

**Planning Permission 10/02830/FUL  
at  
Portobello Park And Golf Course  
20 Stanley Street  
Edinburgh  
EH15 1JJ**

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**Development Management Sub-Committee  
of the Planning Committee**

23 February 2011

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**DEPARTURE FROM THE DEVELOPMENT PLAN**

This development proposed by this application is a departure from the development plan:

The proposals are contrary to the development plan as the site is zoned for open space and the proposals do not meet all the criteria for building in these areas. However, there are other material considerations that have been taken into account which outweigh the development plan land use allocation. These include the benefits to the local community and the upgrading of the pitches on site.

A departure is therefore justified in this instance.

**1 Purpose of report**

To consider application 10/02830/FUL, submitted by The City Of Edinburgh Council. The application is for: **The erection of new Portobello High School and associated ancillary buildings, site works, car parking, landscaping, pitches and floodlighting**

It is recommended that this application be **GRANTED** subject to the conditions below.

## **2 The Site and the Proposal**

### **Site description**

Portobello Park and Golf Course are located to the south of Portobello town centre, beyond Sir Harry Lauder Road and the mainline railway line and sidings. The total site area is 19 hectares, and this comprises the golf course (13.3 hectares) and the park (5.7 hectares).

The golf course is bounded by Stanley Street to the north, with Park Avenue and Hope Lane to the west and east respectively.

The park is situated to the immediate south of the golf course, bounded by Milton Road to the south and residential properties to the east and west. The park sits approximately 3.5 metres lower than Milton Road and slopes gradually down to the north. The southern, western and eastern boundaries are defined by mature trees, informal scrub planting and long grass. The site is also fenced along the western and southern boundaries, with several entrances along its length. There are extensive views to Arthur's Seat from the eastern side of the park.

Currently, the park has two full size grass pitches and a single storey changing pavilion. The golf course is separated from the park by a belt of millennium planting.

The golf course and park are currently bisected by a designated core path. The site sits within an established network of footpaths and roads, which facilitates arrival at the site from a number of different points. Milton Road forms part of the main arterial route to the city from the south, and has a 2.4 metre wide pavement at this location. There are existing road crossings at the junction of Milton Road and Duddingston Park, and at the east near Hope Lane.

### **Site History**

There is no relevant site history.

### **Pre-Application Process**

The plan to replace Portobello High School was first considered in 2002. The Council commissioned a feasibility study which was undertaken in 2006. This identified and considered 15 potential sites within the east of Edinburgh including sites outwith the existing Portobello High School catchment area.

The study focused on opportunities and constraints at each site, and considered factors such as:

- Site size;
- Accessibility from the school catchments;
- Site assembly and ownership constraints;
- Technical and design issues.

Identified sites included Bingham Park, the freightliner terminal, Cavalry Park and Baileyfield, but these were discounted for reasons relating to the constraints listed above.

A Proposal of Application Notice was submitted and registered for the proposed development on 21st April 2010. The format for consultation proposed a three stage process generally comprising:

Stage 1 (May 2010): Gathering initial feedback and comments on the initial proposals and areas to be focussed on through the consultation process.

Stage 2 (June 2010): Road shows, on-street consultation, including development and review of the issues raised in the initial stage 1 meetings. This was followed by a recess during the summer holiday period for the team to consider the feedback and adapt proposals and prepare responses to the issues raised.

Stage 3 (August/September): Return to the various groups and others to provide feedback on the development of the proposals in light of the issues raised.

The PAN was approved on 10th May 2010 subject to additional consultation as detailed below:

- Two additional public meetings to be held in the town hall;
- Dates/times/venues to be distributed at least 7 days in advance;
- Portobello Park Action Group to be served a copy of the PAN;
- Information/display/event to be held at Portobello/Craigmillar Libraries;
- General information on planning consultation process timescales to be supplied to all.

Consultation was carried out with the following organisations:

CEC Children and Families  
CEC Culture and Sport  
CEC Services for Communities  
CEC City Development including Planning and Transport  
School management  
School staff  
School pupils  
Parents of Portobello High School  
Parents of associated primary schools

Sportscotland  
Edinburgh Basketball Club  
Edinburgh Urban Design Panel  
Architecture and Design Scotland  
Lothian and Borders Police  
Edinburgh Leisure.  
The Neighbourhood Partnerships during stage 1  
Portobello Community Council and local elected members  
Parent forums in the secondary and associated primary schools  
Local residents and site neighbours  
Sports clubs and other park users  
Community users of the school  
Lobbying groups as key stakeholders

The outcome of the consultation exercise is available for viewing on the Planning and Building Standards Portal. In summary, the comments expressed influenced a review and amendment of the proposals, as noted below:

- Reconciliation of the path access to the school for both pupils and the public by foot and bicycle, including the incorporation of an off-road lit 3m wide pedestrian and cycle path from the north east corner of the site connecting into a path along the full extent of the south side of the building and pitches.
- Removal of the east to west path previously shown running along the length of the north side of the park, along with the removal of the intention to access the main entrance plaza from the north.
- Development of a recreational path route around the golf course to ensure access to the public around the perimeter of the park.
- Inclusion of two full size artificial pitches with a 'cat-flap' access for informal community use.
- Safe path and open space between the school building and Milton Road ensuring general access can be achieved without walking along Milton Road.
- Traffic proposals to restrict traffic speed to minimise risk to pupils.
- Referral of further open space measures to the Portobello and Craigmillar Neighbourhood Partnership for consideration as no general consensus emerged from the consultation feedback.

A pre-application report was presented to the Development Management Sub-Committee on 22nd September 2010. The main points raised were the loss of open space, and impact on traffic and road safety.

The proposals were presented to the Edinburgh Urban Design Panel on 25th November 2010.

## **Description of the Proposal**

### **The Building and Site Layout**

Planning permission is sought for the erection of a new high school with associated works on Portobello Park.

The proposed school has its main frontage on Milton Road and is arranged on the park with the building to the west of the site and the pitches to the east. The school is proposed to accommodate 1400 pupils, amounting to approximately 16,800 square metres of floorspace across three storeys of a 9,550 square metre footprint.

The building is set back from Milton Road by approximately 28 metres, which allows for an area of open space in front of the school. Most of this area (approximately 5100 square metres) is intended to be used by the public as an area of open space and amenity.

Although arranged over three storeys, the proposed lower ground floor is below the line of Milton Road for most of its length due to level differences between the site and Milton Road. The remaining two storeys are comparable in height with the existing residential villas across Milton Road.

The building has a relatively solid frontage, with some projecting and recessed elements to add visual interest. To the rear, it is arranged with a series of 'fingers' projecting towards the woodland to the north with courtyards in between. These fingers accommodate classrooms, and the courtyards between accommodate hard and soft play areas. Sedum (grass) roofs are proposed on a number of roofs at the southern part of the building, with another sedum roof in the central finger. Photovoltaic panels are proposed on the hard roofs.

The proposed external materials have been selected to reflect the terraced houses and villas in the vicinity of the site. This includes a simple palette of large cast block and render, which is consistently applied on all elevations.

The new pitches are proposed to be synthetic, all-weather pitches, comprising 1 x 2G pitch and 1 x 3G pitch. These pitches will be surrounded by a 3 metre high fence on the north and south sides of the pitches, with a 5 metre fence at the goal-post ends. Floodlighting is also proposed and will comprise 10 metre high columns with mounted lighting heads. Additional lighting is provided within the site in the form of building-mounted lighting heads and 6 metre high lamp standards distributed throughout the new footpath.

To the northern boundary is a belt of millennium planting, part of which will be removed in order to accommodate the new building and structures. Additional new landscaping is proposed in the form of hedging and semi-mature trees at identified locations. Beech hedging delineates the public areas.

Car parking for 113 cars is provided, including 6 disabled spaces, with direct access from Milton Road. The car park will provide space for visitors and staff and will be surrounded by a low hedge and integral fence. Secured covered parking for motorcycles is also provided within the site.

As a result of the development, the existing changing pavilion will be demolished. No buildings are proposed on the golf course. The only change to the golf course is the addition of a perimeter footpath.

The site is within the view cone of a protected view (E12) identified in the Council's guidance Protection of Key Views.

### **Access for Pedestrians**

New entrances into the site for pedestrians are located at the east and west corners. These access points connect to a 3 metre wide footpath which meanders through the trees within the site, providing an amenity for both pupils and pedestrians who are looking to use the open space. A new central plaza will provide the main pedestrian access into the school. A second access for pupils is located on Park Avenue to the west in order to facilitate immediate entry to the school for those coming from this direction (although during school hours, this entrance will be closed and all arrivals for pupils and visitors will be via the main plaza entrance).

An upgraded traffic-signalled crossing point is proposed on Milton Road near the western end of the site.

### **Access for Cyclists**

The development proposes a number of additions to the cycle network to complement the existing infrastructure. There are established on-road and off-road cycle routes within the area, including the national cycle route, which crosses the Sir Harry Lauder Road footbridge and railway pedestrian bridge. The development will provide a segregated footway/cycleway on the north side of Milton Road along the site frontage which will connect with the wider national cycle network. There is also a new cycleway/footway along the tree line to the west side of Hope Lane, which is intended to provide a safe route for cyclists and will link with the route to the overbridges to the north east of the site. Additionally, new crossings on Milton Road will provide a controlled crossing facility for cyclists at a location that has been identified as a key desire line.

Secured covered parking for 140 cycles is provided within the scheme and are located at the front entrance of the school.

### **Traffic**

The existing traffic along Milton Road is controlled by the traffic light sequences at its junctions with Sir Harry Lauder Road and Duddingston Park, and between these points the speed is 30mph and 40mph. On the residential

streets to the east and west of the site, there are 20mph speed restrictions in place, as well as speed bumps.

As part of the development, it is proposed that a part-time speed restriction of 20mph is imposed on Milton Road for the extent of the frontage of the site. It is also proposed that the existing bus lanes are active from 3pm in order to apply during the school finishing time and reduce possible traffic congestion outside the school.

The following information was submitted to accompany the application:

- Environmental Impact Assessment
- Design and Access Statement
- Feasibility Report
- Sustainability Assessment
- Pre-application Consultation Report
- Transport Statement
- Flood Risk Assessment
- Drainage Impact Assessment
- SUDS Statement and drainage plan
- Contamination Statement
- Noise Impact Assessment
- Secured by Design Statement
- Tree Survey
- Park Use Audit
- Services Strategy (details of lighting, plant locations and noise)

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

### **3. Officer's Assessment and Recommendation**

#### **Determining Issues**

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?

