

Development Management Sub Committee

Wednesday 27 August 2014

Application for Approval of Matters Specified in Conds 14/02250/AMC

At 1D Pennywell Gardens, Edinburgh, EH4 4UA

Demolition of existing 2 buildings on site, formation of new road linking Pennywell Gardens/Muirhouse Crescent and new parking on Pennywell Gardens. Reconfigured access to service yard on Pennywell Road and access to new car park. New 3 storey building providing GP and Primary Care facilities with associated support and office accommodation on plot N5 of the consented masterplan of application 12/00966/PPP

Item number	4.3
Report number	
Wards	A04 - Forth

Summary

The proposal complies with the development plan and the parameters set out in the planning permission in principle application. The design, layout and materials are acceptable and provision has been made for adequate landscaping. The application would not introduce detrimental transport implications. There are no material considerations which outweigh this conclusion.

Links

Policies and guidance for this application	LPC, CITD1, CITD2, CITD3, CITD4, CITD5, CITD6, CITE12, CITE18, CITCO1, CITT4, CITT5, CITT6, NSG, NSGD02, NSP, NSESBA,
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Report

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Recommendations

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

Background

2.1 Site description

The site, covering approximately 0.95 hectares, is located to the south of Pennywell Gardens. It is currently crossed by Muirhouse Crescent and contains a dentist and former Moving on Centre building, which are to be demolished. The site also contains an extended part of Pennywell Gardens.

There are approximately 40 existing car parking spaces on the site and some planting on Muirhouse Crescent.

To the north of the site is Craigroyston Community High School and to the east is derelict land where housing once stood. South of the site is a library and to the southeast and east are the local shops and an associated service yard. Part of the application site contains the service yard. The shops are designated as a local centre in the Edinburgh City Local Plan.

2.2 Site History

16 August 2012 - planning permission in principle granted for the Pennywell and Muirhouse Central Area Masterplan, comprising residential development including affordable housing and housing for sale with associated parking/ landscaping and public realm, North West Edinburgh Partnership Centre (NWEPC) with ancillary café, parking/ landscaping and public realm, youth centre and Multi Use Games Area (MUGA), artists' studios, associated demolitions and alterations to shopping centre and library/ arts centre (application reference: 12/00996/PPP).

Main report

3.1 Description of The Proposal

Approval is sought for the erection of a building referred to as the North West Edinburgh Partnership Centre (NWEPC). This brings together a range of primary healthcare and support services. It is located within the north east corner of the consented Pennywell and Muirhouse Central Area Masterplan.

The application seeks to deal with the detailed layout and design of the NWEPC, including height, floorspace and external materials/finishes; public realm; access and road layout; servicing areas; car and cycle parking; hard and soft landscaping details; waste management; drainage and sustainability details.

It is a three-storey building with a gross internal floor area of approximately 4300 sqm. The building is orientated north-south with the public entrance located on the main west elevation which fronts onto a newly created road. The building is arranged around a central landscaped courtyard area in a rectangular shape with two overhanging wings.

The building will be primarily clad in a buff facing brick. Pre-cast concrete wall panels and beam features break up the elevations. Aluminium windows and curtain walling are to be dark grey.

It is proposed to stop-up the existing route of Muirhouse Crescent which cuts through the site to create a new north-south road to the west of the proposed building. This will link Pennywell Gardens and the remaining section of Muirhouse Crescent that runs east-west.

Twenty-two car parking spaces, including five disabled, are proposed on the new north-south link road, 45 spaces are proposed in a central area on Pennywell Gardens and a secure staff car parking area of 38 spaces is proposed to the east of the building.

A new access from Pennywell Gardens is provided for the reconfigured service yard associated with the existing retail units.

Photovoltaic panels are proposed on roof of the building.

The following documents have been submitted in support of the application and are available to view on the Planning and Building Standards Online Services:

- Design Statement
- Transport Statement
- Sustainability Statement
- Landscape Maintenance Plan

3.2 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?

3.3 Assessment

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

- a) the principle of development is acceptable;
- b) the design, scale and layout are appropriate;
- c) the landscaping and impact on biodiversity are acceptable;
- d) there are any transport and parking issues;
- e) the proposal will raise drainage or flooding issues;
- f) the proposal will meet sustainability criteria;
- g) any impacts on equalities or human rights are acceptable; and
- h) comments raised have been addressed.

a) Principle

The principle of development is established by the granted planning permission in principle (PPP). This indicatively showed the location and layout of the NWEPC at the northeast corner of the wider site.

