

Development Management Sub Committee

Wednesday 11 March 2015

**Application for Planning Permission 14/04780/FUL
At 99 Inchview Terrace, Edinburgh, EH7 6TJ
Development of 60 bed care home with ancillary facilities
including a cafe, library, activity spaces and externally a new
car park and access.**

Item number	4.6
Report number	
Wards	A14 - Craigentiny/Duddingston

Summary

The proposal complies with the development plan and represents a minor infringement of the relevant non-statutory guidelines which is not sufficient to merit refusal. The principle of a care home use at this location is acceptable. The design, scale and layout are appropriate for the site. The development would not prejudice residential amenity and transport implications are acceptable. The proposal is acceptable in all other respects subject to a suitable legal agreement and conditions. There are no other material considerations which outweigh this conclusion.

Links

<u>Policies and guidance for this application</u>	LPC, CITD1, CITD3, CITE3, CITT4, CITT5, CITT6, CITE18, CITD6, CITT2, NSG, NSGD02,
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Report

Application for Planning Permission 14/04780/FUL At 99 Inchview Terrace, Edinburgh, EH7 6TJ Development of 60 bed care home with ancillary facilities including a cafe, library, activity spaces and externally a new car park and access.

Recommendations

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

Background

2.1 Site description

The application site is a vacant site with an area of 0.43 hectares, located on the north-east corner of Inchview Terrace and Wakefield Avenue. Inchview Terrace forms part of Portobello Road, a main east-west vehicular route connecting the city centre to the east. The site was last used as a car showroom and has a building located in the middle of the site which has been vacant since the previous occupier ceased operating in December 2011.

There are two vehicular accesses onto Inchview Terrace/Portobello Road. A five-way signalised crossroads junction is located 20 metres east of the site boundary.

The site is bounded to the east by a railway line. Detached bungalows bound the site to the north and two storey terraced houses bound the site to the west. Opposite the site is the three storey former WM Ramsey Institute Building, converted into flats, which is a category A listed building (listed on 26 August 1989, Ref No. 27288).

2.2 Site History

22 November 2013 - Planning permission in principle refused for the erection of Class 1 (food) retail unit, access, car park, servicing plus external works. (Reference 13/03189/PPP).

Main report

3.1 Description Of The Proposal

The application is for the erection of a three-storey, butterfly and flat roofed building to provide a 60 bedroom care home together with access, parking and site landscaping.

Extending over three floors, the building would provide 3,035 square metres of floor space, with overall measurements of 60.5 metres in width and 27.5 metres in depth. The building measures a maximum height of 12.3 metres.

The building is formed of a principal linear core, positioned east to west along the Inchview Terrace frontage of the site, with two rectangular projections at each end. Landscaped gardens and car parking are located to the rear of the building. As well as the rear garden, the overall site will be landscaped to the east, west and south frontages.

Vehicular access is to be taken in the north-western corner of the site, from Wakefield Avenue. The access will serve a parking area comprising 16 car parking spaces, including 3 disabled spaces, an ambulance bay, 12 cycle parking spaces, 5 motorcycle parking spaces, a bin store and turning area.

Internally, staff, communal and servicing facilities are grouped in the western section of the building around both the staff and main entrances. Within the central, linear part of the building there are bedrooms with associated en-suites. A lounge, dining/kitchen and quiet room are located at the western end of the building on each floor.

The building is clad in render, with sections of facing brick and zinc standing seam cladding, all under a grey coloured metal standing seam butterfly and flat roof.

Supporting Statements

The applicant has provided the following supporting information:

- Design & Access Statement;
- Noise Assessment;
- Tree Survey;
- Transport Statement;
- Draft Travel Plan;
- Preliminary Land Quality Risk Assessment; and
- Sustainability Form.

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

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 the proposals are acceptable in this location;

- b) the proposed scale, form, design and materials are appropriate and will not adversely affect the character and appearance of the existing building or the surrounding area;
- c) the loss of trees is acceptable;
- d) the proposals affect road safety;
- e) the proposals will result in an unreasonable loss of neighbouring amenity;
- f) the proposals provided sufficient amenity for the future occupiers of the development;
- g) the proposals comply with sustainability criteria;
- h) the proposals have any equalities or human rights impacts; and
- i) comments raised have been addressed.

a) The Acceptability of the Proposal in this Location

The site is within the Urban Area of the Edinburgh City Local Plan. In these areas, development is acceptable in principle provided it is appropriate in scale and design, and complies with other policies in the plan.