#### **ASSESSMENT**

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

- 1) The proposals comply in principle with the Development Plan;
- 2) The proposals provide a development of appropriate design quality, scale and height;
- 3) The proposals provide an acceptable level of residential amenity;
- 4) The access, parking, and transportation arrangements are acceptable;
- 5) The drainage, flooding and site remediation arrangements are acceptable;
- 6) The proposals address issues of sustainability; and
- 7) There are any other material issues.

1) At a strategic level, the Edinburgh and Lothians Structure Plan does not contain policies which preclude this development. However, it contains general policies, notably regarding transport and the environment, which are relevant in this instance. Transport policies state that proposals for major travel generating developments should be easily accessible by public transport or by foot. Environmental policies state that development affecting local areas of natural heritage or local path networks will only be permitted where the social or economic benefits to be gained from a proposal outweigh the conservation or other interest of the site. Both these issues are addressed below. However, it can be concluded that the proposal does not conflict with the overall aims of the Structure Plan.

While the adopted Edinburgh City Local Plan designates the site as open space, it also identifies the west side of Portobello Park as an indicative site for the redevelopment of a replacement high school. However, this does not constitute a judgement that a detailed proposal is acceptable in principle and a number of other factors require to be addressed in order to assess the suitability of this site for development.

A relevant factor in assessing this application is policy OS1 (Open Space) of the adopted local plan. Since the proposal involves the loss of open space, it does not comply with the provisions of this policy. However, this policy does not preclude the development of open spaces in all circumstances. It sets out the limited range of circumstances in which the loss of open space may be acceptable provided certain criteria are met. These criteria, (a) - (e), are examined in the following paragraphs.

Criterion (a) requires that there will be no significant impact on the quality or character of the local environment. The area is typically high-quality suburban residential in character with a variety of house types and styles and open views across a consistent and low townscape to Arthur's Seat. Milton Road and Park Avenue are both characterised by a unified row of traditional stone-built villas. Being closest in proximity to the proposal, these are the most sensitive streets to the changes that would occur to the character of the area.

The Townscape and Visual chapter contained within the Environmental Impact Assessment considers the extent to which the loss of features and the introduction of the proposed development would influence perception of the townscape and wider character of the area. The assessment identifies that the development would result in a significant visual impact from the immediately adjacent residential areas. The site is also within the view cone of protected view E12, identified in the Council's guidance 'Protection of Key Views'. Therefore this site is sensitive to the visual impact of development.

However, a school need not be incompatible with the scale, pattern and character of the local suburban townscape if the proposal is carefully sited and sensitively designed. In order to reconcile the juxtaposition of the land uses, the proposal takes cognisance of the character of the general area by keeping the building height low across the site and maintaining views to Arthur's Seat. The proposed materials are high quality and have been selected to reflect the surrounding properties. The overall design and layout of the site has been informed by the character of the local environment and this is evident in the siting of the building in order to retain the low townscape character, and the design of the building with pop-out features to reflect the urban form of the surrounding properties. Views to Arthur's Seat will be retained, and while views across the site from Milton Road to the north will be altered, there is no direct view from this site to the sea at present due to a number of existing natural and built features. Therefore, the suburban residential character of the area will be maintained, and while views to the north will be altered as a result of this proposal, it can be concluded at this stage that the proposal meets criteria (a).

Criterion (b) states that in considering the loss of open space, it requires to be demonstrated that the open space is a small part of a larger area, or of limited amenity or leisure value and there is significant over-provision of open space serving the immediate area. The Council's Open Space Strategy (approved October 2010) provides analysis of the city's open space provision to assist in the assessment of this criteria. The Open Space Strategy defines significant over-provision as existing when the loss of open space would neither create a deficiency in terms of the local and large greenspace standards, nor remove an opportunity to address an existing deficiency or need identified in the strategy. The local greenspace standard does not factor in size and type of open space, while the large greenspace standard recognises that people should have access to larger and higher quality open spaces in meeting neighbourhood needs, especially good quality parks. The Open Space Strategy provides analysis of current open space provision based on these standards.

The area, in particular the neighbourhood to the west of the park, does not currently meet either of these standards due to the park being below the required quality (the Open Space Audit records the quality as being 'fair'). To resolve this deficiency, the improvement of the park is identified in the Open Space Strategy Action Plan for the Portobello and Craigmillar Neighbourhood Partnership Area. The loss of the greater part of the park would remove an opportunity to address these deficiencies. The proposal would result in an

increase in the number of households in the locality which do not have access to the expected quantity and quality of publicly accessible open space, and the retention of approximately 0.6 ha for enhanced amenity space does not compensate for this. Therefore the proposal is contrary to criterion (b).

Criterion (c) requires that the loss of open space would not be detrimental to the wider network including its continuity or biodiversity value. The Open Space Strategy identifies the park as being part of the city's green network (defined as open spaces which are connected by habitat networks or the Council's Core Paths). The loss of part of the Millennium Woodland planting is potentially detrimental to the functioning of the site as a link with the wider network. In terms of continuity of public access, the proposal would reduce the amount of open space contributing to the green network in this location. However, this is not detrimental to the wider network, as the site is part of a larger area of open space encompassing the golf course in which public access will be retained and enhanced. The proposals meets criterion (c).

Finally, criteria (d) and (e) require that there would be either: a local benefit in allowing the development in terms of alternative provision being made or improvement to an existing public park or other open space; or that the development is for a community purpose and the benefits to the local community outweigh the loss. As part of a package of open space improvements as compensation for the loss of Portobello Park, a sum of £150,000 has been allocated for additional off-site open space improvements. The Portobello and Craigmillar Neighbourhood Partnership was identified as a body which represents a wide range of stakeholders within the local community, and hence it was asked to identify the most appropriate and beneficial use of this funding. As part of the pre-planning consultation process views were invited regarding what off-site improvement works might be undertaken. A wide range of suggestions were received and these suggestions have been summarised below in the following four broad categories:

1. Updates and improvements for existing play parks.
2. Facilities for older children to keep them active and out of trouble.
3. General green landscaping improvements around local areas.
4. Enhancements to more urban landscapes.

The Neighbourhood Partnership agreed to delegate to the Environment Forum to prioritise the best use within the community of the funding.

These criteria can be further assessed in relation to the community benefits that are associated with the school. The provision of a new school at this location will provide a community facility with upgraded pitches and a swimming pool that will be available for use by the public outwith school hours. The location allows for increased access to the site by pedestrians, cyclists and by bus, which will make it accessible to the wider community.

Therefore, the community benefits of a new school on this site outweigh the loss of open space in this instance.

Policy OS 2 relates to the protection of playing fields and, similar to OS 1, it states that the loss of some or all of a playing field or sports pitch will only be permitted in certain circumstances. In assessing this proposal against policy OS 2, the park is part of the Council's stock of playing fields for formal sports provision (i.e. pre-booked matches and training sessions, particularly football). The Open Space Audit (2009) notes that the quality of the playing fields was band C, the second lowest of four quality grades (A-D) for Council playing fields. Due to the low quality of the pitches and lack of floodlighting, formal use of the playing fields for matches and training sessions is limited to the early football season (August to September only). While use of the park for informal sports will be affected by the proposal, a survey of park use submitted with the application suggests that the amount of informal sports use is low. Alternative equivalent provision for informal sports exists nearby at Joppa Quarry Park and Jewel Park. Improvements to these parks are among a range of options being considered by the local Neighbourhood Partnership as part of the package of compensatory improvements to open space.

In addition, the proposals include the provision of two new formalised synthetic pitches. These will be available for public use outwith school hours and will be floodlit. Sportscotland has been consulted as part of the application process and is supportive of the provision of the new pitches.

## Conclusion

Overall, while the proposal is not in accordance with criterion (b) of OS 1, there are clear benefits to the local community from the replacement school which outweigh the loss of open space. As such, this is a justifiable and minor departure from the development plan as the proposal would not have an adverse impact on the overall spatial strategy of the development plan.

## 2) Design Quality

The school building has been designed to reflect the positive characteristics of the surrounding area. The features of the building reflect the architectural language of the surrounding house plots and the massing of the elevations is broken down into smaller elements by means of a series of projecting fingers. This creates a diverse and interesting elevational composition, as well as minimising the visual impact of the school. The external finishes comprise a simple palette of high-quality materials that complement the building and surrounding area.

Architecture and Design Scotland was presented with the proposals and consulted as part of the application process. The members commended the project and commented that it may be an example of an exemplary development. They further commented that the level of quality detailing was supported, and felt that the building responds skilfully and sensitively to the surrounding context.

In addition, the Edinburgh Urban Design Panel was presented with the proposals, and the outcome was similarly positive in terms of the design of the building. Panel members commended the extent to which the design integrates the school into the urban context, and the potential for the school to become a valued facility for the wider community.

Overall, the design of the building successfully achieves a balance between having an appropriate civic presence and not being over-dominant in its setting.

### **Scale and Height**

The scale and height of the building was conceived as a design response to the constraints of the site, including the level differences and proximity to trees and residential properties. The predominant view across the site towards Arthur's Seat is included in the Council's guidance 'Protection of Key Views', and this has been identified and incorporated into the design as the building height does not exceed the height of the existing trees. Therefore the view of Arthur's Seat is retained.

Overall, the scale and siting of the building takes account of the landform and prevailing townscape, minimising visual intrusion and disruption of open views.

### **3) Impact on Residential Amenity**

The proposal retains the majority of mature trees along primary frontages, providing a green buffer along Milton Road and Park Avenue. This retention will maintain the tree-lined roads which are key features of Milton Road and Park Avenue. Furthermore, supplementary planting of trees and hedging will provide additional soft landscaping and screening of the school building, car parking and pitches. In addition, the proposals locate the school buildings to the west of the site, where the ground level is approximately 3.5 metres lower than Milton Road, thus reducing the overall visual impact of the building. There is an area of proposed parkland to the east, and to the southern edge is a strip of parkland with a new pedestrian route, which provides a degree of separation for the school from the main road and acts as a buffer for the residential properties.

The closest properties to the school building are approximately 60 metres to the west on Park Avenue. This distance, coupled with the existing trees on the boundary, will ensure that there are no issues with overlooking or overshadowing.