Condition 6 of the PPP consent sets out initial principles that guide, but do not overly restrict, the future development of the centre. The condition allows flexibility in the scope and the detail of the building. The proposal is for a different layout from that indicatively shown in the masterplan but it is within the same northeast corner.

The PPP consent also limited the floorspace of the building to 5000sqm. The floorspace proposed is within this limit at 4300 sqm.

The proposed use is established through the PPP consent and is acceptable in principle.

b) Design

Design, scale and materials:

The design of the building is a relatively simple uniform design. A limited palette of materials is proposed.

Brick is the primary material and is to be used throughout the masterplan area. The west elevation forms the principal elevation and contains the entrance to the building.

This elevation is broken up by the use of pre-cast panels and curtain walling, which enlivens the frontage and helps in highlighting that the building has a public function. The panels also wrap around the north and south sections to bring continuity with the principal elevation and add interest to these sections. The proposed design and materials are acceptable in the context of the location and the masterplan. A condition is recommended in relation to material samples being provided.

The height of the building at three storeys is acceptable, within the context of the massing of existing buildings and is in line with the three storeys indicatively shown in the masterplan.

Layout:

The layout retains a similar building line along the western elevation fronting onto the newly orientated road as in the masterplan. Elsewhere, the general layout and form of the building deviates from the illustrative masterplan layout.

The illustrative masterplan showed an irregular shaped building with a larger footprint that wrapped around a larger shared service yard. It also projected closer to the retail units to the east and intruded further south. The layout was also reliant on some demolitions and alterations to the existing shopping centre that have not been progressed.

The proposed layout provides active frontages onto the north, south and west elevations. The east elevation is within the secure car parking and servicing area. This is divided from the remainder of the service yard for the retail units and effectively screens this area from public view.

It is a more contained building than that in the masterplan, but is still located in the same area and continues to relate well to the rest of the proposed development. The applicant has indicated that there have been several meetings with the appointed developer for the wider housing site to ensure suitable integration. The PPP was left open in relation to the NWEPC to allow it to evolve to meet NHS requirements. The proposed layout addresses the existing development in the area without compromising any future proposals.

The masterplan shows public squares to the south and south east of the application site which are intended to link through from the nearby retail units. The relevant condition in the PPP consent (6 (iv)) states that the building form and positioning shall allow for and shall not prevent the delivery of a high quality and useable public realm.

The delivery of one of the squares is dependent on the demolition of some existing retail units that has not taken place yet. The area shown as a public square in the masterplan between the library and the NWEPC site is more closely related to this application.

This public square does not form part of the application site and will need to be detailed through further applications. The supporting statement states that a separate commission and budget has been identified to carry out a feasibility study. Nonetheless it should be demonstrated that the proposal should not impact on the delivery of the public realm and also relates to existing development.

The proposed building comes further south than that shown in the masterplan and narrows the gap to the existing library and therefore the space available to create the square. It will still allow for some public realm in the future but not as originally envisaged. The applicant has tested potential scenarios for this to show that the proposed layout will not compromise the overall public realm in this area, though this will depend on future development.

Further information in relation to street lighting will need to be provided and agreed.

The main entrance is located on the western elevation and ensures that the longest public facing elevation actively engages with the new street. The design and detailing of the building will help in visually guiding members of the public to the entrance. By having the entrance at this location it allows for the internal space to work efficiently and is also a central location for those arriving by bus.

In terms of amenity, the west elevation of the proposed building fronts onto an area of proposed residential development. This is separated by the proposed new road and the building line of the proposed residential development is shown as approximately 20 metres away. This is acceptable and will provide building frontages on both sides of the proposed new street.

A substation is proposed in the rear yard to the west of the site and adjacent to the existing service yard for the retail units. This will not cause any issues for residential amenity.

An area of for the safe storage of waste is proposed in the north east corner of the service yard close to the access point.

In summary, the proposed building is in general compliance with the granted masterplan, it is a simple modern design in keeping with the context of the area and the palette of materials are appropriate.

c) Landscape and Ecology

At the centre of the site is a landscaped courtyard. This has been developed on the concept of a dry river bed with associated planting to create visual interest for the users of the building.

