

Development Management Sub Committee

Wednesday 20 March 2013

**Application for Planning Permission 12/04235/FUL
At 140 Crewe Road South, Edinburgh, EH4 2NY
Demolition of existing office building and construction of
five storey hotel (Class 7) with associated facilities, car
parking, hard and soft landscaping.**

Item number	4.2
Report number	
Wards	A05 - Inverleith

Links

<u>Policies and guidance for this application</u>	LPC, CITD1, CITD3, CITD4, CITD5, CITD6, CITE12, CITE18, CITEM4, CITEM5, CITR7, CITT2, CITT3, CITT4, CITT5, CITT6, NSG, NSDCAH, NSESBA, NSESBB, NSGD01, NSP, NSQULA,
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Executive summary

Application for Planning Permission 12/04235/FUL At 140 Crewe Road South, Edinburgh, EH4 2NY Demolition of existing office building and construction of five storey hotel (Class 7) with associated facilities, car parking, hard and soft landscaping.

Summary

The development represents a departure from the development plan as the proposal does not incorporate small business space as required by local plan policy Emp 4. However, it would not be appropriate to seek small business space as it would be largely incompatible with the proposed development and a departure is deemed acceptable.

The proposed use of the site is acceptable and it will result in the redevelopment of a longstanding vacant site and stimulate economic development. The proposed car parking levels are above those set out in parking standards and air quality concerns have been raised. On balance these parking levels should be supported given the mixture of uses proposed on the site and the benefits they will bring. The proposal is acceptable in all other respects.

There are no material considerations which outweigh this conclusion and it is recommended that the application is granted subject to a legal agreement in relation to transport and a number of conditions.

Recommendations

It is recommended that this application be Granted subject to the details below (in section 3 of the main report).

Financial impact

Subject to a legal agreement.

Equalities impact

This application was assessed in terms of equalities and human rights. The impacts are identified in the Assessment section of the main report.

Sustainability impact

This application meets the requirements of the Edinburgh Standards for Sustainable Building.

Consultation and engagement

Pre-Application Process

In accordance with the Planning etc (Scotland) Act 2006, a Proposal of Application Notice was submitted and registered on 25 July 2012. Copies of the notice were also issued to:

- Stockbridge and Inverleith Community Council
- Muirhouse and Salveson Community Council
- Granton and District Community Council
- Craigleith and Blackhall Community Council

Two consultation events were held, the first on Friday 7 September at the Morrisons Store on Pilton Drive between 14:00 and 18:00 and the second on Saturday 8 September between 10:00 and 13:00 in the existing building on the site.

The applicant also distributed 500 leaflets to households in the vicinity and wrote to the local Community Councils, Ward Councillors and Members of the UK and Scottish Parliaments advising them of the consultation.

The applicants received 37 usable response forms / written responses and summarise that of those who answered the question of whether they supported the development 31 (84%) supported the proposed development, five (13%) supported the proposed development in part and one (3%) did not support the proposed development.

Issues raised included the principle of the development and need for the facilities proposed; highways and parking provision; local amenity; jobs and regeneration; and design.

Full details can be found in the Pre-Application Consultation report, which sets out the findings from community consultation. This is available to view on the Planning and Building Standards online service.

A pre-application report on the proposals was presented to the Committee on 29 August 2012. The Committee requested that the application justifies the amount of car parking proposed and that the different uses proposed are clarified.

Publicity summary of representations and Community Council comments

The application was advertised on 7 December 2012 and four representations were received. One was from a neighbour and the other three were from the community councils of Stockbridge and Inverleith, Drylaw and Telford and Craigleith and Blackhall.

The letters of representation raised the following material issues:

- Principle of development
- Noise
- Design
- Traffic and transport

No non-material comments were raised.

Community Council Comments

Stockbridge and Inverleith Community Council do not object to the principle of the proposed use. They comment on the proposed design and the traffic implications.

Drylaw and Telford Community Council (the site is adjacent to their area) support the proposed development. However, they note that due consideration should be given to parking due to the shortage that already exists in the area and also traffic management.

Craigleith and Blackhall Community Council (the site is adjacent to their area) support the development and their response centres on car parking levels. They consider the amount of car parking spaces proposed is reasonable given the type of use and that reducing the level of parking proposed would exacerbate on-street parking problems currently in the area.

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

Background reading / external references

- **To view details of the application go to**
- [Planning and Building Standards online services](#)

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1. Background

1.1 Site description

The site extends to approximately 1.3 hectares, is relatively flat, and currently contains a two storey office building and associated car parking. The office was constructed in 1987 but has now been vacant for several years.

The site is bounded by Ferry Road to the north and Crewe Road South to the west and is next to the Crewe Toll roundabout. East of the site is the State Street bank office building with residential development, known as Varcity, to the south of the site. To the north and northwest of the site are the modern buildings of Selex Galileo.

Access is currently taken from Crewe Road South.

The site currently has an existing 168 car parking spaces. This parking is currently available for use through a private short term agreement between the current owners of the site and the adjacent office building. This agreement would be terminated prior to development commencing.

An existing stone wall and trees run round the roadside perimeter of the site. The existing substation is outwith the site boundary.

1.2 Site History

There is no relevant recent planning history for the site.

Northwest (pavement adjacent to the roundabout)

23 November 2012 - application to install telecommunications deemed permitted development (planning reference 12/03975/PNT).

12 May 2005 - application for telecommunications development comprising-14.2 m tall monopole with associated electrical equipment cabinets (revised location-retrospective) granted (planning reference 04/03806/FUL).

East

28 October 2011 - application to form a new condenser compound granted at the State Street building (planning reference 11/02924/FUL).

South

19 March 2009 - application for five 3 storey townhouses granted (planning reference 07/04764/FUL)

2 November 2006 - application to demolish existing buildings and provide residential development of 346 units (mixed tenure) granted (planning reference 04/02467/FUL).

10 December 2004 - application to demolish existing buildings and provide new youth centre granted (planning reference 04/02781/FUL).

2. Main report

2.1 Description Of The Proposal

The proposal is for a 120 bedroom hotel alongside leisure facilities consisting of a restaurant, bar and coffee shop, business facilities, function suite, health club and spa.

The building is set back from Ferry Road and continues the building line of the adjacent State Street building. It is split into two parts. The hotel element is over four floors and sits above the entrance lobby, restaurant, bar and café facing onto Ferry Road. The leisure functions facilities are split over two levels at the southern end of the building. The floorspace is broken down into:

Hotel, 120 bedrooms:	2,568 sqm
Staff, servicing and circulation:	2,643 sqm
Health and Leisure facilities:	1,626 sqm
Food and Drink uses:	613 sqm
Conference facilities:	452 sqm
Total:	7,902 sqm

The Planning Statement indicates that it is proposed that the hotel is open all year and the operation of the facilities (subject to appropriate licences) would be:

Hotel guest rooms and reception facilities: 24 hours

Health and leisure: 06:30 - 22:00 hrs

Restaurant / Bar: Food service from 17:00 - 22:00 and bar until 23:00 hrs

Function Room: late licence until 02:00 hrs

The building is a modern black box design. It contains uniform windows with larger areas of glazing on the northern and south elevations. The entrance area contains a canopy. The proposed materials are aluminium cladding panels, blue engineering brick, curtain wall glazing and powder coated aluminium windows and louvres.

Access to the site is currently from Crewe Road South and the proposal retains this. It is also proposed to include two pedestrian accesses, one from Crewe Road South and one from Ferry Road.

A total of 267 car parking spaces are proposed. This includes 15 disabled spaces and two electrical charging bays. The parking is located to the north, west and south of the proposed building. The parking area contains some planting and the proposals shows new site perimeter landscaping. The proposal also makes provision for 8 motorcycling spaces and 20 covered cycle spaces.