It is concluded that although the proposal would alter the intrinsic residential character of the area, the proposals have been sensitively designed in order to negate any detrimental impact on residential amenity.

## **Lighting**

A floodlighting assessment has been carried out and confirms that glare will not affect nearby residential properties and light spillage will be within acceptable limits. The lighting has been designed to include the use of light shields which will restrict backward light and fitting of specific optics to accurately direct the light.

Therefore there will be no adverse impacts as a result of the floodlighting, or any other lighting within the site.

## **Noise**

Environmental noise measurements were carried out in order to determine the noise levels in the vicinity of the site. The noise impact of the proposals was assessed against the existing background noise. Two main sources of potential noise arising from the site were identified, namely noise from the proposed sports pitches, and noise from building services plant.

In terms of noise from the sports pitches, properties on Milton Road would experience a negligible increase in ambient noise as a result of this development. Hope Lane may experience a 1dB increase in ambient noise during the day and into the late evening, which constitutes only a very slight impact. However, into the late evening, if properties on Hope Lane had windows open, the maximum levels of noise from the pitches may exceed the World Health Organisation's acceptable limit in terms of sleep disturbance. Therefore, a suitable condition is attached to this permission in order to restrict the hours of use of the pitches.

The building services plant is situated on the roof of the school in three separate locations. The plant located on the western side of the building is closest to properties, being 60 metres from houses on Park Avenue. It is also important that noise from services does not encroach upon the classrooms. Therefore a condition is attached to this permission to ensure that the plant noise will not exceed 45dB outside any openable school windows. By default, this will ensure that the noise levels experienced on Park Avenue will not exceed acceptable levels.

## **Air Quality**

An air quality impact assessment was carried out which identified potential adverse impacts during the construction phase of the development. Mitigation has been recommended to deal with the construction impacts and a condition is attached to ensure the mitigation is implemented during the construction phase.

Additional good-practice measures in the form of a green travel plan for the school would encourage sustainable modes of transport and decrease the reliance on cars and help improve air quality. An informative is therefore

imposed in order to secure the submission and implementation of a travel plan.

#### **4) Access and Parking**

##### **Pedestrians and Cyclists**

The overall development strategy for the site aims to encourage pedestrians to enter the site at the earliest opportunity, thus providing an alternative to the Milton Road footway, where the quality of the pedestrian environment is poor. In order to achieve this, the entrances into the site at the east and west corners are enhanced with widened access points and landscaping. These access points connect to a 3 metre wide footpath which meanders through the trees within the site. The combination of these environmental improvements provides better accessibility to the site and provides pedestrians with a better quality environment.

In terms of road safety, it is important to consider the location of the school on Milton Road in relation to the number of pupils crossing the road at peak times. Since pupils coming from the south of the catchment are already required to cross Milton Road in order to get to school, there will be no overall increase in pupils crossing the road at this point. However, as an additional safety measure, the existing traffic island will become a new light-controlled crossing, aiding pedestrians across Milton Road close to the new main entrance of the school.

The provision of the new cycle infrastructure is in accordance with the aims of the Council's Movement and Development Guidelines and Scottish Planning Policy.

##### **Cars and other Vehicles**

Cars enter and exit the site from Milton Road via a newly formed entrance. The transport assessment does not raise any issues in terms of road capacity, and the findings have been accepted by the Council's Transportation section. The new location will lead to existing trips being re-routed at a local level but the additional impact on a particular road is minor.

There are no road safety issues of particular concern raised by the proposed school location. A number of infrastructure measures form part of the proposals which will assist in getting pupils safely to and from the school. In addition, a travel plan will be produced.

#### **5) Drainage**

The application includes a Drainage Impact Assessment and Flood Risk Assessment. Surface water discharge will be directed to the combined sewer, after being treated through porous paving slabs in the car parking areas. Run-off from the roof will be collected and used as grey water in the school. These

are both acceptable in principle and further details will be conditioned as part of the planning permission.

The Flood Risk Assessment considers pluvial and fluvial flooding. SEPA have stated that they do not hold any records of the site flooding, and that there is an acceptable risk in terms of pluvial flooding. Further details will be conditioned to require a surface water management plan, showing flood risk from all sources at the 1:200 year runoff.

#### Site remediation

Historical plans were consulted in order to determine past land uses of the site and its vicinity and therefore the potential for any ground contamination. From the information provided, there are no sites of potential contamination within 250 metres of the application site. Former industrial activities to the north of the railway lines, including a saw mill and timber yards, and the infilled Joppa Quarry over 500 metres to the east, are too distant to potentially affect the site. Immediately south of the railway lines a former smithy was shown until the 1947 map edition. This use has the potential to affect the site. However, recent intrusive investigations of the site, including chemical testing of soils and groundwater, found no contamination.

#### 6) **Sustainability**

The school will meet criteria that were identified in a set of key performance indicators, as developed by the Council's Sustainable Development Unit. These KPIs were developed to reflect the Council's sustainable development aspirations and policies in conjunction with the BREEAM assessment of this development. The KPIs included energy consumption and emissions, water conservation and waste management. The development currently meets the criteria for a BREEAM level of 'very good'. However if all targets are achieved, then this will increase to the highest rating of 'excellent'.

There are several sustainability measures that have been considered as part of the design development, including orientation and room location, natural ventilation and positioning of photovoltaic panels. Additional measures include a combined heat and power (CHP) plant and a mechanical ventilation and heat recovery system. The school building will integrate low or zero carbon technologies to enable on-site renewable energy generation.

The results of the compliance of the development with the ESSB are shown in the table below:

	Points Applicable	Threshold	Points Scored
Principle 1 Design Quality	9	4	4
Principle 2 Inclusion, Health	10	6	8
Principle 3 Renewable energy	32	14	22
Principle 4 Sustainable Resources	16	10	12
Principle 5 Improve Recycling	3	2	3
Principle 6 Sustainable Operation	8	4	5
Totals	78	38	54

As shown above, the development exceeds the required standards and is therefore in accordance with the ESSB. In addition, the applicant submitted an Energy Strategy in support of the application.

## 7) Other Material Planning Issues

The tree survey that was carried out identified a total of 18 trees where removal would be recommended for reasons of health and safety and sound arboricultural management. This includes the felling of 11 infected elm trees and 7 dead, decayed and dying trees on the main frontage of the site.

As a result of the proximity of the buildings to the millennium planting, some of the planting will require to be removed. However, additional supplementary planting is proposed in order to maintain this landscape buffer. The supplementary planting is acceptable and the rationalisation of the planting will benefit the overall visual amenity of the development.

With regards to the 'Common Good' issue, this is a legal issue and therefore is not a material planning consideration.

## CONCLUSION

In conclusion, the development represents an opportunity to redevelop the high school on a suitable site within the catchment, without creating any adverse impacts in terms of residential amenity or road safety. Although the proposal is contrary to the development plan in terms of the land use

allocation, a departure can be justified in this instance as the community benefits of a new school outweigh the loss of open space.

Although this is an application where the Council has an interest, it does not require notification to Ministers since the proposal is not significantly contrary to the development plan.

It is recommended that planning permission is granted, subject to the attached conditions.

## **REASON FOR DECISION**

Although the proposal is contrary to the development plan in terms of the land use allocation, a departure can be justified in this instance as the community benefits of a new school outweigh the loss of open space. The development represents an opportunity to redevelop the high school on a suitable site within the catchment, without creating any adverse impacts in terms of residential amenity or road safety.

**John Bury**  
Head of Planning

<b>Contact/tel</b>	Lesley Carus on 0131 529 3770
<b>Ward affected</b>	A17 - Portobello/Craigmillar
<b>Local Plan</b>	
<b>Statutory Development Plan Provision</b>	
<b>Date registered</b>	30 September 2010
<b>Drawing numbers/ Scheme</b>	01-17 Scheme 1

### **Advice to Committee Members and Ward Councillors**

The full details of the application are available for viewing on the Planning and Building Control Portal : [www.edinburgh.gov.uk/planning](http://www.edinburgh.gov.uk/planning).

If you require further information about this application you should contact the following Principal Planner, Linda Hamilton on 0131 529 3594. Email: [linda.h.hamilton@edinburgh.gov.uk](mailto:linda.h.hamilton@edinburgh.gov.uk).

If this application is not identified on the agenda for presentation, and you wish to request a presentation of this application at the Committee meeting, you must contact Committee Services by 9.00a.m. on the Tuesday preceding the meeting on extension 529 4229 or 529 4273. Alternatively, you may e-mail [gillian.ferrier@edinburgh.gov.uk](mailto:gillian.ferrier@edinburgh.gov.uk) or [jack.dunn@edinburgh.gov.uk](mailto:jack.dunn@edinburgh.gov.uk)

## Appendix A



<b>Application Type</b>	Planning Permission
<b>Application</b>	Portobello Park And Golf Course
<b>Address:</b>	20 Stanley Street Edinburgh EH15 1JJ
<b>Proposal:</b>	The erection of new Portobello High School and associated ancillary buildings, site works, car parking, landscaping, pitches and floodlighting
<b>Reference No:</b>	10/02830/FUL

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### Consultations, Representations and Planning Policy

#### Consultations

##### Edinburgh Urban Design Panel - report of meeting 25/11/2009

###### *Introduction*

1.1 *This report relates to proposals for the new Portobello High School on Portobello Public Park. The 7.4 hectare rectangular site is bounded on the south by Milton Road, which forms part of the main A1 approach road to the city centre from the east, on the west by Park Avenue, on the east by Hope Lane, and on the north by Portobello Golf Course.*

1.2 *The new school has a roll of 1400 and forms the first of the five new 'Wave 3' schools identified by Edinburgh City Council to replace existing schools. The brief for these schools aims to learn from earlier PPP school building projects and deliver versatile and adaptable schools capable of supporting a range of activities associated with the learning process.*

1.3 *Following an evaluation of site options and public consultation in 2006 Portobello Park was chosen as the most suitable option. The evaluation of site options is in the process of being updated. The finalised draft Edinburgh City Local Plan identifies the site as public open space and as a site for the possible development of a replacement high school.*

1.4 *The proposals locate the school buildings to the west of the site, playing fields to the east and a public route through the centre of the site that links the main road to the park. To the southern edge a strip of parkland is proposed as a new pedestrian route in the form of a linear park and provides a degree of separation for the school from the main road. It was not clear whether this strip of parkland will form part of the site or not. The main*