Within the public realm, a number of street trees are provided along the newly created road at pivotal points such as corners and crossings. There are also two spaces created at the north and south of the building which have hedge boundaries and trees to help guide people around the building.

A detailed specification has been provided alongside a landscape maintenance plan. The landscaping is acceptable subject to a condition to ensure that the landscaping is replaced if it fails.

There are seven broadleaf trees currently on the existing Muirhouse Crescent. The loss of these is required to facilitate the development. An ecology summary has also been provided which indicates that the site is of low ecological value. The inclusion of new street trees will offset the loss of the existing ones.

There are no concerns in relation to impacts on ecology and the proposed landscaping details are considered acceptable, subject to a condition in relation to the landscaping becoming established.

d) Transport

Approval of matters condition 2 (c) requires details of car parking, cycle parking, access, road layouts and alignment, classification of streets and servicing areas, footpaths and cycle routes.

A Transport Statement has been provided which considers the site's accessibility, sustainable transport modes and car parking levels.

The proposal results in the re-orientation of Muirhouse Crescent. This is acceptable and follows the layout of the masterplan with access to the staff car parking taken from Pennywell Gardens.

The masterplan expected 54 dedicated, secure, car parking spaces for the NWEPC with an additional 38 spaces formed as median spaces (such as found on George Street) on Pennywell Gardens. The committee report (application reference: 12/00996/PPP) indicated that exact number of spaces and locations would need to be considered at the detailed stage.

The submitted Transport Statement considers the level of car parking required for the NWEPC by assessing the likely travel demand associated with the centre. This concludes that 100 spaces would be sufficient.

Thirty-eight staff spaces in the secure area, (with access from Pennywell Gardens) 45 spaces on Pennywell Gardens and 22 spaces on Muirhouse Crescent are proposed. Five spaces are for disabled spaces and an ambulance drop off is also proposed.

21st Century Homes has commented on the planning application. It has concern with the overall parking ratios and how these are to be provided and assigned to different parts of the wider masterplan area. In short, it states that the parking ratios for any future applications for housing in this area should not be prejudiced by allowing parking bays to be provided for the NWEPC development.

The proposed parking spaces (aside from the secure staff spaces) form part of the parking for the overall masterplan area; they are unallocated and will not need to be provided again when the adjacent housing applications come forward.

The site is in an accessible location and next to the defined local centre in the Edinburgh City Local Plan. Bus stops are present on Pennywell Gardens within 115 metres of the main entrance. There are also bus stops on Pennywell Road within 200 metres. The area is well served by a number of bus services.

The PPP application also required, as a condition, that the NWEPC would be fitted with an appliance to show real time bus information in the foyer. The applicant has indicated that this will be provided.

Provision is also made for cyclists with secure staff cycle parking for 25 cycles proposed at the rear courtyard area and space for 20 cycles (in the form of hoops) provided at the front entrance.

Transport Planning has raised no objections to the proposed development. It has raised some minor issues that will need considered at the RCC stage or through other processes such as if a Traffic Regulation Order is required to regulate the disabled spaces. These have been added as informatives.

The site is not within an Air Quality Management Area and the issue of air quality was considered at the PPP stage. Given the overall level of car parking proposed, there are no issues in relation to air quality arising from this application. In addition, the applicant has indicated that infrastructure for a car charging point is being installed in the rear staff car park.

In summary, the proposed development is in an accessible location which is in close proximity to a local centre and other services. The car parking proposed is acceptable and based on analysis in the Transport Assessment. The proposed transport arrangements are acceptable.

e) Drainage

Approval of matters condition 1(g) requires the submission of surface water and drainage arrangements, whilst condition 4 of the PPP application requires this to be based on the previously submitted outline drainage strategy and flood risk assessment or any alternative or amended strategy.

SUDS information and a drainage layout has been provided. SUDS is delivered by providing two levels of treatment for roads and car parking through porous paving over a gap-graded sub-base and roof run-off through one level via a stone filter trench.

SEPA is content with the proposed details. However, Flood Prevention has requested further detail on the drainage strategy to ensure the proposed development and others surrounding it are not adversely impacted by flooding.

Consequently, there is insufficient information to discharge this condition at this stage.

f) Sustainability

As a proposed development under 5000sqm gross floor space and a site area below two hectares, only Part A of the sustainability form is required to be submitted. The proposal meets the requirements of Part A by providing combined heat and power boilers, 15KWe photovoltaic solar panels and air source heat pumps.

g) Equality and Rights Impacts

This application was assessed in terms of equalities and human rights. The proposed building is for a range of health and associated services run by the NHS and the Council. It will provide modern facilities in an accessible location serving existing and future residents.