The applicant has submitted a planning statement, a design and access statement, a transport statement and framework travel plan, a flood risk and drainage strategy, a sustainability appraisal, a tree survey, an air quality impact assessment and an engineering desktop study. These documents can be viewed on the Planning and Building Standards Online Service.

2.2 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?

2.3 Assessment

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

- a) the principle of development is acceptable on this site;
- b) the design, scale and layout are appropriate to the site;
- c) there are any transport and parking issues;
- d) the proposal will result in an unreasonable loss to neighbouring amenity;
- e) any other material considerations;
- g) any impacts on equalities or human rights are acceptable; and
- h) comments raised have been addressed.

a) Principle of development

The site is within the Urban Area as shown on the Edinburgh City Local Plan (ECLP) Proposals Map, where general policies apply. The main policies for assessing the principle of the proposed hotel and leisure use are ECLP Policy Emp 5 Hotel Development, Policy Emp 4 Employment Sites and Premises and Policy Ret 7 Entertainment and Leisure Developments - Other Locations.

Hotel Development

The site is located at the junction of Ferry Road and Crewe Road South. Such a location can be viewed as being on a main approach road into the city centre and a hotel, with a mixture of compatible uses, is an appropriate use at this location as set out in ECLP Policy Emp 5 Hotel Development.

The supporting local plan text indicates that tourism is the third biggest source of employment in Edinburgh. It goes on to state that a 2006 study identified a requirement for 4,000 new hotel rooms by 2015.

The City of Edinburgh Hotel Development Schedule 2011 (February 2012) provides a summary of hotel development in Edinburgh. This sets out that a total of 6,855 rooms have been developed or granted consent since 2007. This is over 171% of the upper target of 4,000 additional rooms required by 2015. However, only 1,525 of these have actually been completed, amounting to just 38% of the target.

The City of Edinburgh Tourist Accommodation Audit 2012 projects that Edinburgh will require an additional 6,000 to 9,000 bedrooms by 2021 to accommodate rising demand (Edinburgh Hotel Prospectus, 2012).

There is clearly a continuing demand for new hotel rooms within the city and tourism is an important section of the economy. Scottish Planning Policy (para. 47) states that the tourism industry is one of Scotland's largest business sectors and planning authorities should support high quality tourism related development, including the provision of appropriate facilities in key locations.

In terms of this policy hotel development is supported at this location.

Leisure and entertainment use

Alongside the hotel use are health and leisure facilities, conference rooms and also café and restaurant uses. Policy Ret 7 of the local plan seeks to locate leisure and entertainment uses within the defined city centre and town centre hierarchy.

The proposed development is comprised of a mixture of uses. The applicant has stated that, although there is a degree of crossover, many of the elements can function separately, such as the leisure centre. However, they are all intrinsically linked when considering the operation of the proposed building.

Scottish Planning Policy states that the sequential approach requires flexibility and realism from planning authorities, developers, owners and occupiers to ensure that different types of retail and commercial uses are developed in the most appropriate location.

De Vere indicate that the site has been selected to meet their operational requirements. In this instance it is accepted that there are complementary uses proposed and it would not be feasible for them to operate separately from one another and it would not be practical to undertake a sequential approach to site selection.

Policy Ret 7 also sets out that such sites should be in accessible locations and development should be capable of being integrated into its surroundings. These issues are considered in sections 2.3c) and 2.3b) respectively.

Employment space

Policy Emp 4 seeks to ensure that proposals for redevelopment of sites which are or were last in employment use contribute to the city's stock of flexible small business premises.

The proposed development does not provide space for small business use and therefore the proposal is contrary to Policy Emp 4. However, exceptions have been made where it is considered it would not be possible to include flexible work space due to the scale of the site, or because of difficulties in finding occupiers for the space.

The site has been vacant since December 2002 and extensively marketed since then. A supporting letter from the agents marketing the site states that there has been limited interest in the site over this period.

The applicant sets out in their Planning Statement that the site will create jobs and provide a range of facilities which can be utilised by businesses. However, the types of facilities provided (such as conference facilities and breakout areas) are not the type of space envisaged to meet the requirements of Policy Emp 4.

Increasing sustainable economic growth is an overarching purpose of the Scottish Government. Scottish Planning Policy states that planning authorities should take a positive approach to development, recognising and responding to economic and financial conditions in considering proposals that contribute to economic growth. The creation of jobs is therefore a key consideration in the overall determination of the planning application.

The proposal would regenerate this longstanding vacant site whilst the proposed use of the site would largely be incompatible with the introduction of small business space into the development. An exception in this case can be made as it would be inappropriate to try and add the flexible work space that would be desirable for small businesses in this location.

Stockbridge and Inverleith Community Council has no objection to the proposed use of the site. Two other community councils which cover areas close to the site both support the proposed use of the site.

In summary, the proposed development of a hotel and other uses are acceptable in principle and a departure from Policy Emp 4 is considered to be justified.

b) Design, Scale and Layout

Design, scale and materials

The proposed building is De Vere's standard Village Urban Resort and therefore is similar to their other developed 'resorts'. However, the site and its characteristics have been key considerations in terms of site selection. This relates to matters such as the general and wider context of the site and the orientation of the building to ensure limited impact on any neighbouring uses

The building is five storeys high at the northern end (which contains the bedrooms) dropping to two storeys at the south of the site. The higher part of the development responds to the larger buildings on Ferry Road with the two storey element being more sympathetic to the lower residential area to the south.

The sections provided indicate that the height of the proposed building is comparable to the tower element of the neighbouring State Street building and the Selex Galileo building opposite the site to the north.

The design of the building is sharp and modern with clean lines. It utilises vertical ordered fenestration. The ground floor levels incorporate wider areas of glazing.

The materials proposed consist of aluminium cladding panels, blue engineering brick, curtain wall glazing, and powder coated windows and louvres.

There is an existing mixture of buildings and materials in the area. The most relevant in terms of assessing this application are the adjacent Street State building to the east and the Selex Galileo buildings to the north and north-west. These buildings are modern in design and incorporate the use of metal panelling and mirrored glazing. The residential development to the south has its own contemporary style. The design of the hotel is acceptable at this location. A condition is recommended to ensure that the materials and workmanship are of a sufficient quality.

The Police Architectural Liaison Officer has provided detailed comments in relation to the scheme the majority of these are outwith the scope of planning and have been forwarded to the applicant for consideration.

The general design, scale and materials are appropriate to the site subject to a condition in relation to materials.

Layout and landscaping

The proposed development retains the building line with the neighbouring Street State building which is set back from Ferry Road. Surface car parking is proposed to be located to the north, west and south of the building. Structural planting is proposed along the Ferry Road frontage with further planting throughout the site.

ECLP Policy Tra 6 sets out that surface car parks should not be located in front of buildings where the building would otherwise create an active frontage onto a public space or street. The level of car parking proposed is assessed in section 2.3c) below.

Therefore the planning policy preference would be to have a building which provided active frontage onto Ferry Road rather than being set back as proposed.

The applicant has submitted detailed information explaining the rationale for the proposed building's position within the site and how this has been developed through the design process. This notes the earlier development in the area has been developed out of the previous Ferranti buildings. The retention of the Ferranti Tower (northwest of the site) aids in setting out the development on both the north and south of Crewe Road which sees the Selex Galileo buildings and the State Street buildings (alongside the existing Helix House) being set back from Ferry Road.

The location of the building and the car parking within the site is dependent on the quality of the proposed landscaping scheme.

It is Council policy to consider landscape design as an integral part of new development. Car parks are often visually intrusive unless sensitively treated and can be detrimental to the amenity of the development and also the surrounding area.