*entrance to the school is located in the centre of the site, reached from the main road via a new public plaza.*

*1.5 The buildings are arranged around a central street with the main teaching departments and sports facilities extending to the north separated by courtyard spaces, and the more communal facilities (assembly space and dining room, music and drama, staff facilities) located to the south of the street. These facilities front on to the main road and are arranged around a series of south facing courtyards that open on to the new linear park.*

*1.6 The buildings have been designed to retain the tree planting around the perimeter of the site and the millennium tree planting to the north. They rise to a maximum of 3 storeys in height.*

*1.7 This is the first time that the proposals have been reviewed.*

*1.8 No declarations of interest were made by any panel members in relation to this scheme.*

*1.9 This report should be read in conjunction with the pre meeting papers which provide an overview, context, concept, plans, sections and 3D visualisations of the scheme.*

*1.10 This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the panel forming a differing view about the proposals at a later stage.*

## *2. The Panel discussion*

*2.1 Concerns were raised over the loss of a public park. In response to a question about whether the park had been audited as part of the Council's emerging open space strategy there was no clear answer. It is currently used primarily as playing fields and is separated from the nine hole golf course by a millennium tree belt in reasonable condition, and from surrounding roads to west, south and east by more mature tree belts.*

*2.2 The architect explained that the proposals offset the loss of open space through maximising the publicly accessible areas of the site, and through the provision of enhanced public playing fields and footpaths. The proposals include two full-size all-weather football pitches to the east of the site that will be available for public use, a strip of park immediately to the south of the school next to the main road that will take the form of a new linear park, and a public route through the middle of the site linking Milton Road to the millennium tree belt to the north of the site. Doubts were raised over the availability of funding to 'deliver' the linear park in particular. The Council was urged to ensure that the enhanced linear park is delivered as a key part of the proposals.*

2.3 More clarity was sought over the division between private (school) uses and public realm, in particular the extent of public access to the courtyard areas to the front of the school and the games area to the east of the school. The architect reiterated the principles of embedding the school in the community and returning as much of the site to public use in the form of enhanced public realm and playing surfaces as possible, but explained that the exact extent of these areas was still under discussion with the client.

2.4 Sustainability will form a key part of the design. This will include maximising natural ventilation and daylighting, maximising passive solar gain to the south facing departments and the central street, and providing green roofs to attenuate surface water run-off. A ground source heat pump system to provide on-site renewable energy is also under discussion. The design team is targeting a BREEAM excellence rating.

2.5 Doubts were raised over the level of amenity provided to the north facing classrooms and courtyards. The architects listed the advantages of placing the main teaching spaces to the north as the more peaceful environment, the uniform north light and the views out to the tree belt and park beyond.

2.6 Because of Council interest the application will be notified to Ministers.

2.7 The area of the site given over to car parking was questioned. The general view was that parking should be minimised to avoid the loss of open space and discourage teachers driving to work at a city centre school well served by public transport. In this context it was noted that the scheme makes no provision for any drop-off zone. The level and location of covered cycle parking provision is still under discussion.

2.8 The architect explained that the school buildings are located to the west end of the site where the urban context becomes denser. The school buildings will also be closer to the local shops. The substantial tree belt is retained to the west end.

2.9 It was felt that the forthcoming public consultation was an opportunity to involve the community in exploring what facilities the school can offer the wider community.

2.10 A question was raised over locker space for pupils. The design anticipates this requirement and shows the lockers built in to 'feature walls' and treated as an integrated part of the design.

2.11 Concerns were raised over the location of the sprinkler tank and kitchen refuse area to the prominent SW corner of the site. The sprinkler tank is quite a prominent piece of equipment. The architect's intention is to integrate this into the landscaped edge.

*The Panel round-up*

2.11 *The final round-up of panel members' views on the design was very positive, caveated by concerns over the loss of public open space. Strong points are the extent to which the design integrates the school into the urban context, and the potential shown for the school to become a valued facility for the wider community. This has been achieved through a strong design concept based on extensive consultation with the client group. Issues identified by the Panel that need to be addressed to successfully deliver the potential of the design are:*

- *The provision of enhanced public open space to offset the loss of a significant part of Portobello Park;*
- *A clear definition of what areas are for the use of the school and what areas are public, and a satisfactory resolution of the different boundary conditions, in particular the relationship of the school and the main road to the linear park;*
- *A reduction in the levels of parking provision;*
- *Further consideration of the level of amenity afforded by the courtyards to the north of the central street, and;*
- *The provision of changing facilities for adults/public.*

#### **Archaeology comment 14/10/2010**

*As a result of pre-application discussions with this office a programme of pre-determination evaluation and assessment (Geophysical survey and Desk-based Written Assessment) was undertaken by AECOM on behalf of CEC between 2009 & earlier this year. The results of this work are contained within both the Non Technical Summary section 3.4 and Chapter 7 of the application's accompanying Environmental Statement (ES). Although the results of the Geo-physical survey were generally inclusive, the site chosen for the new high school occurs within one considered to have a moderate potential for containing significant archaeological remains in particular prehistoric.*

*Therefore this application must be considered under terms of the following Scottish Government policies; Scottish Planning Policy (SPP), PAN42 and SHEP and also under CEC's Edinburgh City Local Plan (2010) policies; ENV8 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.*

*As stated above, the existing evidence indicates that the site has the potential for containing significant archaeological remains. Having read over the ES I agree with its general conclusion that the potential impact of this development is considered, on current information, to be insufficient to justify refusal of consent on archaeological grounds. Nevertheless the site has the potential for containing significant archaeological remains. According it is essential that the site is investigated prior to development and that any archaeological remains encountered are fully excavated and recorded where preservation in situ is not possible. In essence this will see a phased archaeological programme, the*

*initial phase being a 10% archaeological evaluation of the site at the earliest opportunity, the results of which would allow for the production of appropriate mitigation strategies to be drawn up to ensure the protection and/or the excavation and recording of any surviving archaeological remains.*

*It is essential therefore that a condition be applied to any consent granted to secure this programme of archaeological works. A condition based upon the model condition stated in PAN 42: Planning and Archaeology, para 34 should be used, as follows;*

*'No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis & reporting, publication) 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.*

#### **Transport Scotland comment 21/10/2010**

*I refer to your letter dated 12 October 2010 and the accompanying report. The comments of the Trunk Road and Bus Operations Directorate (TRBOD) are as follows.*

*The proposed development represents an intensification of the use of this site however the percentage increase in traffic on the trunk road is such that the proposed development is likely to cause minimal environmental impact on the trunk road network. On this basis TRBOD has no comment to make.*

#### **Historic Scotland comment on application + Environmental Statement 26/10/2010**

*I have considered the proposed development for our statutory historic environment interests. That is scheduled monuments and their setting, category A listed buildings and their setting and gardens and designed landscapes in the Inventory. I note that the Environmental Statement considers that there will be no significant effects on any of the above sites as a result of the proposed development and I am content to agree with this assessment. Consequently, I have no further comments to offer.*

*Your council's Conservation and Archaeology Services will also be able to advise on the adequacy of the assessment for the historic environment and of the likely impacts and mitigation proposed for any sites of regional and local importance.*

## **SEPA comment 26/10/2010**

*We have no objection to this planning application. Please note the advice provided below.*

### *Advice for the planning authority*

#### *1. Environmental management and pollution prevention*

*1.1 We are satisfied with the general mitigation principles and pollution prevention measures set out in the Environmental Statement (ES), dated September 2010. We welcome that it is intended to produce an Environmental Management Plan (EMP) (Chapter 9.6.2) which will incorporate the construction related mitigation set out within the ES. The planning authority may wish to consider if a condition should be imposed requiring this.*

*1.2 We welcome that all works will be undertaken in accordance with CIRIA and our best practice as outlined in our Pollution Prevention Guidelines (Chapter 9.6.2).*

*1.3 The ES (Chapter 9.3.1) states that there are no surface water bodies within the site boundary. However, we welcome the use of mitigation measures such as filter drains, silt fences, oil interceptors and settlement ponds during the construction phase to ensure that there is no pollution to watercourses outwith the site boundary. We would also welcome the opportunity to be consulted on any drainage proposals as noted in Chapter 9.6.2.*

*1.4 The ES states that the construction compound could include wheel and vehicle washing as well as refuelling areas. A closed loop wheel wash (water recycling system only) should be provided and must be designed to prevent any discharge to the water environment. We welcome that a spill contingency plan will be drawn up.*

*1.5 Oil storage tanks and drums should be stored on an impervious base within a bund. Storage of oil should be in full compliance with the Water Environment (Oil Storage) (Scotland) Regulations 2006. The scheme should incorporate the best practice advice contained in PPG 7 Refuelling facilities and PPG 8 Safe storage and disposal of used oils.*

#### *2. Surface water drainage*

*2.1 The Drainage Impact Assessment (September 2010) states that it is proposed to discharge surface water from the development to the combined sewer. The applicant will need to contact Scottish Water to ensure that they are willing to accept the surface water from the proposed development into the combined sewer. Scottish Water only accepts surface water into a combined system in exceptional circumstances. We would expect Scottish Water and the applicant to ensure that all reasonable efforts are made to remove surface water from the combined sewer.*

2.2 *Our preference would be to treat surface water by sustainable drainage systems (SUDS) and discharge to the water environment. However, it is noted that it is proposed to provide some surface water treatment as paving slabs and car parking areas will be constructed of porous paving. Run-off from the roof is to be collected and re-used as grey water in the school (Chapter 9.6.3). Discharges to combined sewers should be avoided to free up capacity for waste water discharges.*

2.3 *SUDS help to protect water quality, reduce potential for flood risk and release capacity in the public sewerage network. We encourage the use of innovative SUDS measures in schools, as they have a unique opportunity to create valuable educational resource by teaching children about water management and the creation of wildlife habitat through green roofs and wetlands/ponds.*

2.4 *We have not considered the water quantity aspect of this scheme. Comments from Scottish Water, where appropriate, the Local Authority Roads Department and the Local Authority Flood Prevention Unit should be sought on the SUDS strategy in terms of water quantity/flooding and adoption issues.*

### 3. *Waste water drainage*

3.1 *The ES states that waste water generated from the site during the construction phase will be collected and taken off site for appropriate disposal (Chapter 9.6.2). We also note that the proposed development would be utilising the public sewer for foul drainage, and therefore we have no further comment to make on this issue.*

3.2 *Scottish Water should be consulted to ensure a connection to the public sewer is available and whether restrictions at the local sewage treatment works will constrain the development.*

### 4. *Waste*

4.1 *We welcome that where practicable, excavated material will be reused on site (Chapter 10.4.3). Construction practices that minimise the use of raw materials and maximise the use of secondary aggregates and recycled or renewable materials should also be used.*

4.2 *Consideration should be given to developing a site waste management plan identifying all waste streams and proposals for their management, including materials excavated on site and the importation of any waste materials to the site. This is in accordance with the objectives of Scottish Planning Policy and the National Waste Plan which aim to minimise waste production and reduce reliance on landfill for environmental and economic reasons. The planning authority may wish to consider if a condition should be imposed requiring this.*

### 5. *Flood risk*

5.1 We have reviewed the Indicative River & Coastal Flood Map (Scotland) and note that the site is entirely outwith the flood risk envelope of the Niddrie Burn and the Figgate Burn which lie to the south and north west of the site, respectively.