The site is located in an area where, to the west of Seafield Road, housing is a predominant land use. The principle of a care home is compatible with neighbouring uses. The site is well served by public transport which will enable staff to travel by modes other than car.

b) Scale, Form and Design (Materials)

ECLP design policies Des 1 Design Quality and Context and Des 3 Development Design set a requirement for proposals to be based on an overall design concept which draws on the positive characteristics of the surrounding area with the need for a high quality of design which is appropriate in terms of height, scale and form, layout, and materials.

Within the general area, there are a wide range of building styles and materials with detached bungalows to the north, two-storey stone terraces and semi-detached stone dwellings to the west, the three storey category A listed former WM Ramsey Institute Building and modern four-storey flatted development to the south and the railway line and Seafield Road to the east. These developments have also taken differing approaches to layout and form.

The proposal creates a strong edge to Inchview Terrace and Wakefield Avenue reflecting the adjacent building lines to both streets. The proposal is of a similar height to the nearby former WM Ramsey Institute, which is a substantial building and the more recently built apartment blocks on the south side of Inchview Terrace.

The proposal will be higher than the adjacent bungalows and two-storey terraces on Wakefield Avenue, however, the sections of the building that front Wakefield Avenue are one and two-storeys in height and are set-back 5.80 - 6.60 metres from Wakefield Avenue. The section of the proposal steps up to three-storeys is set-back approximately 10.2 metres from Wakefield Avenue and 13 metres from the gable of the nearest bungalow.

A simple palette of materials is proposed. The proposed elevational treatments to Inchview Terrace and Wakefield Avenue contain red brick, white and buff render and zinc seam cladding. This use of red brick will help to harmonise the development with the nearby former WM Ramsey Institute, whilst the use of render and grey zinc cladding will add interest to the development and provide some verticality. Grey uPVC windows are proposed and the applicant has provided information to demonstrate their sustainability credentials.

Private views from neighbouring properties are not a material planning consideration. The issue of amenity is considered below.

In summary, the proposal is of a modern design that takes cues from the surrounding area, whilst creating a street frontage onto Inchview Terrace and Wakefield Avenue. The materials proposed are appropriate for the site and a condition is recommended in relation to material samples.

c) Loss of Trees

The proposal will result in the loss of four trees and minor vegetation. A Tree Survey has been submitted in support of the application. The Tree Survey states that the tree cover on the site is of very poor quality overall and has a limited future life expectancy on this site. The loss of the trees is compatible with the redevelopment of the site, which will establish a new street frontage and complementary landscaping and new trees to be planted on the south and west boundaries. Conditions will be included requiring the submission of a comprehensive landscaping scheme. Consequently, the loss of the trees and the intended mitigation through replacement planting within the development conforms with ECLP Policy Env 12 Trees.

d) Road Safety, Parking and Public Transport

Access:

Vehicular access to the site is to be taken from the north-west corner of the site to Wakefield Avenue. The existing access/egress arrangements is via two crossovers to Inchview Terrace at a section of the road with four vehicle lanes at the approach to the signalised junction with Seafield Road East, Sir Harry Lauder Road, King's Road and Portobello High Street, an area with potentially high pedestrian activity. The two existing crossovers to Inchview Terrace will be removed and the footpaths will be reinstated. The proposal addresses the above issues with current access/egress arrangement.

A Transport Assessment has been provided setting out the approach to transport issues. This predicts travel demand to assess the potential impact on the surrounding road network. This states that the proposal would result in half the level of traffic which could be generated by the previous car showroom use, reducing the level of overall daily traffic and vehicular activity that could be generated during each weekday peak period on the network.

The proposed access arrangements are acceptable.

Parking:

The parking is located to the rear of the building. The proposal provides 16 car parking spaces, including 3 disabled spaces, an ambulance bay and 5 motorcycle parking spaces. Twelve cycle parking spaces have been provided at the main entrance to the building. Transport has confirmed that whilst current Council Parking Standards require a minimum of 17 spaces, 16 spaces is considered acceptable.

The level of parking proposed is acceptable.