Landscaping details have been provided showing boulevard heavy standard lime trees and groundcover planting along Ferry Road. The applicants have introduced further trees within the car parking areas which aid in breaking up the dominance of the parking. Further areas of planting and trees are proposed around the perimeter of the site.

In terms of Public Realm the policy seeks a figure of £115,975. However, there are no identified streetscape works in close proximity to the site to adequately justify such a contribution. The development would involve the development of a long time vacant

site and provide new landscaping around the perimeter of the site. This would improve the local public realm.

The layout and landscaping proposed is acceptable subject to a condition in relation to maintenance.

In summary the design, scale and layout are acceptable subject to conditions in relation to materials and landscaping.

c) Transport Issues

A Transport Statement has been submitted in support of the planning application. This sets out the applicants approach to access, traffic flow, car parking and a travel plan framework.

The site is adjacent to Crewe Toll Roundabout, where Ferry Road meets Crewe Road South. It is in close proximity to the bus routes which utilise these two corridors. There are a number of bus services to various destinations and also good frequency. In terms of public transport, the site is in an accessible location.

Access

Access to the site is currently taken from the west directly from Crewe Road South. The current situation also allows access through the adjacent State Street site which takes its access from Ferry Road.

Access to the application site is to remain at the same point. The proposed development will result in vehicular link though to State Street being lost.

Transport has considered this issue, which has also been raised by Stockbridge and Inverleith Community Council, and consider the access arrangements to be acceptable.

Traffic flow

The Transport Assessment provides information on predicted trip generation based on survey data from another De Vere Urban Village Resort. It considers the potential impact of the proposal on the surrounding road network. It concludes that the proposal will have minimal impact. Transport has raised no objections to this matter.

Car parking

The proposal contains a total of 267 car parking spaces. This includes 15 disabled spaces and two electrical charging bays. The proposal also makes provision for 8 motorcycling spaces and 20 covered cycle spaces. At the pre-application stage Members had requested that the application should justify the amount of car parking proposed.

The parking assessment provided states that the type of development proposed does not currently exist within Edinburgh and that on this basis the development should fall under the category of 'Other Leisure Development' in the Council's Parking Standards. This allows for development to be assessed individually rather than against the more general parking standards.

To support this approach and justify the proposed levels of parking the applicant has undertaken an assessment of existing comparable sites within the existing De Vere portfolio. Figures for the comparable development at Leeds South and to a lesser

extent at another two locations indicate that these facilities operate close to capacity in terms of car park usage. This has been taken to suggest that the proposed development, with 267 spaces, would operate at close to capacity on an average weekday.

The applicant also argues that without the proposed level of car parking that there would be a danger of overspill parking onto the local streets which would have a detrimental impact on local residents. Drylaw Telford Community Council and Craigleith and Blackhall Community Council are both supportive of the proposal and have raised the issue of parking noting it as an issue already in the area. Craigleith and Blackhall Community Council note in particular that given the range of uses proposed that a higher level of parking should be provided and that there is already a high demand for on-street parking in the area due to the close proximity to a number of major employers.

The applicant has noted that for their business model to work they require this amount of parking and note that it has already been reduced, by approximately 10%, from how they generally operate at other sites in England. De Vere have stated that if the proposed level of parking is not provided within the site then the viability of the development would be severely compromised and could not proceed.

Transport in assessing the application has taken a different view to how the level of parking should be calculated. Current parking standards would allow for a minimum of 159 spaces and a maximum of 235 spaces. This is based on parking standards for the individual elements proposed.

Transport also note that they would expect a measure of dual use of spaces between the use types, i.e. a hotel guest may also use the gym. Therefore the number of spaces would be expected to be at the lower end of the calculated range.

As regards the 'Other Leisure Development' issue it should be noted that the Council's guidelines require that the levels for such a category should be 'up to a maximum consistent with the' specific types listed and that the guidelines indicate that 'new development should not compromise the Council's Local Transport Strategy'. In particular, car parking levels must not encourage a car modal share that may compromise the Council's mode share targets. In respect of the other developments for which information was supplied it should be noted that these are edge of town facilities whereas this location is nearer the city centre.

Given the potential for overspill in the area Transport has recommended that the maximum of 235 spaces could be supported and recommend that the application should be refused on the basis that 267 spaces are being sought.

De Vere has challenged this approach with their transport consultants providing a response which is available in full on the Planning and Building Standards Online Service. The main points are summarised below:

- Reiterate that no relevant categories are available within the parking standards to properly assess the required parking provision and should be assessed individually.
- The predicted trip generation based on surveys of similar sites identifies the need for 267 spaces. Parking provision should be based on this rather than based on achieving mode share targets.
- The proposed parking would be acceptable in other less accessible areas of the city.

- Peak occupation of the building is likely to exceed 450 and there is a real danger of overspill onto the surrounding local road network.

Ultimately there is a difference of approach towards the parking standards between the applicant and the Council. The proposal has been assessed by Transport on the discrete uses put forward; although are complementary to each other they do have a degree of independence, and there is justification to apply the upper level of the car parking standards (235 spaces).

On this matter it is important to note that the proposal is for a mixture of uses and not just for a hotel use with smaller ancillary supporting uses. The applicant points out that this is quite different to what is usually proposed with hotel developments. The leisure facilities itself comprises of a large gym with a 20m swimming pool, there are also other uses such as the bar and restaurant. These uses have a degree of autonomy and differing clientele who will be using the facilities at different times and will be attracted to the development for differing reasons. This forms the basis for the applicant's required level of parking.

The difference between the maximum parking standards and that applied for is 32 spaces.

Air Quality

The issue of air quality is linked to the level of car parking proposed. An Air Quality Impact Assessment (AQIA) has been submitted. This shows that the proposed development will have a negligible impact on air quality in the locality. Their modelling notes that there will be no annual mean concentrations in excess of the 40 µg/m³ air quality objective for nitrogen dioxide and no annual mean concentrations in excess of the 18 µg/m³ air quality objective for particulate matter.

Environmental Assessment has considered the AQIA and has serious concerns over the level of car parking proposed and the potential impacts on air quality. They recommend that parking should be limited towards the minimum parking standard of 159 spaces as advised by Transport.

Environmental Assessment point out that the Council's Local Air Quality Management Progress Report 2011 identified localised nitrogen dioxide exceedences at the Inverleith Row / Ferry Road Junction which is approximately 1.5km from the site. It is likely that this will be soon declared as an Air Quality Management Area.

Local Plan Policy Env 18 states, amongst other matters, that planning permission should only be granted for development where there will be no significant adverse effects on air quality. The supporting text indicates that the potential risk and significance of pollution will be assessed when assessing planning applications.

The presence of a [proposed] AQMA (or in close vicinity to one) should not halt development. However, where development is permitted, the planning system should ensure that any impacts are minimised as far as practical and appropriate mitigation should be included.

The applicant has proposed mitigation in the form of:

- 1) The provision of 2 electric car charging points, which will be designated for use by electric cars only.

- 2) Preparation and Implementation of a Travel Plan for the development and appointment of a Travel Plan Co-ordinator, to promote the Travel Plan and implement measures contained within the plan.
- 3) Provision of real time bus information displays at 3 no. bus stops within the vicinity of the development and within the hotel building.

The travel plan and real time bus information would need to be secured through a suitable legal agreement, whilst an informative would be added in relation electric charging points.

Even with the above mitigation measures Environmental Assessment continue to have concerns with the level of parking proposed.