Level access is to be provided at the main entrance and all floors are accessible by lift. Disabled parking spaces are provided at the main entrance. The applicant has indicated that reception desks will be provided with sections suitable for wheelchair use and accessible toilets will be provided across all floors.

No adverse impacts were identified. An Equality and Rights Impact Assessment Summary is available to view on the Planning and Building Standards Online Services.

h) Public Comments

One letter of representation has been received from 21st Century Homes. This raised the following matters:

- Street lighting needs considered in the context of the adjacent proposed housing - this is a matter which will be dealt with through the Road Construction Consent.
- Parking ratios for wider masterplan area - considered in section 3.3d).

CONCLUSION

In conclusion, the proposal complies with the development plan and the parameters set out in the granted planning permission in principle. The design, layout and materials are acceptable and provision has been made for adequate landscaping. The application would not introduce detrimental transport implications. Further information will be required to satisfy the relevant conditions in relation to drainage.

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

3.4 Conditions/reasons/informatives

1. Prior to the commencement of the construction of the superstructure or above ground works, 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 Planning Authority.
2. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.

Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.

Reasons:-

1. In order to ensure the adequacy of external building materials.
2. In order to ensure that the approved landscaping works are properly established on site.

Informatives

It should be noted that:

1. The approved development shall be commenced not later than the expiration of 5 years from the date of grant of planning permission in principle or 2 years from the final approval of matters specified in conditions whichever is later.
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. Prior to development commencing all relevant suspensive conditions or matters specified in the conditions of consent 12/00996/PPP must be discharged or approved.
6. 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 Building Standards on completion and prior to occupation unless otherwise agreed.
7. Transport raised the following points for the applicant to note:

- All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent.
- Prior to carrying out any works to form a footway crossing a Minor Roadworks consent must be applied for and secured.
- Access to any car parking area is to be by dropped kerb (i.e. not bell mouth).
- A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road.
- Any gate or gates must open inwards onto the property.

8. If the applicant intends for the proposed disabled parking spaces and ambulance parking space to be controlled by the relevant regulations then a sum of £2000 for each will be required to progress the relevant traffic orders.

Financial impact

4.1 The financial impact has been assessed as follows:

The Council is currently negotiating the disposal of the land to the NHS as noted in item 17 of the Finance and Resources Committee minutes of 3 February 2014

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

One letter of representation has been received from 21st Century Homes. This raised the following matters:

- Street lighting needs considered in the context of the adjacent proposed housing.
- Parking ratios for wider masterplan area.

No comments have been received from the Community Council.

Background reading / external references

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

Statutory Development

Plan Provision

The site is located in the urban area as shown on the Edinburgh City Local Plan Proposals Map. The land immediately east is part of the local centre.

Date registered

4 June 2014

Drawing numbers/Scheme

01-16,

Scheme 1

David R. Leslie

Acting Head of Planning and Building Standards

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

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 Com1 (Community Facilities) sets requirements for the provision of community facilities associated with large scale residential development, and the protection of existing community facilities.

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 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.

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

Appendix 1

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12/00966/PPP**

Consultations

Economic Development comment

The proposed development would support approximately 175 jobs. However, it is likely that the majority of these will be relocations from elsewhere in the city.

The provision of a new purpose built facility bringing together a range of services will complement the adjacent 21st Century Homes scheme, supporting the regeneration of this area of Pennywell.

The proposed development includes a "large" roof-mounted solar photovoltaic array. This will support the realisation of the targets set in the Council policy framework "Sustainable Edinburgh 2020" (approved 2011), which include generating at least 40% of all energy consumed in Edinburgh from renewable sources by 2020 and increasing micro-generation in Edinburgh.

It is noted that the land for the development includes part of a service yard used by vehicles servicing businesses on Pennywell Road. It is noted that evidence has been provided from an assessment indicating that the service yard is still large enough for "refuse vehicles, etc" to turn.

Environmental Assessment comment

I can see that they propose 100 car parking spaces and that we suggested that they look in installing Electric Vehicle charging points. I can advise that the Energy Saving Trust (steve.sarasini@est.org.uk) will offer 100% grant funding for the installation of charging points up to £10000 per unit more information can be found following the link below. This proposed development will be a multi agency building all of whom operate electric vehicles in Edinburgh, therefore the inclusion of a charging point would be beneficial.