Refuse and Servicing:

A bin store is located on the southern side of the access road. Vehicle tracking has also been undertaken to demonstrate that there is adequate space for a refuse vehicle.

Public Transport:

The proposal is acceptable in public transport terms subject to the relocation of the existing bus stop on Wakefield Avenue, a financial contribution of £5000 for the provision of a new bus shelter at the relocated bus stop and the provision of a monitor in the reception of the car home to display Public Transport Real Time information. This is required to ensure that visitors and staff can readily access the care homes by means other than private car. In addition, a Final Travel Plan should be submitted which provides public transport promotion measures including public transport season tickets and a public and sustainable transport information pack to help embed public transport habits and encourage modal shift.

Transport has raised no objections to the proposal on road safety grounds and has requested a number of issues be covered by informatives/conditions regarding public transport infrastructure as outlined above, a contribution of £2,000 for a redetermination order, refuse storage facilities, cycle parking, the footway on Wakefield Avenue and the maintenance of SUDs infrastructure.

e) Neighbouring Amenity

Privacy:

At its nearest point, the proposal is 13 metres from the shared boundary with 12 Wakefield Avenue (north site boundary) and the gable end of that property which contains a single window. The proposal contains one window on this section of the north elevation and this serves a staff training room, which is a non-habitable room therefore no privacy issues arise.

The north elevation also contains a balcony at second floor level, adjacent to the staff training room. Privacy to the north will be protected by the introduction of suitable screening to the balcony, which is covered by a condition. All other windows on the north elevation are in excess of 18 metres from the shared boundary. There is sufficient distance between the nearest residential properties to the north and west on Wakefield Avenue and to the south on Inchview Terrace to ensure no privacy issues arise. To the east is the railway line.

Whilst the application site is relatively flat, the land immediately to the north which forms the rear garden to 12 Wakefield Avenue slopes from south to north. To protect privacy a condition will be included requiring suitable screening on this boundary.

The proposal, with the use of condition regarding screening, will not adversely affect the privacy of neighbouring properties.

Overshadowing (Sunlight):

All overshadowing would be adequately maintained within the application site.

Noise:

A noise assessment has been submitted in support of the application. This considers noise transfer between the proposal, neighbouring uses and also road traffic noise. The noise assessment concludes that with the windows open for ventilation, the rooms facing Inchview Terrace would exceed the required standards and will require a higher level of attenuation. This can be achieved with glazing that attenuates road traffic noise. As such, Environmental Assessment recommends that a condition is attached to ensure that the proposed enhanced glazing specification is implemented and in place prior to occupation of the building.

Ground conditions:

A Preliminary Land Quality Risk Assessment has been submitted in support of the application. As the site is previously developed, conditions are 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.

f) Amenity of Future Occupants

The use of the premises as a residential care home will provide a private secured garden to meet the requirements of the future occupants of the premises. In excess of 20% of the site will be open space.

Shadow plans have been submitted in support of the application. The Edinburgh Design Guidance requires half the area of new garden spaces to be capable of receiving sunlight during the spring equinox for more than 3 hours. The shadow plans demonstrate that the proposal falls short of this requirement. However, it is acknowledged that in spring the most important amenity space for elderly residents is likely to be the internal communal lounges and facilities, not the external gardens. Given the nature of the accommodation, an infringement to the requirements of the Edinburgh Design Guidance is acceptable in this instance.

The proposal will provide an acceptable level of amenity for future occupiers.

g) Sustainability Criteria

Acceptable sustainability details have been submitted with the application; including combined heat and power units to provide energy and reduce consumption, orientation so as to make the most of passive solar energy and construction details to conform to Building Standards.

h) Equalities and Human Rights Impacts

This application has no impact in terms of equalities or human rights.

i) Public Comments

Material representations:

The letters of objection raised the following material issues:

- Design - height, impact to skyline, roof profile, materials - this has been addressed in section 3.3b);
- Amenity - Overlooking; loss of daylight to existing buildings; loss of sunlight to existing developments - this has been addressed in section 3.3e);
- Traffic - increased traffic on local roads and junctions - this has been addressed in section 3.3d);
- Loss of trees - this has been addressed in section 3.3c);
- Listed building - impact to setting of the former WM Ramsey Institute Building, category A Listed Building - this has been addressed in section 3.3b); and
- Air quality - this has been addressed in section 3.3e).