It is difficult to accurately model the exact nature of the air quality impact and exactly where cars would be travelling from. As stated above the Transport Statement has shown limited impact on the traffic flow with a only a potential increase on Ferry Road east of Crewe Toll roundabout is 2.4% at the PM peak. A change from a traditional office use to a hotel and leisure use would also see a variance in travel patterns being more dispersed during the day.

Air quality is a city wide issue and not solely related to the land use planning system. A recent Air Quality Progress Report 2012 sets out potential actions and initiatives to meet air quality targets such as working with bus operators to improve emissions and consideration for the inclusion of Low Emission Zones (LEZs) which would only allow certain vehicles to enter them freely.

Taking all of this into account the site is an existing brownfield site within the urban area and already has 168 associated car parking spaces. The site is outwith the proposed AQMA at Inverleith Road, and has good public transport links with measures proposed to improve information at the bus stops and within the building itself to encourage public transport use.

In light of this, the economic benefits of bringing a longstanding vacant site into a multi-purpose use, the general issues of parking in the area in terms of overspill and the support from the Community Councils it is recommended that, on balance, an exception to the car parking standards should be made in this instance and the 267 spaces proposed should be accepted.

Tram contribution

Transport has indicated that the site is within Tram Zone 2 and a tram contribution of £403,293 should be sought. The applicant has submitted information setting out that a request for tram contributions at this location is unreasonable given the deliverability of the tram line here when considered against Circular 3/2012 in relation to planning obligations. There is no current commitment to Tram line 1b and this is unlikely to be delivered in the short to medium term. Consequently it is recommended that the tram contribution is not sought in this instance.

In summary the proposed access and impact on the road network are acceptable. The proposed car parking is above the parking standards and there are concerns from both Transport and Environmental Assessment though there is justification in this instance with due consideration given to the nature of the proposed use to allow a higher level of car parking spaces. This is subject to a legal agreement with regards to public transport improvements and an informative for electric car charging points.

d) Amenity

Noise

An objection was received from a neighbour in relation to existing noise issues in the area and the potential for this proposal to exacerbate this.

Environmental Assessment has considered the proposal and provided a detailed response recommending a number of conditions to be placed on any planning consent.

A noise impact assessment has been provided to show any potential noise break out from the function room at the southern end of the building. The report advises that this will be inaudible within nearby residential properties. Nonetheless a condition has been recommended to ensure that all music and vocals from the premises is inaudible within any nearby residential premises.

Likewise, plant is proposed at the roof level. A condition is recommended to control the level of noise to protect nearby residential properties.

The applicant has confirmed that deliveries are likely to occur between the hours of 6am and 7pm. The majority of these will occur to the south of the proposed building adjacent to existing residential properties. In light of this and given the objection already received in relation to noise the applicant has confirmed that all deliveries prior to 7am (daily) will occur at the northern entrance of the premises away from the residential properties. It is recommended that a condition to this effect is place on any consent to control delivery times.

Contamination

As the site was previously developed, a condition is recommended in relation to site investigation and remediation measures to ensure that the development of the site will not pose a threat to human health or the wider environment.

Odour

Kitchen odours are to be vented to roof height. A condition is recommended to ensure this takes place and that no odours will affect any nearby residential properties.

The proposed development will have not have an adverse impact on the amenity of neighbouring residents subject to a number of conditions.

e) Other Material Considerations

Sustainability

The applicant has submitted a sustainability statement in support of the application. The proposal complies with the requirements of Part A of the Edinburgh Standards for Sustainable Buildings.

The proposal has been classed as a major development and has been assessed against Part B of the standards. The points achieved against the essential criteria are set out in the table below:

Essential Criteria	Available	Achieved
Section 1: Energy Needs	20	20
Section 2: Water conservation	10	10

Section 3: Surface water run off	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total points	80	80

The proposal meets the essential criteria. In addition the applicant has provided a commitment to further sustainability measures as set out in the desirable elements sections. Additional measures include electric car charging bays, use of sustainable timber and a commitment to aim for a very good BREEAM score.

Drainage

A flood risk and drainage strategy has been submitted in support of the application and provides details of how the site can be adequately drained. SEPA and Scottish Water do not object to the proposal. Flood Prevention has requested that a Surface Water Management Plan is provided and this can be conditioned.

f) Equality and Rights

The application was assessed in terms of equalities and human rights. The site has been vacant for a number of years and development will improve the local environment. The use of planning conditions in relation to site contamination, noise, and odour will ensure that the proposed development can be carried out without detrimental impacts. Air quality concerns have been raised due to the level of car parking proposed. However, the proposed mitigation measures will aid in minimising the potential impact on air quality.

No significant equality issues have been identified. The proposal contains a number of disabled car parking spaces close to the entrance and lift access to the floors.

g) Public Comments

Material representations -

- Principle of development - this is addressed in section 2.3a);
- Design - this is addressed in section 2.3b);
- Traffic and transport - these are addressed in section 2.3c); and
- Noise issues - these are addressed in section 2.3d).

Non-material representations - none were raised.

Community Council Comments -

Stockbridge and Inverleith Community Council do not object to the principle of the proposed use. They comment on the proposed design and the traffic implications. Design is considered in section 2.3b) and transport implications are assessed in section 2.3c).

Drylaw and Telford Community Council (the site is adjacent to their area) support the proposed development. However, they note that due consideration should be given to parking due to the shortage that already exists in the area and also traffic management. Transport implications are assessed in section 2.3c).

Craigleith and Blackhall Community Council (the site is adjacent to their area) support the development and their response centres on car parking levels. They consider the

amount of car parking spaces proposed is reasonable given the type of use and that reducing the level of parking proposed would exacerbate on-street parking problems currently in the area. Transport implications are assessed in section 2.3c).

CONCLUSION

Overall, the proposed development represents a departure from local plan policy Emp 4 which seeks to ensure that proposals for the redevelopment of sites which are or were last in employment use contribute to the city's stock of flexible small business premises. However, in this instance it would not be appropriate to seek such small business space as it would be largely incompatible with the proposed development. The proposed use of the site is acceptable and it will result in the redevelopment of a longstanding vacant site and stimulate economic development. The proposed car parking levels are above those set out in parking standards and air quality concerns have been raised. On balance these parking levels should be supported given the type of the use of the site and the benefits the proposal will bring.

The proposal is acceptable in all other respects and it is recommended that the application is granted subject to a suitable legal agreement and conditions.

3. Recommendations

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

3.2 Conditions/reasons

1. The landscaping details shall be fully implemented within six months of the completion of the development, and thereafter shall be maintained by the applicants and/or their successors to the entire satisfaction of the planning authority; maintenance shall include the replacement of plant stock which fails to survive, for whatever reason, as often as is required to ensure the establishment of the approved landscaping scheme.

2. No development shall take place until full details of the surface water drainage arrangements have been submitted to and agreed in writing by the Head of Planning and Building Standards in consultation with the Council's Flood Prevention Officer. Once approved the surface water drainage arrangements shall be implemented in accordance with the approved scheme

3. i) Prior to the commencement of construction works on site:
a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning and Building Standards, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
b) Where necessary, a detailed schedule of any required remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning and Building Standards.

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

4. Deliveries and collections to the east entrance shall be restricted to 0700 - 1900 hours Monday to Saturday and 0900 - 1700 hours on Sunday. Deliveries outwith these hours should occur at the northern entrance of the premises.

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

6. The design and installation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment, and no structure borne vibration is perceptible within any nearby living apartment.

7. 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 height as agreed with the Planning Authority to ensure that no cooking odours escape or are exhausted into neighbouring premises.

8. The ventilation system shall be installed, tested and operational prior to the use hereby approved being taken up.

9. Prior to the commencement of works on site, sample panels, to be no less than 1.5m x 1.5m, shall be produced, demonstrating each proposed external material and accurately indicating the quality and consistency of future workmanship, and submitted for written approval by the Head of Planning and Building Standards.