5.2 We do not hold any records of the proposed development site flooding. However, this does not mean it is not vulnerable to pluvial flooding. We note that the Envirocheck report shows that the site is at risk from the 1:1000 year pluvial event.

5.3 The site is situated below the Milton Road and therefore may be at risk from surface runoff entering the site from the road. The increase in hard-standing areas may also result in water ponding around the site. The use of SUDS within the development could help to alleviate this problem. In addition, the topography of the site should be designed in such a way that water is not encouraged to pond around the buildings.

5.4 If you would like further comments from us on site specific concerns then we would welcome the opportunity to be reconsulted.

5.5 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to City of Edinburgh Council as Planning Authority in terms of the said Section 72 (1).

*This advice is given without prejudice to any decision made on elements of the proposal regulated by us, which may take into account factors not considered at the planning stage.*

*Detailed advice for the applicant*

## 6. Surface water drainage

6.1 If Scottish Water will not accept the surface water from the development into the combined sewer then the applicant will need to discuss and agree alternative treatment and drainage arrangements with our regulatory team (tel: 0131 449 7296).

6.2 We encourage surface water runoff from all developments to be treated by sustainable drainage systems (SUDS) in line with Scottish Planning Policy (Consultative Draft Paragraph 160), PAN 61 Planning and Sustainable Urban Drainage Systems and PAN 79 Water and Drainage. Further guidance on SUDS can be found in the SUDS section of our website.

## 7. General

7.1 *Advice on how to prepare a site waste management plan is available on the NetRegs website and from Envirowise who also provide free advice on resource efficiency.*

7.2 *Pollution prevention guidelines should be followed especially during the construction phase of the development when environmental impacts can be significant. Please refer to our website for details.*

#### *Regulatory advice*

#### *8. Regulatory requirements*

8.1 *We note that all construction activities will be undertaken in accordance with The Water Environment (Controlled Activities) (Scotland) Regulations 2005 (as amended) (CAR).*

8.2 *Details of regulatory requirements and good practice advice for the applicant can be found on our website at [www.sepa.org.uk/planning.aspx](http://www.sepa.org.uk/planning.aspx). If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office (tel: 0131 449 7296).*

#### **Scottish Natural Heritage comment on application + Environmental Statement 28/10/2010**

*We have no objection to this development. The Environmental Statement is thorough and contains the required surveys and assessments, as well as robust mitigation proposals.*

*Specific advice on the chapters of relevance to SNH is provided below.*

#### *Appraisal of the Impacts and Advice*

##### *Ecology*

##### *Bats*

*Survey work has established that this site is used by bats, which are European Protected Species (EPS), for foraging and commuting. Mitigation has been described which is thorough and comprehensive, such as using bat-sensitive lighting and retaining the 'Millennium Plantation' woodland intact. It is worth mentioning that retaining this woodland strip will also provide biodiversity, landscape and amenity value to the site.*

*Providing the development is carried out in accordance with the mitigation plan described in section 8.6 and Appendix 8.3 of the Environmental Statement, the proposal is unlikely to result in an offence under Regulation 39 of the Habitats Regulations 1994 (as amended). We therefore recommend that the bat mitigation proposals described in section 8.6 and Appendix 8.3 are secured if consent is granted.*

### *Breeding birds*

*The mitigation plan in section 8.6 correctly identifies that vegetation clearance should take place outside the bird breeding season (March to August). Breeding birds are protected under the Wildlife and Countryside Act 1981 (as amended). We therefore recommend that this mitigation proposal is secured if consent is granted.*

### *Land Use, Access and Recreation*

*Our main concern is the permanent loss of open space which cannot be fully compensated for. However, the mitigation methods described in this chapter will help protect existing key features such as the 'Millennium Plantation' woodland and create new features of value such as new paths and recreation areas. Therefore we recommend that the mitigation proposals described in section 5.5 are secured, particularly the following:*

- A new path will be constructed which will circle the entire Portobello Park and Portobello Golf Course;*
- Retention and enhancement of the existing 'Millennium Plantation' woodland shelterbelt;*
- Reinstatement of grassed areas on the southern boundary of the site - restored to allow recreational uses.*

*Finally, we support the proposal to set aside of a sum of money to offset the loss of open space, and suggest that this is allocated to projects in the immediate vicinity of the new high school in agreement with the surrounding communities.*

### *Townscape and Visual Amenity*

*We agree that there will be a local impact on visual amenity of the area through the loss of open space and new development. However mitigation proposals are described which will maintain and enhance the existing woodland which should help protect and improve the amenity of the area. We recommend that the mitigation measures as described in section 6.7 are secured, particularly the following:*

- Compensation for removal of woodland and trees;*
- Protection and improvement of woodland and trees;*
- Bring the woodlands into an active management programme.*

*We also recommend that compensation planting in and around the woodland areas is comprised of native tree species of local provenance. This will add to the biodiversity value of the woodland area.*

## **Sportscotland comment 02/11/2010**

*Having viewed the associated supporting documents and plans on the planning portal, I can confirm that sportscotland has no objections to the proposed development.*

*The proposed development will be on a site which currently has two grass 11-a-side football pitches and two grass Soccer Sevens pitches, and the current changing pavilion will be demolished. Portobello Park has previously accommodated three 11-a-side football pitches (end to end along Milton Road) and currently the pitch formerly at the western end, where the school buildings will be located is not marked out. On approximately the same site as the current pitches are marked out on site, will be constructed two floodlit synthetic turf pitches. It is proposed that these will be made available for community use with changing facilities within the new school.*

*As highlighted by the Park Usage and Open Space Value Assessment the existing pitches were scored as Grade C and Score of 39% (in range A to D, A highest) by the Sports Pitch Strategy and although the pavilion has had some refurbishment in 2007, the pitches remain fairly poor, with no formal drainage, poor/sloping site and low maintenance levels. There are a number of existing users as highlighted in the report. The most notable presence is Joppa United Football Team <http://www.joppaunited.co.nr/> and others which Edinburgh Leisure and City of Edinburgh Council will have booking details for.*

*An appropriate mechanisms to consult these users and accommodate their needs on the two new synthetic grass pitches, including affordability must be addressed as a necessity. Alternatively if there is a requirement to consider relocating users to alternative and suitable pitch venues, then this must be accommodated too. Confirmation of these requirements should be referred to sportscotland for comment and approval.*

*sportscotland would also welcome the opportunity to comment in detail on the design of the new indoor and outdoor school sports facilities.*

*These generally meet the requirements of our Secondary School Design Guidelines. However the floodlighting columns for the synthetic grass pitches are shown inside the fence line, whereas normally these would be outside the fence to avoid creation of a hazard. When located inside the fence, these should be a minimum of at least three metres beyond the touch line of the pitch markings. The lux lighting level of the pitches is not given.*

## **Children + Families comment 02/11/2010**

*The Children and Families Department is the main service taking forward proposals to build the new Portobello High School.*

*Portobello High School, with a capacity for 1400 pupils, is one of the largest schools in The City of Edinburgh, but it no longer meets modern requirements and is in poor physical condition. The school operates from a constrained site and there are particular problems with the eight storey tower building. The*

*school is housed within a number of disparate buildings including a relatively recent addition for games and dining facilities. This has created a very poor layout with inflexible teaching spaces. The school also has no outdoor on-site sports facilities, requiring pupils to be bussed to facilities approximately 3km away.*

*As a result of these constraints, the Council began to consider the replacement of the High School. Following a feasibility study of alternative options, three possible site options were identified and public consultation took place in 2006. As part of the consultation process, three public meetings were held, including a meeting at Portobello Town Hall, to gather views from the schools and the wider community regarding the site issues. In December 2006, after taking account of all representations made, the Council approved a site at Portobello Park as the preferred location for the new Portobello High School.*

*As part of the formal pre-planning application process a range of public events and on-street consultations took place in May, June and July 2010 to allow the local community to see the designs and provide feedback and these have been taken into account in the submitted proposals.*

*The new school building will provide accommodation for 1,400 pupils including teaching space, offices and administrative facilities, dining room and games facilities, including an indoor swimming pool. The school grounds will include car parking, all weather sports pitches, amenity spaces and hard and soft school playgrounds. It is proposed that the all-weather pitches will be available for community use out of school hours.*

*As part of the proposal, open space will be provided along the road frontage and at the east end, a Millennium planting corridor will be upgraded and a network of perimeter paths will be established around Portobello Park/ Portobello Golf Course.*

*In summary, the proposed new school will provide a modern, state of the art teaching facility to serve the Portobello area. It will replace a building that is in poor condition and which no longer meets modern day standards.*

#### **A + DS comment 16/11/2010**

*We offer the following comments for consideration.*

#### **2 Procurement and process**

*2.1 We commend the Project Team for the level of consultation that has been carried out in the early stages in the project's development, both with the surrounding community and the teaching and management staff. The level of consultation with the school in particular is greatly welcomed and we feel exemplary in illustrating how informed discussion with and input from the users can be successfully fed into the design development of the project. We*

*support on-going dialogue between the Project Team, the school and other stakeholders to continue to inform the designs.*