The letters of objection raised the following non-material issues:

- Loss of views - this is covered in section 3.3b).

Non-material representations:

The letter of support raised the following material issues:

- Traffic - increased traffic on local roads and junctions - this has been addressed in section 3.3d).

Conclusion

In conclusion, the proposal complies with the development plan and represents a minor infringement of the relevant non-statutory guidelines which is not sufficient to merit refusal. The principle of a care home use at this location is acceptable. The design, scale and layout are appropriate for the site. The development would not prejudice residential amenity and transport implications are acceptable. The proposal is acceptable in all other respects subject to a suitable legal agreement and conditions.

There are no material considerations which outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

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

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

2. Prior to the commencement of construction works on site:

(a) A site survey (including initial desk study as a minimum) 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.

3. Before any works start on site, a scheme of landscaping indicating the siting, numbers, species and heights (at time of planting) of all trees, shrubs and hedges to be planted, and the extent and profile of any areas of level changes, shall be submitted for approval in writing by the Planning Authority. The scheme as approved shall be implemented within the first planting season following the date of this consent.
4. All planting carried out on site shall be maintained by the developer to the satisfaction of this Planning Authority for a period of 5-years from the date of planting. Within that period any plants, which are dead, damaged, missing, diseased or fail to establish shall be replaced annually.

5. All trees existing on site at the date of this report (except those identified for felling as outlined in the submitted Tree Survey Report produced by Donald Rodger Associates Arboricultural Consultants) shall be retained and no trees shall have roots cut or be lopped, topped, felled, uprooted or removed, unless otherwise agreed in writing with the Planning Authority.
6. Before any works start on site, the developer shall submit details and specifications of the protective measures necessary to safeguard the trees on the site during (demolition) (development) operations. The developer shall notify the Planning Authority in writing on the completion of such measures and no work on site shall commence until the Planning Authority has confirmed in writing that the measures as implemented are acceptable. The protective measures shall be retained in a sound and upright condition throughout the demolition/development operations and no building materials, soil or machinery shall be stored in or adjacent to the protected area, including the operation of machinery.
7. Prior to the occupation of the development, the following noise protection measures as defined in the SLR 'Noise Assessment' report (Ref 402.02498.00011.0024), dated November 2014, shall be carried out in full and completed; glazing units with a minimum insulation value of 8/12/8.4mm double glazing should be installed for the external bedroom windows on the Inchview Terrace facade.

Reasons:-

1. In order to safeguard the interests of archaeological heritage.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. In the interests of visual amenity and to ensure a satisfactory standard of local environmental quality.
4. In the interests of visual amenity and effective landscape management; to ensure that adequate measures are put in place to protect the landscaping and planting in the long term.
5. In the interests of visual amenity; to ensure that all trees to be retained are satisfactorily protected before and during construction works.
6. In order to ensure that no damage is caused to the existing trees during (demolition and) development operations.
7. In order to protect the amenity of the occupiers of the development.

Informatives

It should be noted that:

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

2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. Consent should not be issued until the applicant has entered into a suitable legal agreement to provide:-
 - a) The relocation of the existing bus stop on Wakefield Avenue at no cost to the Council and to the satisfaction of the Head of Transport.
 - b) A financial contribution of £5000 for the provision of a new bus shelter at the relocated bus stop on Wakefield Avenue.
 - c) A Final Travel Plan to be submitted within 12 months of the date of first occupation. The travel plan should clearly demonstrate how staff and visitors will access the development and what measures are proposed to ensure that vehicle trips are kept to a minimum and staff and visitors are encouraged to use public transport or walk to the care home. Transport promotion measures should be provided including public transport season tickets and a public and sustainable transport information pack to help embed public transport habits and encourage modal shift.
 - d) A monitor capable of receiving an internet connection to display Public Transport Real Time information should be displayed in the reception area of the care home. (Reason to advise staff and visitors of public transport).
 - e) A sum of £2,000 is required for the promotion of a re-determination order for the change of carriageway to footway. The agreement to include provision by the applicant to the Council of a redetermination plan to enable the order to be advertised. The applicant should be advised that the successful outcome of this Order is subject to statutory consultation and advertisement and cannot be guaranteed.
5. The provision, layout, location and number of cycle parking should be to the Councils standards in accordance with Cycle Friendly Design Guide and to the satisfaction of the Head of Transport.
6. The footway on Wakefield Avenue to be continuous and access to any car parking areas should to be by dropped kerb (i.e. not bell mouth).