1. In order to ensure that the approved landscaping works are properly established on site.

2. In order to enable the Head of Planning & Building Standards to consider this/these matter/s in detail.

3. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.

4. In order to protect the privacy of adjoining neighbours.

5. In order to protect the privacy of adjoining neighbours.

6. In order to protect the privacy of adjoining neighbours.

7. In order to protect the privacy of adjoining neighbours.

8. In order to protect the privacy of adjoining neighbours.

9. In order to ensure the adequacy of external building materials.

Informatives

It should be noted that:

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

2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.

3. For the duration of development, between the commencement of development on the site until its completion, a notice shall be: displayed in a prominent place at or in the vicinity of the site of the development; readily visible to the public; and printed on durable material.

4. 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.

5. The development shall be carried out in accordance with the measures identified in the approved Sustainability Statement Form. The applicant should submit a Self Declaration Form to the Head of Planning and Strategy on completion and prior to occupation unless otherwise agreed.

6. Swift nesting sites/swift bricks shall be incorporated into the scheme detailed in accordance with the non statutory guidelines on Biodiversity and implemented concurrently with the development.

7. The developer shall investigate the installation of electric vehicle charging points with reference to Making the Connection - The Plug-in Vehicle Infrastructure Strategy, Office for Low Emission Vehicles (June 2011).

8. LEGAL AGREEMENT

Consent shall not be issued until a suitable legal agreement has been concluded covering the following matters:

Transport

- i) contribution of £2,500 (approximately) to cover the costs of introducing an order, if required, to control the proposed disabled parking spaces.
- ii) public transport real time information at 3No. bus stops in the vicinity of the site;
- iii) public transport real time information within the building; and
- iv) submission of a draft travel plan prior to first occupation and a final travel plan within 12 months of that date.

Statutory Development**Plan Provision**

The site is within the Urban Area, as shown on the Edinburgh City Local Plan Proposals Map, where general planning policies apply.

Date registered

26 November 2012

Drawing numbers/Scheme

01,02,03A,04-10,11A,12

David R. Leslie

Acting Head of Planning and Building Standards

Links - Policies

Relevant Policies:

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

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 Emp 4 (Employment Sites and Premises) sets out criteria for development proposals affecting business & industry sites and premises.

Policy Emp 5 (Hotel Development) sets criteria for assessing sites for hotel development.

Policy Ret 7 (Entertainment and Leisure Developments – Other Locations) sets out the circumstances in which entertainment and leisure developments will be permitted outwith the identified preferred locations.

Policy Tra 2 (Planning Conditions and Agreements) requires, where appropriate, transport related conditions and/or planning agreements for major development likely to give rise to additional journeys.

Policy Tra 3m (Tram Contributions) requires contributions from developers towards the cost of tram works where the proposed tram network will help address the transport impacts of a 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.

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

Relevant Non-Statutory Guidelines

Non-statutory guidelines on Developer Contributions and Affordable Housing gives guidance on the situations where developers will be required to provide affordable housing and/or will be required to make financial or other contributions towards the cost of, providing new facilities for schools, transport improvements, the tram project, public realm improvements and open space.

NSESBA - **Non-statutory guidelines** Part A of 'The Edinburgh Standards for Sustainable Building' requires new development in Edinburgh to reduce their carbon emissions in line with the current Building Regulations

NSESBB **Non-statutory guidelines** Part B of 'The Edinburgh Standards for Sustainable Building' sets principles to assess the sustainability of major planning applications in Edinburgh

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

Non-statutory guidelines on 'PARKING STANDARDS' set the requirements for parking provision in developments.

Non-statutory guidelines on 'QUALITY OF LANDSCAPES IN DEVELOPMENT' sets detailed design principles for hard and soft landscaping, including the retention of existing features, and relates these principles to different types of development.

Appendix 1

Consultations

Craigeith/Blackhall Community Council comment 17/12/2012

Craigeith/Blackhall Community Council's welcomes the development. The main concern is the level of car parking. We consider the level proposed by the applicant is reasonable given the unique circumstances of the Crewe Toll location. We do not wish local residents to suffer further from additional demands for on-street parking.

Detailed points

Although this application is within the boundary of Stockbridge Community Council, its location at the extremity of its area and lying adjacent to four other Community Councils, including Craigeith/Blackhall Community Council (CBCC), means that decisions could have an impact on other Community Councils.

Craigeith/Blackhall Community Council welcomes the proposed investment and considers that it will not only lead to a major improvement at this location in terms of the quality of development but also offer valuable opportunities for employment for nearby local communities.

The Community Council's main concern is the level of car parking. We consider the level proposed by the applicant is reasonable given the unique circumstances of the Crewe Toll location. While we understand the City Council's wish to place greater reliance on the use of public transport particularly buses for access, the main bus routes serving the site are mainly along the Crewe Road South corridor and to a lesser extent Leith. Bus access on other corridors is either poor or non-existent, notably from the west and Fife or east of Edinburgh.

Given the range of activities proposed at the hotel – conferences, restaurants, fitness centre as well as the hotel itself – it is unreasonable to expect the majority of arrivals to be by bus. We support the number of car parking spaces proposed, as access by car will be important for many of the customers and business users using these facilities. As paragraph 6.7 of the Transport Statement notes, in other parts of the city where on site parking is limited, there is adequate on-street provision available as an alternative. The Transport Statement notes that is not the case here. Demand for on-street parking is already high resulting from the close proximity of major employers, including the NHS Western General Hospital, State Street and Selex Galileo.

All day parking from the existing employers in the area already creates difficulties for local residents, including those in Craigeith/Blackhall Community Council area. Reducing the level of parking at the hotel would therefore aggravate further the on-street parking problems in the area. The Community Council consider this to be an important consideration and do not accept that there is case for the City Council to

reduce the level of on-site parking provision proposed by the applicant. The location and this application should be treated as an exception to the policy.

Drylaw Telford Community Council comment 18/12/2012

Although this Planning Application is out with the boundaries of Drylaw Telford Community Council but given its close proximity it is in the best interests of our Community to record our comments.

Drylaw Telford Community Council fully support this application on the grounds of the potential employment benefits along with the training programmes the applicant offer is to the benefit to our Community, There is also the social benefits it brings with Coffee shop, Spa & Gym facilities all these we as a Community feel it is to the benefit of the area.

On giving our approval to the application we would like to note :- that due consideration be given to the proposed parking arrangements given the already shortage in that area also that a robust traffic management scheme given the entrance/ exit is on to a fairly well congested area.

Stockbridge and Inverleith Community Council

While we have no problem with the concept of this proposal we would like to make the following comments.

Design - given that the existing vacant building on the site is relatively low rise, it is a shame that the proposed five story hotel which comprises about 50% of the new development, is such an uninspiring black cube.

Traffic - we have concerns about traffic leaving the site turning right on to Crewe Road South. Currently vehicles can exit on to Ferry Road via the State Street Bank site. It would be helpful if something similar to this could be preserved.

Archaeology comment 05/12/2012

Further to your consultation request we would like to make the following comments and recommendations concerning this application to demolish existing office building and construction of a five storey hotel with associated facilities.

The 1850's first Edition OS map of the site shows the former Crewe Toll and an associated smithy as occurring close to and possibly partly within the NW corner of the site. The remains of these historic building have likely been removed both with by the construction of the adjacent major roads and roundabout and by the large scale post war development of the site. Given this it is considered unlikely that any significant remains will have survived insitu in this location and accordingly I have concluded that there are no known archaeological constraints upon this planning application.