*2.2 We congratulate the Client for having the foresight to assess and learn from the Public Private Partnerships (PPP) procurement route used to deliver the previous package of new schools for the City, and for using the opportunity presented by the requirement for the new school at Portobello to explore a more inclusive model for the next wave of schools coming forward. We encourage further learning from the outcome of the procurement of Portobello to influence the future of other schools as part of this programme and into the future.*

*2.3 In carrying forward the next stage of the development of the project it is fundamental for the Client to maintain control of the procurement process to ensure that the designs do not become diluted and that the potential for the school can be delivered. We applaud the commitment of the Client to the process in this regard and note that they are well placed to ensure that the robustness of the designs will be maintained and followed through both through the conceptual design and the materials selection and detailing.*

### *3 Architectural response*

#### *3.1 Response to context*

*We commend the Project Team for their design approach and for their level of analysis. We generally support the proposed designs, which we feel demonstrate a skilful and sensitive response to the site, particularly in how the building forms are broken down to relate to the height and massing of the surrounding built context. We welcome the way in which the building fronts directly on to Milton Road to give the school civic stature and a strong presence within the community, and to help create a clear entrance into the school for pupils and visitors.*

#### *3.2 Space standards*

*We support the space standards being provided for the classrooms and suggest that these will be significant in creating and maintaining the quality of the school and its teaching environments. We commend this approach and would encourage the client to defend this as the design progresses and to consider its application to other similarly sized school designs within the Local Authority.*

#### *3.3 Outdoor courtyards*

*We welcome the provision of outdoor learning areas between the classroom wings in principle, although it is unfortunate that, given the north / south orientation of the classroom blocks they could potentially be overshadowed. We do however recognise that the scale and height of the middle block has been reduced to try to mitigate this and that spaces have also been provided further out towards the site boundary that will benefit from more direct light.*

### *3.4 Flexibility / future proofing*

*The site boundaries are quite restrictive and the masterplan appears to limit any potential future expansion of the footprint of the building if ever required. We note that the school is already the largest secondary school in the city and are advised by the Council client representatives that it is unlikely that it will need to expand in the foreseeable future. The client further advises that any future requirement to respond to alteration in school roles is envisaged as being achieved through the flexibility of the current floor areas.*

### *3.5 Interior spaces / linkages*

*We note that through the consultation process the various departments have been keen to maintain a degree of separation and independence and that the computing and business space is being provided as a crossover space for use by other subjects. We are interested in how linkages will be formed between the various departments and the central spaces and how the school will work on a day-to-day basis. We note the intention for departments to be linked visually and that each department is intended to have its own identity, each developed through the teaching programme of that department, and look forward to seeing how this develops at a more detailed stage. The sectional arrangement of the building offers the potential for visual wayfinding, in addition to the percolation of natural light through the central atrium spaces, both of which aspects we would very much encourage be retained. We are interested to observe the development of this space and its role in the creation of flexible learning environments, and how aspects such as any necessary limitation of noise breakout might be addressed.*

### *3.6 Materials*

*We note that render is proposed for the main external wall treatment with a base course of cast stone panels to relate to the existing residential buildings in the surrounding area. There appears to be a number of unprotected areas around the perimeter of the building and careful consideration should be given to potential weathering of exposed areas - we note that the design team are conscious of this. We also support the use of sedum roofs in all those areas which will be overlooked either from within the school or elsewhere, and also the provision of outdoor balconies and the variation in amenity space that this will provide. We generally encourage the Project Team to keep the form and materials simple but well detailed in order to contribute to the robustness of the designs and to ensure that the overall appearance of the building does not become compromised. We support the use of detailed elevational studies as a way of exploring this as the designs progress, and in particular the studies concerning window detailing, projections and reveals which could serve to enrich the building and its internal environment.*

## *4 Wider issues*

### *4.1 Parking / sustainability / transport*

*We question the level of car parking that is currently being provided, which seems excessive for such an urban site. We recognise that the number of spaces is responding to requirements set by the Council's Transport Department, however, we are concerned with the apparent disconnect between the Council's parking standards and their own sustainability agenda, particularly given the site is so well connected to public transportation routes. We suggest that this fundamental issue between traffic requirements and the nature of sustainability needs to be addressed more generally within the city.*

#### *4.2 Traffic calming*

*We welcome the proposed traffic calming measures that are to be put in place along the stretch of Milton Road in front of the school to reduce traffic speeds from 40 mph to 20 mph. We note that, in addition to this coming forward through community consultation, this is being carried out as part of a wider strategy across the city and we welcome such initiatives to increase safety for pupils travelling to and from school. We suggest alternative methods for signalling an area of reduced traffic speed other than introducing additional road signs could be explored, for example through the design of the public realm and surrounding landscape to give visual signals to oncoming traffic.*

#### *Conclusion*

*We thank the Project Team for their excellent presentation. We feel that the project is potentially exemplary and we commend the Client for their high aspirations and commitment to procuring a high quality school for the City. We commend the Project Team for the level of consultation that has been carried out throughout the project's development and feel that this is illustrative of an exemplary procurement method for future schools. It is fundamental that the Client maintain control of the procurement process and route to ensure that the designs do not become diluted, and that the potential for the school can be delivered through the conceptual design, the materials selection, high quality detailing, and the construction process. We support the level of analysis that has been carried out and feel that the proposed building responds skilfully and sensitively to the surrounding context, despite the compromise which has been necessary regards the quality of natural light that will be provided to some of the outdoor learning areas. We also have some concerns with the amount of parking proposed and the apparent disconnect between the Council's parking standards and their own sustainability agenda and we encourage the Council to look towards addressing this.*

#### **Scottish Executive comment on EIA 16/11/2010**

*I refer to your recent consultation under the 1999 Regulations with the Scottish Ministers about the proposed development - this response relates to the Scottish Ministers' responsibilities for air quality and noise. In relation to the above case, on the basis of the information available and without prejudice to any further consideration the Scottish Ministers may be required to give; we have no comments to offer on the Environmental Statement.*

## **Portobello Community Council comment 24/11/2010**

*Portobello Community Council recognises the need for a new school, but the issue has been contentious and as such we have decided to neither object to nor support the application. The comments that follow briefly summarise the differing views within the Community Council, which reflect those in the wider community:*

### **COMMENTS IN SUPPORT**

#### **DESIGN**

*The design is excellent and will provide a flexible, stimulating learning environment. It will also integrate well with and be sympathetic to the surroundings, retaining natural features such as the existing tree line, minimising the visual impact and preserving the amenity of neighbours.*

#### **FACILITIES**

*Portobello High School is an excellent school but the shortcomings of the existing campus are clear. Not only is the building at the end of its useful life, but the extremely small site has never supported adequate facilities. The new school will provide much improved educational and sporting facilities meeting current and future needs, but will also deliver wider benefits through improved amenity and by creating a stimulating, high quality environment for the community to enjoy.*

#### **THE SITE**

*Given the inadequate size, redeveloping the existing site was far from ideal, especially given the considerable cost and disruption of a likely extended decant. The proposed site is the best of what were very limited options and does have many advantages; it is well located within the catchment, is easily accessible, can accommodate all the facilities required by the school alongside public Open Space, and provides a suitably prominent location for an important public building.*

#### **OPEN SPACE**

*The benefits to the community of the new school outweigh the partial loss of Open Space and the proposals will improve the quality, character and amenity of the local environment.*

*An improved path network will increase accessibility, the golf course and public Open Space will remain, views of the Forth and Arthur's Seat will still be enjoyed, and accessible all-weather pitches will be a considerable improvement over the poor quality grass pitches at present. The additional off-site Open Space enhancements should bring further local benefits.*

*The existing park is of limited leisure value and is not widely used, but the school and park combined could create a very valued environment, with a real sense of place and vitality, that could be a new focus for activity within the community.*

## **ROAD SAFETY AND TRAFFIC**

*As the Transport Assessment demonstrates, the relocation of the school will have a minimal impact on traffic and the wider road network. Any changes in travel patterns and drop-offs are likely to be small, dispersed, and with no significant effect.*

*Road safety issues have been well addressed in the submitted planning application with many welcome features; the additional signalled crossing point, the timed 20mph zone, the circulation area set back from Milton Road, and the segregated foot and cycle ways.*

*Additional off-site improvements (speed activated signs, barriers, pavement widening, improvements to the pedestrian bridge etc.) should be considered as the school Travel Plan is developed, in further consultation with the community.*

## **COMMENTS OF OBJECTION**

### **LOSS OF GREENSPACE**

*Placing the school on the park results in the irretrievable loss of major, accessible open space (25% of Portobello's parkland). The council reneged on their promise to replace open space lost. Offering the community £150,000 "compensation" is inadequate and unacceptable.*

### **COMMON GOOD**

*The Council agrees that the Park is common good land, and documentation shows the intention that it be held for recreational use in perpetuity. It has not been confirmed in court that the Park can be built on.*

### **SITE SELECTION**

*The selection of the park as the site for the school was the result of a seriously flawed feasibility study followed by a biased consultation process. Rebuild on site (Atkins Feasibility study 2003), or use of the vacant Lismore school site have not been given serious consideration at any stage. The open debate promised about the use of the park site at the planning stage has not been allowed to happen.*

### **TRAFFIC**

*The relocation of the school to the Park will increase delays on Milton Road with queuing on Milton Link and other adjacent roads, together with re-routing through Portobello becoming more frequent. The impact of the concentration of pupils crossing Duddingston Park and Milton Road is likely to result in an increase in accidents and will be difficult to mitigate. Additional damage-only accidents will cause significant delays. The proposed drop-off measures will impact severely on local residents.*

## **TOWNSCAPE**

*The visual impact of the school would be “Significant Adverse”; the protected views to Arthur’s Seat and the Forth will be lost. The site will be surrounded by fencing up to 5m and floodlighting columns of 13.5m.*

## **DESIGN**

*The design of the school has very little architectural merit with no sense of an important civic building. It is disappointing that the design team is only hoping to achieve a “very good” BREEAM rating - the minimum expected for a school.*

## **AMENITY**

*Loss of amenity will result from:*

- HGVs collecting refuse and delivering via Park Avenue;*
- A high level of lighting/floodlighting, causing severe light pollution for residents.*
- Noise pollution: nuisance from the sports pitches, school plant and noise from traffic introduced to quiet residential streets.*
- Loss of 50% of millennium planting plus other trees, detracting from the environment, leading to a loss of habitats for birds and mammals, especially bats.*