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.

The works to form a footway crossing must be carried out in accordance with "Development Roads - Guidelines and Specification". See pages 5, 15 & 16 of http://www.edinburgh.gov.uk/download/downloads/id/704/guidance_for_householders.

7. Developers should now consider the potential for EV charging as they develop their proposals. Based on currently available technology Environmental Assessment recommends that at least two Electric vehicle charging outlet should be of the following standard:

Type 2 (EN62196-2), Mode 3 (EN61851-1) compliant and be twin outlet. With the ability to supply 22 kW (32 Amps) AC - Three Phase power and have the ability to be de rated to supply 11 kW to each outlet when both are in use. Where this is not possible then 7 kW (32 Amps) AC - Single Phase chargers that have the ability to deliver power of 7 kW capacity to each outlet simultaneously.

It should be noted that support is available to developers to adopt EV's through the Energy Saving Trust's Sustainable Transport Advice Service and Interest Free Low Carbon Loans.

Grants are also available for the installation of EV charge points for workplaces, with 100% funding currently available for installations up to £10,000. More information can be found at <http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>.

8. Refuse storage facilities should be within 30 metres of an area which can be accessed by a refuse removal vehicle.
9. The developer must submit a maintenance schedule for any SUDS infrastructure for the approval of Head of Transport. This is to ensure there is no discharge of water onto the public road network.
10. When available the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993.
11. No tree works or scrub clearance shall occur on site from 1 March through to 31 August each year.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

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:

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

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

The application was advertised on 9 December 2014 and attracted nine letters of representation including comments from the Portobello Amenity Society. Seven letters of representation were submitted in objection to the application, one letter was submitted in support and one letter of neutral comment was submitted.

The letters of objection raised the following material issues:

- Design - height, impact to skyline, roof profile, materials;
- Amenity - Overlooking; loss of daylight to existing buildings; loss of sunlight to existing developments;
- Traffic - increased traffic on local roads and junctions;
- Loss of trees;
- Listed building - impact to setting of the former WM Ramsey Institute Building, category A Listed Building; and
- Air quality.

The letter of objection raised the following non-material issues:

- Loss of views.

The letter of support raised the following material issues:

- Traffic - increased traffic on local roads and junctions.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Edinburgh City Local Plan and Rural West Edinburgh Local Plan](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development

Plan Provision

The area within which the site is located has been defined as Urban Area within the Edinburgh City Local Plan.

Date registered

18 November 2014

Drawing numbers/Scheme

01 - 11,

Scheme 1

David R. Leslie

Acting Head of Planning and Building Standards

Contact: Eilidh Shaw, Planning officer

E-mail: eilidh.shaw@edinburgh.gov.uk Tel: 0131 529 3903

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 Env 3 (Listed Buildings - Setting) identifies the circumstances in which development within the curtilage or affecting the setting of a listed building will be permitted.

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.

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

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

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.

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.

Appendix 1

Application for Planning Permission 14/04780/FUL At 99 Inchview Terrace, Edinburgh, EH7 6TJ Development of 60 bed care home with ancillary facilities including a cafe, library, activity spaces and externally a new car park and access.

Consultations

Transport

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

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

a. A financial contribution of £5,000 for the improvement of public transport infrastructure (bus shelters), (to accommodate movement needs associated with the development in the vicinity - in accordance with LTS policies LU1-LU4, PT3 and the approved transport contributions report);

b. A financial contribution to transport promotion measures, including contributions to or provision of public transport season tickets. The provision of a public and sustainable transport information pack, in order to help embed public transport habits and encourage modal shift.

c. A sum of £2,000 is required for the promotion of a re-determination order for the change of carriageway to footway. The agreement to include provision by the applicant to the Council of a redetermination plan to enable the order to be advertised. The applicant should be advised that the successful outcome of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;

d. Relocate the bus stop on Wakefield Avenue to be relocated at no cost to the Council and to the satisfaction of the Head of Transport;

e. A monitor capable of receiving an internet connection to display Public Transport Real Time information should be displayed in the reception area of the care home. (Reason to advise staff and visitors of public transport);