Bridges + Flood Prevention comment 22/01/2013

In reference to this application this department requires in addition to information provided in the Statement on Flood Risk and Proposed Drainage Strategy produced by Blyth & Blyth, 31/10/12, the following items:

Surface Water Management Plan

The surface water management plan should deal with flood risk from surface water, ensuring that flood risk elsewhere is not made worse by runoff from the development. The main elements of the surface water management plan should be analysed up to the 1;200yr (0.5%AEP) event with an allowance for climate change and include as follows:

Discharge Point

1. If the drainage system discharges to a watercourse, directly or indirectly, it must be served by SUDS in accordance with the SUDS manual, and SUDS for roads where applicable. The treatment methods must be approved by SEPA. Maximum discharge rates should not exceed 4.5l/s/ha or the 2yr greenfield rate, whichever is the lower. Attenuation volume must be designed for the full capacity of the drainage system.

Flow Paths

1. Surface water should be dealt with by analysing the existing and proposed flow paths and depths for surface water runoff. This should include runoff from outwith the site, from unpaved areas within the site, and from paved areas in events which exceed the capacity of the drainage system. The best way to represent flowpaths are through detailed arrow drawings showing pre and post-directional flow on the site.

2. New buildings in the development must not be at risk of flooding as a result of these flow paths and depths. Details of finished floor levels (FFL) will aid this demonstration.

3. Where runoff from the site could increase flood risk elsewhere, the increased runoff from paved surfaces, relative to greenfield runoff, (up to the 1;200yr event) should be attenuated on site.

4. If the development alters existing flow paths in a way which increases flood risk to existing property, additional attenuation or other measures may be required.

SUDS Maintenance

1. Details of the organisation taking on the responsibility of the proposed SUDS (including underground attenuation tanks), the size of any SUDS retention ponds along with GIS co-ordinates is required.

It is recognised that small, restricted sites may require some relaxation in respect of attenuation volumes on site.

Information should be supplied in a report detailing proposed mitigation measures with supporting and appropriate drawings and calculations.

Environmental Assessment comment 15/02/2013

The application proposes the demolition of existing offices and the construction of a hotel and leisure complex including a restaurant, bar, function room, café, gymnasium and health club facilities. External terraces are proposed for use by patrons of the facilities. Residential properties are situated to the south and south-east with offices to

the east. A petrol station is situated across Crewe Road South to the west with offices across Ferry Road to the north.

Environmental Assessment has concerns regarding this application.

Air Quality

The application proposes a total of 268 car parking spaces with two spaces proposed to include electrical vehicle charging points.

The applicant was requested to carry out an air quality impact assessment due to the size and location of the proposed development. Environmental Assessment requested that the assessment was carried out in accordance with Planning for Air Quality Development Control: Planning for Air Quality -2010 Update.

The applicant has submitted an assessment in support of their application and it concludes that the hotel will have a negligible impact on the local area, which is based on a 1km² assessment area. Edinburgh Council's Local Air Quality Management Progress Report 2011, identified that a detailed assessment was being carried out at the Inverleith Row Junction. Air quality concerns from transport related pollution were highlighted as the main reason for the assessment being required. Inverleith Row is located approximately 1.5km from the proposed hotel site and it is likely to be soon declared an Air Quality Management Area (AQMA) for Nitrogen Dioxide.

The presence of an air quality management area (or in close vicinity of one) should not halt all development. However, where development is permitted, the planning system should ensure that any impacts are minimised as far as is practicable. Even where developments are proposed outside of air quality management areas, and where pollutant concentrations are predicted to be below the objectives/limit values, it remains important that appropriate mitigation is included in the scheme design. In addition, and as far as is practicable, developments should be air quality neutral.

Environmental Assessment is therefore of the opinion that the level of car parking proposed for this development is excessive for a location close to an area where local air quality concerns are substantial. In addition, the site is serviced by good public transport links. It is accepted that the applicant has committed to installing electric vehicle charging points however in the opinion of Environmental Assessment such measures do not go far enough to mitigate any local air quality impacts associated with the application premises.

For the above reasons, Environmental Assessment recommends that the application be refused.

Noise

The application proposes an external terrace to the north of the property which is for use by patrons of the hotel function room, restaurant, café and bar facilities to eat, drink and smoke. The agent for the application has confirmed that the terrace will generally be utilised until 11pm when the food and beverage operations cease for the day however this may be later when function events are occurring. Environmental Assessment has been in discussions with the agent to ensure that noisier activities are removed as much as possible from the southern façade away from the sensitive

residential properties. In this respect, no external terraces have been proposed to the south or east of the premises.

The application proposes a function room situated on the ground floor and to the south east of the proposed building. A noise impact assessment has been provided in support of the application which predicts potential noise breakout from the function room when loud music is played. The report advises that any function room music is likely to be inaudible within nearby residential properties however this is based upon some significant assumptions within the report (e.g. the music loudness level likely to be used within the function room and that windows will not be opened within the function room on the nights that events occur). Therefore, Environmental Assessment strongly recommends that should this application be consented that a condition is attached to ensure that all music and vocals from the premises is inaudible within any nearby residential premises. In addition, the agent has confirmed that any external doors from the function room will be for emergency purposes only.

The agent for the application has confirmed that deliveries are likely to occur at the premises between the hours of 6am to 7pm. The Council is already aware of delivery noise complaints stemming from residents to the south-east of the proposed premises occurring at adjacent commercial premises. During pre-planning discussions, delivery operation noise was highlighted as an area which should be considered at the design stage with noise mitigation measures considered to protect adjacent residential properties. However, the application proposes that delivery vehicle operations will occur to the south (to allow entrance via the east) of the premises which is adjacent to the existing residential properties. Therefore, there is a possibility that complaints may be received by the Council from nearby residents should deliveries occur outwith daytime hours. The agent for the application has confirmed that all deliveries prior to 7am (daily) will occur at the northern entrance of the premises away from the residential properties. However, should the application be consented then a condition is recommended which requires deliveries to the eastern entrance only be made between 7am and 7pm Monday to Saturday and 9am to 5pm on Sundays. Deliveries to the main northern entrance are unlikely to cause significant noise concerns to nearby residential properties.

Plant is proposed to be sited on the roof of the application premises. Should the application be consented, a condition is recommended which requires noise from plant to not exceed NR25 within nearby residential properties with the windows partially open for ventilation purposes.

Odour

The agent for the application has confirmed that kitchen odours will be vented to roof height. Should the application be consented then a condition is recommended which ensures that odours are vented to the roof and no odours will affect any nearby residential premises.

In conclusion, Environmental Assessment has outlined reasons above which support the decision to recommend refusal. However, if planning consent is granted, the following conditions and informative are recommended to be attached:

Conditions

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.

Deliveries and collections to the east entrance to be restricted to 0700 – 1900 hours Monday to Saturday and 0900-1700 hours on Sunday. Any other deliveries outwith these hours should occur at the northern entrance of the premises.

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

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.

(i) 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 height as agreed with the Planning Authority to ensure that no cooking odours escape or are exhausted into any neighbouring premises.

(ii) The ventilation system shall be installed, tested and operational prior to the use hereby approved being taken up.

Informative

The developer shall investigate the installation of electric vehicle charging points with reference to Making the Connection – The Plug-in Vehicle Infrastructure Strategy, Office for Low Emission Vehicles (June 2011).

Environmental Assessment further comment 21/02/2013

The application proposes the demolition of existing offices and the construction of a hotel and leisure complex including a restaurant, bar, function room, café, gymnasium and health club facilities. External terraces are proposed for use by patrons of the facilities. Residential properties are situated to the south and south-east with offices to the east. A petrol station is situated across Crewe Road South to the west with offices across Ferry Road to the north.