*Building on the Park and installing tarmac paths around the golf course will aggravate flooding and drainage problems.*

## **SPORTS FACILITIES**

*The proposed school will provide replacement sports facilities, with only one additional pitch. Access to the facilities will be limited and is not guaranteed.*

## **GOLF COURSE**

*The site boundary for the application includes the Golf Course, which indicates an expectation that the school will encroach onto the course. Its future is in question; this could lead to wholesale development of the area.*

## **Environmental Assessment comment 08/12/2010**

*The application proposes the erection of a new school with associated sports pitches and floodlighting on the site of an existing park. Residential properties are situated to the west on Park Avenue, to the east on Hope Lane and to the south across Milton Road. Portobello Park and golf course is situated to the north.*

### *Floodlighting and Noise*

*The application includes new floodlit sports pitches and so an acoustic report and floodlighting assessment has been provided with the application. The acoustic report advised that some noise impacts may occur due to the operation of the football pitches operating later into the evening hours albeit that the application site has existing operational sports pitches at present.*

*Therefore, the impacts from the proposal may create further noise if the hours of operation are not adequately controlled. This Department will recommend that the hours of use of the pitch and floodlighting be restricted in order to protect localised residential amenity from noise.*

*The agent for the application has confirmed that a floodlighting assessment has been carried out giving due consideration to the Scottish Executive Guidance Note: "Controlling Light Pollution and Reducing Lighting Energy Consumption." The report confirms that glare will not affect nearby residential properties and light spillage will be within the limits required by this Department. The lighting has been designed to include the use of light shields which will restrict backward light and fitting of specific optics to accurately direct the light.*

### *Air Quality*

*The application proposes the development of a new school to accommodate 1400 pupils with associated 2 football pitches, swimming pool and 117 car spaces. This will replace the existing Portobello High School which is located less than 1 kilometre North West of the proposed site. The current school can accommodate 1450 pupils with 113 car parking spaces.*

*A satisfactory air quality impact assessment has been carried out which identified potential adverse impacts during the construction phase of the development. Mitigation has been recommended to deal with the construction impacts and this Department shall recommend a condition to ensure the mitigation is implemented during the construction phase. The assessment highlighted that all nearby receptors are predicted to be exposed to Nitrogen Dioxide concentrations below (<75%) the UK annual mean objective, 40 µg/m<sup>3</sup> and PM<sub>10</sub> concentrations at or just below the Scottish objective, 18 µg/m<sup>3</sup>. Mitigation in the form of a green travel plan for the school will contain measures to encourage sustainable modes of transport and decrease the reliance on cars and help improve air quality. A condition will be recommended to ensure the mitigation measures are implemented.*

*Therefore no further mitigation is required although it should be noted that this Department will not support the use of biomass as fuel for the boiler.*

*Therefore Environmental Assessment has no objections to this proposed development subject to the following conditions:*

### *Site in General*

#### *Contaminated Land*

*1. Prior to the commencement of construction works on site:*

*(a) A site survey (including intrusive investigation where necessary) 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.*

#### *Air Quality*

*2. During the construction phase dust mitigation measures as stated in Chapter 11 Air Quality & Greenhouse Gases Report Table 11.20 of the Environmental Statement (dated September 2010) should be carried out as stated.*

#### *School*

*3. The kitchen shall be ventilated by a system capable of achieving 30 air changes per hour, and the cooking effluvia shall be ducted to roof level to ensure that no cooking odour escape or are exhausted into any neighbouring premises, all to the satisfaction of the Head of Planning.*

*4. The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment.*

*5. All music and vocals, amplified or otherwise, shall be so controlled as to be inaudible within any neighbouring premises.*

*6. Deliveries and collections, including waste collections, to be restricted to 0700 – 1900 hours Monday to Saturday.*

#### *Sports Pitches*

*7. Hours of operation of the floodlighting to be restricted to between the hours of 0800 – 2200 hours daily. The hours should be controlled by a timed cut off device.*

*8. The floodlighting system shall be so controlled so there is no direct illumination of neighbouring land, and so that any light spillage onto neighbouring land shall not exceed 25 lux.*

*9. The floodlighting system shall be so controlled to ensure no floodlighting bulb or floodlighting bulb reflecting surface shall be visible within any residential premises*

## **Bridges + Flood Prevention comment 19/01/2011**

1. *This application includes a flood risk assessment for fluvial and pluvial flooding. we agree with the conclusion that the site is not at risk of fluvial flooding from any known watercourse. The pluvial flooding maps appear to show some results for the surrounding area which lead us to question their origin - they do however show an acceptable risk from pluvial flooding.*
2. *Since there is no description of the methodology for the pluvial flood risk we recommend that this application should be accompanied by a surface water management plan, showing flood risk from all sources at the 1:200yr runoff. It should also show that there is no increase in flood risk to adjacent property.*
3. *We will not require a further flood risk assessment for watercourses.*
4. *The application states that the surface water drainage will be connected to the combined sewer - therefore we have no requirements for the discharge rates or storage. We will however require surcharge from the drainage system to be taken into account in the surface water management plan.*
5. *It is likely that there will be land drains in the site - the surface water management plan must show how these will be dealt with.*

## **Transport comment 25/01/2011**

*We have no objection to the proposed application subject to the following being added as conditions or informatives as appropriate:*

1. *the applicant is to arrange for the design, construction, works and necessary traffic orders:*
  - a. *to introduce or amend school keep clear markings, part time 20mph speed limits, waiting and loading restrictions and bus lanes and to redetermine sections of footway, carriageway and cycle track. The current estimate of costs for progressing each such order is £2,500; and*
  - b. *for a toucan crossing in the vicinity of the main school entrance on Milton Road. The crossing to be operational prior to occupation of the school and to be subject to Road Safety Audits at appropriate stages;  
the total cost of the above works is estimated to be £120,000;*
2. *cycle parking design, specification and layout to be to the satisfaction of the Head of Transport.*

*Car parking note:*

*Current Council standards are for 1 space per 1.5 to 2 staff giving between 92 and 69 spaces for 138 staff (approx). Additional space is required for visitors and community use. Proposed provision is 113 spaces which is deemed*

*appropriate for the expected use and to address any demand for on-street parking in the surrounding streets. (Provision is similar to that on the current school site.)*

*Others Note:*

- 1. the City of Edinburgh Council is the applicant for this proposal and road construction consent is therefore not required;*
- 2. all works including lighting to construct sections of 'road' as defined by the Roads (Scotland) Act 1984 are to comply with current adoptable standards;*
- 3. the proposed cycle track parallel to Milton Road and Hope Lane is to be constructed to current adoptable standards and to be open to the public as a 'road', including lighting;*
- 4. the extent of proposed adoptable areas will require to be agreed in consultation with the local Roads Manager for the area;*
- 5. a Certificate of Technical Approval will be required from the City of Edinburgh Council's Structures section for any proposed retaining walls adjacent to an adoptable 'road';*
- 6. the proposed pitch floodlighting must be designed and installed in such a way as to prevent it being a hazard to road users;*
- 7. local consultation and notification for the installation of the toucan crossing will be required;*
- 8. drainage and SUDS proposals require to be agreed in writing by SEPA and Scottish Water.*
- 9. A School Travel Plan is currently being developed.*

#### **Culture + Sport comment 08/02/2011**

- 1. The third generation (3G) synthetic pitch should be built to FIFA 1\* and IRB 22 standard.*
- 2. The floodlight columns should be outside the fence line. If inside the fence line, there should be a minimum of 3m distance from the pitch boundary line to each column.*
- 3. Allowance should be made for adequate storage of goal posts for both synthetic pitches in order to maintain a 3m run-off distance around the full-size pitches when in use. Recesses built into the fence line may be the best option.*

*4. Thought should be given as to how the synthetic pitch furthest away from the school will be accessed whilst the pitch closest to the school is being used. Increasing the width between the pitch boundary and fence line on the golf course side of the first pitch may be the best option.*

*5. Pitch dimensions should conform to current FIFA/FIH (Hockey) guidelines.*

*6. We would recommend stitching in the full-size pitch lines.*

*7. We would recommend a mowing strip installed around the perimeter of each synthetic pitch to reduce contamination from grass cuttings and other vegetation that surrounds the pitches.*

## **Representations**

A total of 685 representations were received following press advertisement and neighbour notification. Of this total, there were 300 objections, 381 support and 4 general comments.

The main points of support can be summarised as follows:

- Good, unobtrusive design;
- Appropriate scale in its context;
- Improved leisure and sports facilities for the community;
- The site currently benefits from good transport links;
- The park is currently of limited value.

The main points of objection can be summarised as follows:

- Loss of open space, and inadequate compensation for the loss (assessed in part 1 of the report);
- Traffic disruption and congestion (assessed in part 4 of the report);
- Substandard pedestrian access (assessed in part 4 of the report);
- Poor design (assessed in part 2 of the report);
- Loss of trees and wildlife (assessed in part 7 of the report);
- Loss of amenity as a result of noise and floodlighting (assessed in part 3 of the report);
- Visual impact and loss of views (assessed in part 1 of the report);

- Flooding problems (assessed in part 5 of the report);
- Loss of grass pitches (assessed in part 1 of the report);
- Threat to the golf course (assessed in part 1 of the report);
- The land is 'Common Good' (assessed in part 7 of the report);
- The views of the community have been ignored (pre-application process section).

***Full copies of the representations made in respect of this application are available in Group Rooms or can be requested for viewing at the Main Reception, City Chambers, High Street.***

### **Planning Policy**

The site is zoned in the adopted local plan as open space.

### **National Policy**

The following national policy guidelines are relevant to this application:

SPP - Scottish Planning Policy.

Scotland's Policy on Architecture (2001) is an acknowledgement of the unique contribution that architecture has made, and continues to make, to environment and society.

The February 2007 Policy Statement on Architecture – Building our Legacy - sets out policy objectives for delivery of design quality with focus on issues of sustainability, accessibility and inclusive design, cultural context and built heritage.

Designing Places (2001) is a planning policy statement, equivalent in status to a SPP, that demonstrates how design can contribute to the quality of all our lives.

PAN 78 - Inclusive design - looks how to improve design of places so they can be used by anyone – regardless of age, gender or disability.

PAN 65 - Planning and Open Space.

### **Edinburgh Urban Design Guidelines**

Principle 2.2 requires the reinforcement of local identity.