2. Refuse storage facilities should be within 30 metres of an area which can be accessed by a refuse removal vehicle;

3. The provision, layout, location and number of cycle parking should be to the Councils standards in accordance with Cycle Friendly Design Guide and to the satisfaction of the Head of Transport;

4. The footway on Wakefield Avenue to be continuous and access to any car parking areas should to be by dropped kerb (i.e. not bell mouth);

5. 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;

6. The works to form a footway crossing must be carried out in accordance with "Development Roads - Guidelines and Specification". See pages 5, 15 & 16 of http://www.edinburgh.gov.uk/download/downloads/id/704/guidance_for_householders

7. The developer must submit a maintenance schedule for any SUDS infrastructure for the approval of Head of Transport. This is to ensure there is no discharge of water onto the public road network.

Note:

The submitted Transport Statement compares existing traffic levels with those expected to be generated by a Care Home. Transport agrees that the traffic generated by the proposed development would be significantly lower than the traffic generated by the current consented use on the site. However, it is recognised that it will have an impact on the adjacent road network, in particular Wakefield Avenue.

Current Council car parking standards for Care Homes within this area (Zone 3a) require a minimum of 17 spaces and a maximum of 28 spaces. The applicant proposes to provide 16 spaces which is considered acceptable.

All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Head of Transport if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport.

The applicant should contact the Council's Public Transport section, Graham Atkins, Tel 0131 469 3783, email graham.atkins@edinburgh.gov.uk before going on-site to ensure the proposed works do not have an impact on the operation of the bus stops.

If you have any queries, please call Lynn Russell on 0131 529 7212 (Direct Dial).

Environmental Assessment

The applicant proposes developing a three-storey sixty bed residential care home to include bedroom areas, treatment rooms, management and administration areas, communal dining and socialising areas including library, hairdressers, various lounges and quiet rooms, cinema and activity rooms. Reconfiguration of the remaining site area to include landscaped gardens, parking and service areas plus, beyond the care home boundary fence, some planted embankments one of which lead to a railway line. A total of 16 car parking spaces and an ambulance bay will be provided for the care home (which includes 3 disabled), as well as 12 cycle and 5 motorcycle parking spaces. The site will be accessed via a new single vehicular point of access off Wakefield Avenue.

Local Air quality

Local air quality monitoring in the this area has highlighted an exceedence in NO2 at the junction of Portobello Road/Sir Harry Lauder Road this is mainly due to traffic backing up from the signalised junction. A detailed assessment is being carried out at this location to consider the extent of concern at this junction. Therefore any development in this area must take into account local air quality impacts and we would advise that applicant refers to Development Control: Planning For Air Quality (2010 Update), Environmental Protection UK.

Environmental Assessment also advised the applicant that all CHP units must comply with the Clean Air Act 1993 and that Environmental Assessment will not support the use of biomass.

It is highlighted in Edinburgh's Local Transport Strategy 2014-2019 that the Council seeks to support increased use of low emission vehicles and support the extension of the network of EV charging points.

The City of Edinburgh Parking Standards for Development Management also now encourages the use of EVs. It states that the Council is likely to introduce a requirement for EV charging infrastructure which depends on how charging technology evolves this includes:

- Dedicated parking spaces with charging facilities.
- Ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.

Developers should now consider the potential for EV charging as they develop their proposals. Based on currently available technology Environmental Assessment recommends that at least two Electric vehicle charging outlet should be of the following standard:

Type 2 (EN62196-2), Mode 3 (EN61851-1) compliant and be twin outlet. With the ability to supply 22 kW (32 Amps) AC - Three Phase power and have the ability to be de rated to supply 11 kW to each outlet when both are in use. Where this is not possible then 7 kW (32 Amps) AC - Single Phase chargers that have the ability to deliver power of 7 kW capacity to each outlet simultaneously.

It should be noted that support is available to developers to adopt EV's through the Energy Saving Trust's Sustainable Transport Advice Service and Interest Free Low Carbon Loans.