Further to the response provided by Environmental Assessment on 15th February 2013, please find the following additional response relating to the proposed development.

The agent for the application has provided additional information relating to air quality in support of the application. In particular, the information states that the impacts upon the local air quality and the nearby proposed air quality management area will be negligible. In addition, the following measures have been proposed to mitigate against the air quality impacts associated with the development:

1) Provision of 2 electric car charging points, which will be designated for use by electric cars only;

2) Preparation and Implementation of a Travel Plan for the development and appointment of a Travel Plan Co-ordinator, to promote the Travel Plan and implement measures contained within the plan;

3) Provision of real time bus information displays at 3 no. bus stops within the vicinity of the development and within the hotel building.

CEC Transport has confirmed that the parking space numbers proposed do not comply with the current Council car parking standards. Transport has confirmed that the parking provision for the proposed scale and type of development should be between 159 and 235 spaces. Environmental Assessment would be of the opinion that the car parking numbers proposed should be at or around the minimum number recommended within the parking standards (i.e. 159 spaces). However, the proposal includes car parking for 268 spaces. Therefore, the mitigation measures alone and stated above do not address the air quality concerns of Environmental Assessment that this development will introduce due to the additional traffic related air pollution. In addition to the mitigation measures proposed above, Environmental Assessment is of the opinion that the proposed car parking numbers should be significantly reduced before this section will be in a position to support the application.

Lothian + Borders Police comment 14/12/2012

The city of Edinburgh is divided into six policing area, the proposed hotel will be located in the north area, when compared to the crime city as a whole; the north area takes a disproportionate volume of crime, Edinburgh is a safe city, but appropriate measures still have to be employed to improve crime figures and this means that security measures have to reflect the profile.

All ground floor and accessible windows (for instance next to flat roofed areas on upper stories) should be at least 6.8 mm laminate glass preferably PAS 24, all bedroom doors should PAS 24 as they are the equivalent of a 'dwelling'.

Access control systems should have the facility for the immediate removal of lost/stolen cards to limit misuse. Further consultation in this regard with the reporting officer would be recommended.

Perimeter

The perimeter of the premises requires to be robust, preferably 1.8 metre fence around the site and any potential climbing points have anti climb measures in place. The site currently has a wall about 1.2 metres and is capped with a hedge which the reporting officer suspects will be cut down and currently obscures the building. Suitable low level planting (all kept below a metre) and trees crowned above 2.2 metres, the landscaping plan for the development is currently unavailable online.

Ideally access control would be placed on the pedestrian entries so that staff and visitors to the hotel are able to use this route.

Vehicle entry should be access controlled, unless there is natural surveillance of the entry point from the reception desk and the area is staffed – the current orientation of the hotel would not facilitate this.

Only a monitored CCTV system with a security response would offer any proactive preventative measures, if CCTV is deployed it will simply record anti-social or criminal behaviour.

The site is located at Crewe Toll roundabout and may suffer from road noise and planting may be used to mitigate this issue, which will make the perimeter and access control an even more important attribute to the facility.

Car Park

The motorcycle and covered cycle bays have no natural surveillance as there is no visibility from the cafe and is also adjacent to a proposed footpath. Two cycle stands are adjacent to the front entrance. Cycles and motorcycles are particularly prone to theft.

If there is easy access to the site, then hotel users who leave valuables within their cars, especially if they are visible will be particularly prone to theft.

A good lighting plan that gives uniform illumination across the area assists.

Car parking in the area is a sought after resource and therefore having the site access controlled may be advisable.

Key Utility and Service Infrastructure

The switch room, compactor room, pool plant, gas and water tank are particularly important to the premises, these need to have more robust measures, entry doors to LPS 1175 SR3 and the areas alarmed except when staff or tradesmen are working in the facility.

Hotel

The hotel needs to control access to the hotel and it's facilities, the only entrance used should be at the lobby, all other doors should be access controlled, preferably with magna locks with those doors that are only to be used in the event of fire also being alarmed so if persons are trying to gain entry at these points, staff will be alerted.

It is noted that the hotel will have a café, meeting and leisure facilities on the ground floor, providing fire safety allows, the health and beauty rooms, swimming pool and changing rooms and meeting rooms should be locked when not in use to prevent access.

The type of lockers are important to limit theft of personal items from users, whether it is a car key or a hotel room key and could give access to other valuables.

Consideration should be given to having a safe with a reasonable security rating, which is attached to a load bearing wall or joist so that it cannot be readily moved.

Where possible, the hotel should consider passing the responsibility to users, so that they would lock rooms when not in use and understand the implication of leaving equipment or personal items in the room.

Ideally the lifts, fire stairs and specific corridor doors should be access controlled to prevent users into areas where they are not permitted, so for instance, only hotel residents should have access to the bedroom areas.

Roof hatches should be appropriately secured to prevent misuse.

The Maintenance Managers workshop allows access onto an external space, ensuring the security of this room is important. The corridor access onto the external plant room over conference area also has to be well secured.

Scottish Water comment 11/01/2013

Scottish Water has no objection to this planning application. Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections.

Further details can be obtained at www.scotlandontap.gov.uk.

Due to the size of this proposed development it is necessary for Scottish Water to assess the impact this new demand will have on our existing infrastructure. With Any development of 10 or more housing units, or equivalent, there is a requirement to submit a fully completed Development Impact Assessment form. Development Impact Assessment forms can be found at www.scottishwater.co.uk.

The water network that serves the proposed development may be able to supply the new demand.

Glencorse Water Treatment Works – has limited capacity available for new demand. The Developer should discuss their development directly with Scottish Water.

Water Network – Our initial investigations have highlighted there may be a requirement for the Developer to carry out works on the local network to ensure there is no loss of service to existing customers. The Developer should discuss the implications directly with Scottish Water.

Edinburgh Waste Water Treatment Works may have capacity to service this proposed development.

The waste water network that serves the proposed development may be able to accommodate the new demand.

Wastewater Network – Our initial investigations have highlighted there may be a requirement for the Developer to carry out works on the local network to ensure there is no loss of service to existing customers. The Developer should discuss the implications directly with Scottish Water.

In some circumstances it may be necessary for the Developer to fund works on existing infrastructure to enable their development to connect. Should we become aware of any

issues such as flooding, low pressure, etc the Developer will be required to fund works to mitigate the effect of the development on existing customers. Scottish Water can make a contribution to these costs through Reasonable Cost funding rules.

Scottish Water is funded to provide capacity at Water and Waste water Treatment Works for domestic demand. Funding will be allocated to carry out work at treatment works to provide growth in line with the Local Authority priorities. Developers should discuss delivery timescales directly with us.

Developers should discuss delivery timescales directly with us.

If this development requires the existing network to be upgraded, to enable connection, the developer will generally meet these costs in advance. Scottish Water can make a contribution to these costs through Reasonable Cost funding rules. Costs can be reimbursed by us through Reasonable Cost funding rules

A totally separate drainage system will be required with the surface water discharging to a suitable outlet. Scottish Water requires a sustainable urban drainage system (SUDS) as detailed in Sewers for Scotland 2 if the system is to be considered for adoption.

These proposals may involve the discharge of trade effluent to the public sewer and may be subject to control as defined in Part II of the Trade Effluent Control and Charging Scheme. No substance may be discharged to the public sewerage system that is likely to interfere with the free flow of its content, have detriment to treatment / disposal of their contents, or be prejudicial to health.

Appropriately sized grease traps must be installed on all drainage outlets from food preparation areas. No substance may be discharged to the public sewerage system that is likely to interfere with the free flow of its content, have detriment to treatment / disposal of their contents, or be prejudicial to health.

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements installed, subject to compliance with the current water byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.