Principles 2.3 and 2.4 require a distinctive and coherent urban form.

Principles 3.1 and 3.2 require key elements to fit with the surroundings and promote pedestrian access.

### **Relevant Policies:**

#### **Relevant policies of the Edinburgh and Lothians Structure Plan**

Policy TRAN2 states that local plans should select locations for major travel generating developments that are highly accessible by public transport.

Policy TRAN3 states that local plans should include car parking standards that relate the maximum permitted level to accessibility by public transport.

Policy TRAN5 states that local plans should consider the transport implications of new development.

Policy ENV1D states that local plans should include policies for protecting and enhancing Regional and Local Natural Built Environment Interests.

Policy ENV1G states that local plans should include policies and where appropriate proposals to promote a high quality of design in all new development.

#### **Relevant policies of the Edinburgh City Local Plan.**

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

Policy Des 3 (Development Design) sets criteria for assessing development design.

Policy Des 4 (Layout Design) sets criteria for assessing layout design.

Policy Des 6 (Sustainable Design & Construction) sets criteria for assessing the sustainable design and construction elements of development.

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

Policy Env 18 (Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

Policy Os 1 (Open Space Protection) sets criteria for assessing the loss of open space.

Policy OS2 (Playing Fields Protections) sets criteria for assessing the loss of playing fields.

Policy Tra 1 (Major Travel Generating Development) supports major travel generating development in the Central Area, and sets criteria for assessing major travel generating development elsewhere.

Policy Tra 6 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

Policy Des 5 (External Spaces) sets criteria for assessing landscape design and external space elements of development.

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.

Policy Env 11 (Landscape Quality) establishes a presumption against development which would adversely affect important landscapes and landscape features.

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

Policy Env 18 (Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

Policy Os 1 (Open Space Protection) sets criteria for assessing the loss of open space.

Policy OS2 (Playing Fields Protections) sets criteria for assessing the loss of playing fields.

Policy Hou 8 (Inappropriate Uses in Residential Areas) establishes a presumption against development which would have an unacceptable effect on the living conditions of nearby residents.

Policy Com 3 (School Development) sets criteria for assessing sites for new school development.

Policy Tra 4 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in supplementary planning guidance, and sets criteria for assessing lower provision.

Policy Tra 5 (Private Cycle Parking) requires cycle parking provision in accordance with levels set out in supplementary guidance.

## Appendix B



CITY DEVELOPMENT

**Application Type** Planning Permission  
**Application** Portobello Park And Golf Course  
**Address:** 20 Stanley Street  
Edinburgh  
EH15 1JJ

**Proposal:** The erection of new Portobello High School and associated ancillary buildings, site works, car parking, landscaping, pitches and floodlighting

**Reference No:** 10/02830/FUL

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### Conditions/Reasons associated with the Recommendation

#### Recommendation

It is recommended that this application be **GRANTED**

#### Conditions

1. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Head of Planning before work is commenced on site; Note: samples of the materials may be required.

2. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis and reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Head of Planning.

3. During the construction phase, dust mitigation measures as stated in Chapter 11 Air Quality and Greenhouse Gases Report Table 11.20 of the Environmental Statement dated September 2010 shall be carried out as stated, to the satisfaction of the Head of Planning.

4. The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment.

5. Deliveries and collections, including waste collections, are restricted to 0700 - 1900 hours Monday to Saturday.

6. The floodlighting system shall be controlled so that there is no direct illumination of neighbouring land, and so that any light spillage onto neighbouring land does not exceed 25 lux.

7. Hours of operation of the floodlighting system is restricted to between the hours of 0800 and 2200 hours daily.

8. That prior to the commencement of works on site, details of the following shall be submitted to and approved in writing by the Planning Authority for subsequent implementation:

(i) An environmental management plan, including all mitigation measures relating to the ecology and nature conservation, as detailed within the Environmental Statement. All mitigation measures will be implemented in full prior to the commencement of works on site;

(ii) A fully detailed landscape plan and habitat management plan, including full details of the extent of removal of the Millennium Planting on the site's northern boundary. All recommendations and mitigation measures identified in these documents shall be implemented as per the agreed timetable;

(iii) A site waste management plan, identifying all waste streams and proposals for their management, including materials excavated on the site and the importation of any waste materials to the site. The implementation of the waste management plan shall continue throughout the duration and life of the development;

(iv) A plan showing details of all fences, walls and gates to be erected on site. The plan shall include details of the type and height of all fencing to be erected.

9. Prior to the commencement of works on site, a surface water management plan, showing flood risk from all sources at the 1:200 year runoff shall be submitted for approval by the Head of Planning. It should show the location of the land drains, and demonstrate that there is no increase in flood risk to adjacent property.

10. For the avoidance of doubt, the path as shown on the north edge of the golf course is not consented.

11. Prior to the commencement of works on site, full details of the location of the floodlighting columns shall be submitted for approval to the Head of Planning. Thereafter, the columns shall be erected as approved. For the avoidance of doubt, the floodlighting system shall be so controlled to ensure no floodlighting bulb or floodlighting bulb reflecting surface shall be visible within any residential premises.

## **Reasons**

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In the interests of cultural heritage.
3. In the interests of residential amenity.
4. In the interests of residential amenity.
5. In the interests of residential amenity.
6. In the interests of residential amenity.
7. In the interests of residential amenity.
8. To ensure these details are submitted in the interests of natural heritage and amenity.
9. In the interests of flood prevention and amenity.
10. In the interests of amenity.
11. For the avoidance of doubt and in the interests of residential amenity.

## **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. Prior to the occupation of the school, the applicant is to arrange for the design, construction, works and necessary traffic orders:
  - a) to introduce or amend school keep clear markings, part time 20mph speed limits, bus lane operation times, waiting and loading restrictions and bus lanes and to redetermine sections of footway, carriageway and cycle track. The current estimate of costs for progressing each such order is £2,500; and
  - b) for a toucan crossing in the vicinity of the main school entrance on Milton Road. The crossing to be operational prior to occupation of the school and to be subject to Road Safety Audits at appropriate stages;
3. Prior to the occupation of the school, a Travel Plan will be submitted, the terms of which are to be agreed with the Head of Transport, and the management agreement shall be in place prior to the occupation of the school.
4. 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.
5. 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.

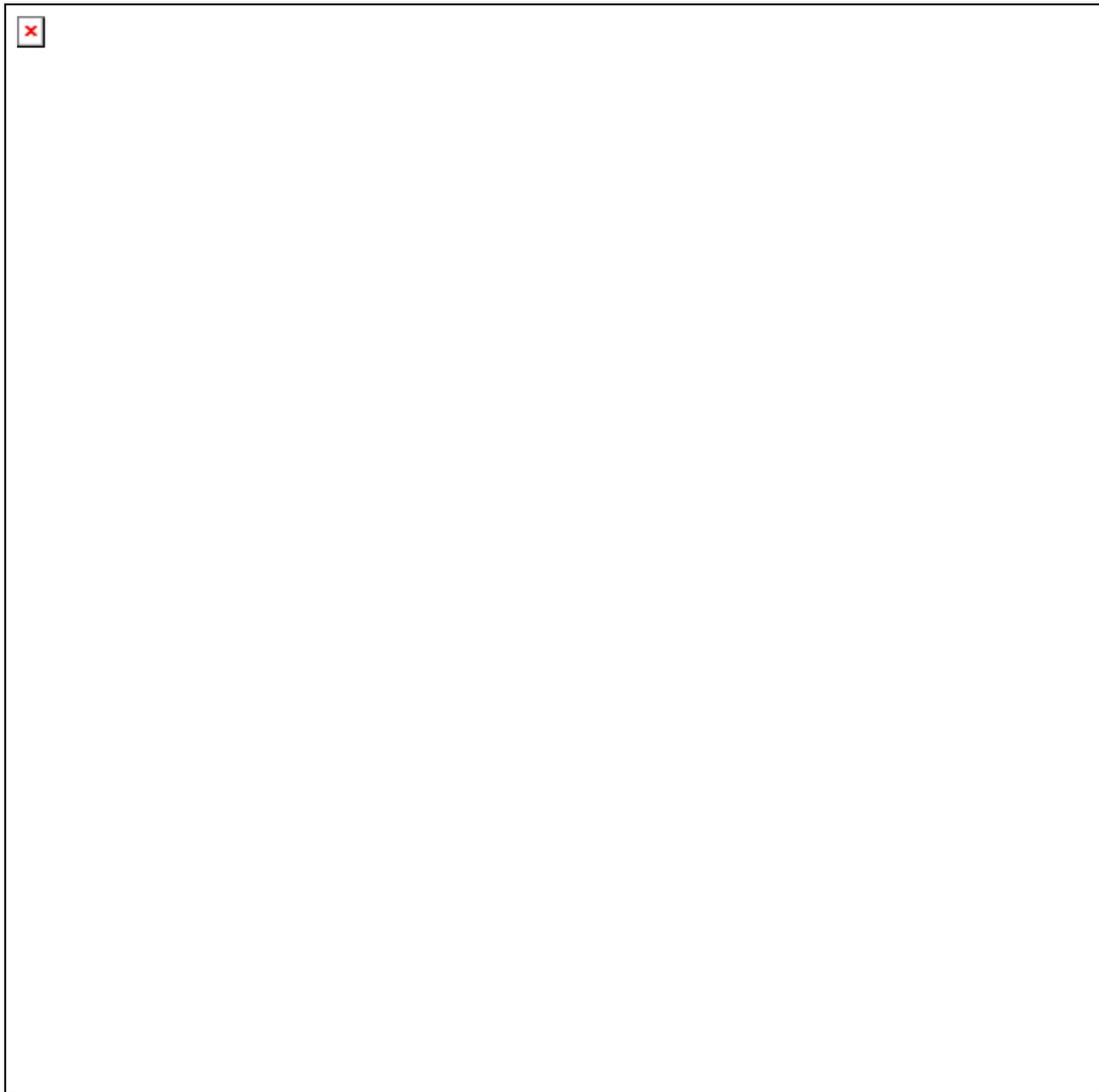
**End**

## Appendix C



**Application Type** Planning Permission  
**Proposal:** The erection of new Portobello High School and associated ancillary buildings, site works, car parking, landscaping, pitches and floodlighting  
**Reference No:** 10/02830/FUL

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### Location Plan

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