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

Would it be possible to advise the applicant of the above grant and can we get them to include on their drawing where charging points will be installed?

SEPA comment

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

Advice for the planning authority

1. Surface water drainage

1.1 The surface water drainage proposal outlined in the Design Statement (dated May 2014) and Proposed drainage site layout (dated 09.08.13) is acceptable to us in terms of water quality as it provides the required level of treatment for surface water run-off from the development. Road/car parks will receive two levels via porous paving over a gap graded sub-base discharging to the storm sewer. Roof run-off will receive one level via a stone filled filter trench.

1.2 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.

1.3 Further guidance on the design of SUDS systems and appropriate levels of treatment can be found in CIRIA's C697 manual entitled The SUDS Manual. Advice can also be found in the SEPA Guidance Note Planning advice on sustainable drainage systems (SUDS). Please refer to the SUDS section of our website for details of regulatory requirements for surface water and SUDS.

Transport comment

We have no objections to the application subject to the following being included as conditions or informatives as appropriate:

- 1. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. Note: a number of detailed design matters will need to be addressed as part of the road construction consent;*
- 2. Consent should not be issued until the applicant has entered into a suitable legal agreement to contribute:*
 - a. the sum of £2,000 to progress a traffic order to control the disabled parking spaces;*
 - b. the sum of £2,000 to progress a traffic order to control the ambulance parking space;*

3. *All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009 and the Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport;*
4. *Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);*
5. *A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;*
6. *Any gate or gates must open inwards onto the property;*
7. *The applicant should be informed that prior to carrying out any works to form a footway crossing a Minor Roadworks consent must be applied for and secured.*

Flood Prevention comment

Please see queries/issues noted below regarding the flood risk and drainage strategy for the planning application for 1D Pennywell Gardens. The following documents have been considered to aid consultation of flooding and drainage issues:

North West Edinburgh Partnership Centre for NHS Lothian, Design Statement, May 2014

Provided as pdfs titled:

- *14_02250_AMC-_PT1__DESIGN_STATEMENT-1840942.pdf*
- *14_02250_AMC-_PT2__DESIGN_STATEMENT-1840941.pdf*

Proposed Drainage Site Layout, E7973(NWE)/D001, 9th August 2013

Provided as a pdf titled:

- *14_02250_AMC-17__PROPOSED_DRAINAGE_SITE_LAYOUT-1837254.pdf*

4.5.2 Flood Risk

The developer has provided comment that consultation with SEPA and CEC confirmed that there is no historical flood risk within the proposed development boundary. The SEPA pluvial flood map shows an area at low risk of pluvial flooding within the proposed development boundary. This should be considered in the drainage strategy for the site. The site is not considered to be at fluvial or tidal/coastal flood risk.

4.5.6 Drainage

An overview of the drainage strategy for the development is provided detailing SUDS treatment of surface runoff before discharge to the Scottish Water sewer. It is noted that Scottish Water have approved connection to their drainage network in Appendix D - DIA response, but the appendix has not been provided at this time. The developer must provide confirmation that Scottish Water have approved the connection to their sewer network.

Further details of the proposed drainage strategy for the development must be provided by the developer to ensure a robust strategy to ensure the proposed development and others surrounding it are not adversely impacted by flooding.

Please find attached to this document CEC guidelines on requirements for planning applications with regards to flood risk and surface water drainage strategies.

It is acknowledged that the Pennywell area has been granted planning permission in principle (planning reference 12/00996/PPP, Regeneration Masterplan, Pennywell, Muirhouse, Pennywell Road Edinburgh). It is noted that there has been discussion regarding the placement of an underground SUDS storage tank which will serve a separate part of the proposed Pennywell development, as its original location clashes with the proposed layout of the development in this application. It is understood that this issue has been resolved.

The developer must ensure that the proposed development under planning reference 14/02250/AMC is complimentary to the planning permission in principle which has been agreed for the area, taking into account all discussions and approvals regarding the placement of the SUDS storage tank. The developer must also ensure that the site specific drainage strategy for the proposed development is considered in relation to existing planning conditions agreed under the planning permission in principle. The wider drainage strategy for the Pennywell area is available from the CEC planning portal.

Location Plan



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