An appropriate water storage system Water storage equivalent to 24 hours usage is recommended for commercial premises. Details of such storage installations must be forwarded can be discussed to Scottish Water's Customers Connections department at the above address.

If the connection to public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s). This should be done through a deed of servitude.

It is possible this proposed development may involve building over or obstruct access to existing Scottish Water infrastructure. On receipt of an application Scottish Water will provide advice that advice that will require to be implemented by the developer to protect our existing apparatus.

SEPA comment 11/12/2012

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

Advice for the planning authority

1. Surface water

1.1 We understand from the Statement on Flood Risk and Proposed Drainage Strategy (31 October 2012) that surface water drainage will continue to discharge to the existing combined sewer which runs through the northern extents of the site. Two levels of surface water treatment will be provided via porous paving and granular sub-bases.

1.2 While we welcome the introduction of sustainable drainage systems (SUDS) on site, we would advise that Scottish Water only accepts surface water into a combined system in exceptional circumstances.

1.3 Removing surface water from combined systems increases capacity in infrastructure for future developments and reduces the risk of pollution events. We would therefore expect that Scottish Water and the applicant ensure that all reasonable efforts are made to remove surface water from the combined sewer.

1.4 Please note, 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 any water quantity issues.

Regulatory advice for the applicant

2. Regulatory requirements

*2.1 Details of regulatory requirements and good practice advice for the applicant can be found on our website at 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 operations team in your local SEPA office at:
Edinburgh Office, Clearwater House, Avenue North, Heriot Watt Research Park, Edinburgh, EH14 4AP. Tel - 0131 449 7296.*

Transport comment 19/12/2012

The proposed development raises a number of concerns which we would wish to investigate more fully and discuss with the applicant. We would therefore be pleased if the application could be continued.

Transport further comment 29/01/2013

Further to my memorandum of 19 December 2012 concerning the above, I confirm that Transport has no objection to the development in principle. However, as it does not comply with current parking standards, Transport recommends refusal.

Reasons:

Transport is of the opinion that, based on the current parking standards, a maximum provision of 235 spaces is appropriate for the proposed development. The developer proposes 268 spaces which does not comply with the parking standards and therefore refusal is recommended (see Parking Note below).

If an acceptable resolution can be found to the parking provision, then the following should be included as conditions or informatives as appropriate:

Consent should not be issued until the applicant has entered into a suitable legal agreement to provide the following:

1. a contribution of £403,293 to the Edinburgh Tram (based on the development figures given above and tram Zone 2);
2. a contribution of £2,500 (approximately) to cover the costs of introducing an order, if required, to control the proposed disabled parking spaces. Note: The Disabled Persons Parking Places (Scotland) Act 2009 places a duty on the local authority to promote the proper use of parking places that are designated or provided for use only by disabled persons' vehicles. The applicant should therefore advise the Head of Transport if the disabled persons' parking places are to be enforced under this legislation. In order for these parking places to be enforced by the local authority, the signs and markings must comply with the Traffic Signs Regulations and General Directions 2002 Regulations. It is the applicant's responsibility to provide ongoing maintenance of the signs and markings to ensure disabled persons parking places can be enforced by the local authority;
3. public transport real time information at 3No. bus stops in the vicinity of the site;
4. public transport real time information within the building;
5. submission of a draft travel plan prior to first occupation and a final travel plan within 12 months of that date.

Parking Note:

The parking provision for this scale and type of development is (Table 8A of the Parking Standards):

Type	Size	Parking Standards	Spaces
Hotel	120 bed	1 space per 1.5-2.5 bedrooms	48 to 80
Staff / servicing etc	2,643m ²	-	0
Café / restaurant	613m ²	1 per 12 - 15m ² PFA	41 to 51
Conference / function	425m ²	1 per 20 - 30m ² PFA	15 to 22
Leisure	1626m ²	1 per 20 - 30m ²	55 to 82
Total			159 to 235

Leisure use has been assessed individually as 'Other Leisure Developments' consistent with similar types. Public floor area (PFA) has been taken as the total floor area. Staff, servicing and circulation space forms part of the overall development and is not used for parking provision calculation (i.e. it forms part of the Gross Floor Area and hotel).

Transport would expect a measure of dual use of spaces between the use types, i.e. a hotel guest may also use the gym. Therefore the number of spaces would be expected to be at the lower end of the calculated range. The applicant, however, has stated that 268 spaces are required for the development to be viable and that this is lower than the approximately 300 spaces they would normally expect for similar developments elsewhere.

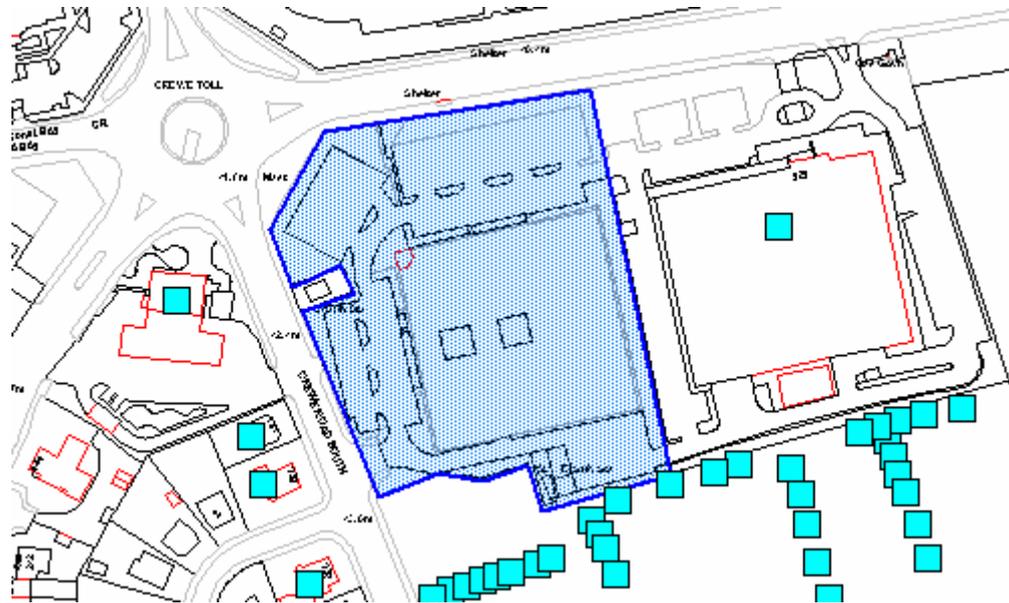
The applicant requested in his parking statement that this is a bespoke development and the application parking level should therefore be considered under the category 'other leisure development' (for which our guidelines allow it to be 'assessed individually'). He also submitted supporting parking information from other of his developments elsewhere in the UK. As regards the 'other leisure development' issue it should be noted that our guidelines require that the levels for such a category should be 'up to a maximum consistent with the' specific types listed on table 8A. and that our guidelines indicate that 'new development should not compromise the Councils Local Transport Strategy'. In particular, car parking levels must not encourage a car modal share that may compromise the Council's mode share targets' (General Note 4). In respect of the other developments for which information was supplied it should be noted that these are edge of town facilities whereas this location is nearer the city centre.

It should be noted that local residents are concerned that overspill parking may cause problems for their area. The roads to the north of the Western General Hospital are not within a Controlled Parking Zone and are already heavily used by hospital staff and visitors. Additional pressure from overspill parking would be unwelcome. There is, therefore, justification for providing enough spaces to cater for the various uses, i.e. at the upper end of the calculated numbers.

Note:

The proposed development will necessitate the use of the existing Crewe Road South access by the proposed development and the use of the Ferry Road access by the neighbouring plot. This is considered acceptable.

Location Plan



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