4. In the interests of air quality.
5. To ensure adequate assessment and remediation of the site to ensure that it is safe for the proposed end use.
6. In the interests of mitigating noise nuisance to nearby noise sensitive properties.

Informatives

It should be noted that:

1. 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.
2. 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.
3. A wildlife friendly lighting scheme should be utilised during both the construction and operational phases.
4. Bat and bird boxes, invertebrate niches such as bee/insect 'hotels' should be provided on the site and additionally, swift bricks and bat bricks should be included on elevations of new buildings and within the site.
5. 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 should be agreed with the roads authority.

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.

6. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation.
7. 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.
8. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property.
9. 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 they want 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.
10. The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.
11. The applicant should note that the proposed development lies on or adjacent to a 'traffic sensitive street' and that this may affect the method and timing of construction, including public utilities - see <https://www.edinburgh.gov.uk/roads-pavements/road-occupation-permits/2>
12. The delivery vehicle charging point should be a "rapid" 50 Kw (125amp) triple headed (Combined Charging Standard/CHAdeMO/Type 2) charger.
13. The applicant should engage with the Planning Authority to provide a broad mix of types of cycle parking, including 20% non-standard cycle spaces.

Background Reading/External References

To view details of the application go to the [Planning Portal](#)

Further Information - Local Development Plan

Date Registered: 15 May 2023

Drawing Numbers/Scheme

1, 2, 3, 01, 03, 04, 05, 06, 08, 09, 10, 11, 12, 14, 15,16, 17, 18, 19, 20, 21

Scheme 2

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