Grants are also available for the installation of EV charge points for workplaces, with 100% funding currently available for installations up to £10,000. More information can be found at <http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

Noise

The applicant has submitted a supporting noise impact assessment. The assessment has shown that internal noise levels at the façade of the building facing Inchview Terrace, with the windows open for ventilation, would exceed the guideline values for

resting and sleeping during the daytime and during the worst-case night-time period. Mitigation measures have been suggested to reduce internal noise levels to meet the guideline values. The assessment also specifies a noise limit for the plant room to minimise the possibility of adverse impacts at the adjacent receptor. The development shall be built in accordance with the requirements and recommendations of the noise impact assessment. This includes acoustic glazing 8/12/8.4 which refers to panes of 8mm and 8.4mm thick glass separated by a 12mm air-gap.

Contaminated Land

The applicant has submitted a Preliminary Land Quality Risk Assessment which is currently being assessed by Environmental Assessment. Until this has been completed Environmental Assessment recommends that a condition is attached to ensure that contaminated land is fully addressed.

Therefore Environmental Assessment does not object to this application subject to the following conditions;

1. The following noise protection measures to the proposed care home, as defined in the SLR 'Noise Assessment' report (Ref 402.02498.00011.0024), dated November 2014:

- Glazing units with a minimum insulation value of 8/12/8.4mm double glazing should be installed for the external bedroom windows on the Inchview Terrace facade.

shall be carried out in full and completed prior to the development being occupied.

2. Prior to the commencement of construction works on site:

(a) A site survey (including initial desk study as a minimum) 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.

Informative:

3. Type 2 (EN62196-2), Mode 3 (EN61851-1) compliant and be twin outlet. With the ability to supply 22 kW (32 Amps) AC - Three Phase power and have the ability to be de rated to supply 11 kW to each outlet when both are in use. Where this is not possible then 7 kW (32 Amps) AC - Single Phase chargers that have the ability to deliver power of 7 kW capacity to each outlet simultaneously.

4. When available the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993

Should you wish to discuss the above, please do not hesitate to contact me on 0131 469 5160.

Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning this application for the development of a 60 bed care home with ancillary facilities including a café, library, activity spaces and externally a new car park and access.

The site lies within an area associated with the industrial production of glass and pottery at Portobello from the late 18th century through to the second half of the 20th century. The site occurs to the west of the recorded large former clay extraction pits, started in the mid-19th century and which went of use during the 20th century. However the exact location of the earlier 18th and early 19th century clay extraction pits are not fully understood and may occur across this area.

Archaeological investigations across the western part of Portobello (e.g. Adelphi Place: 2009, CFA watching brief on Braid Burn FPS works) have demonstrated that land-fill and landscaping associated with 19th/20th century development often incorporated large dumps of wasters, kiln furniture and moulds from the potteries and brickworks as well as waste from the Bailyfield Glassworks. Such material has provided a significant insight into the range and distribution of the material produced at these nationally important factories

The site clearly contains significant archaeological remains and this application must be considered under terms of the Scottish Government's Scottish Planning Policy (SPP), PAN2/2011 and Scottish Historic Environment Policy (SHEP) and also CEC's Edinburgh City Local Plan policies ENV8 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

Although the area has been affected by modern development, archaeological deposits in terms of possible clay extraction pits and dumps of waste material from the nearby (nationally significant) 18th-20th century potteries and glass works may occur across this site. Ground breaking works therefore associated with both demolition and construction activities may have an archaeological impact. Accordingly it is recommended that a programme of archaeological works is undertaken prior to development.

In essence this will see a phased archaeological programme of works, the initial phase being an archaeological evaluation up to a maximum of 10% of the site. The results of which would allow for the production of appropriate more detailed mitigation strategies to be drawn up to ensure the appropriate protection and/or full excavation, recording and analysis of any surviving archaeological remains affected.

It is recommended that these programme of works be secured using a condition based upon the model condition stated in PAN 42 Planning and Archaeology (para 34), as follows;

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

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

Please contact me if you require any further information.

Network Rail

Thank you for consulting Network Rail regarding the above development.

Whilst Network Rail has no objections in principle to the proposal, due to its close proximity to the operational railway, we would request that the following matters are taken into account, and if necessary and appropriate included as conditions or advisory notes, if granting the application:

The proximity and type of planting proposed are important when considering a landscaping scheme. Leaf fall in particular can greatly impact upon the reliability of the railway in certain seasons. Network Rail can provide details of planting recommendations for neighbours.

- Where trees/shrubs are to be planted adjacent to the railway boundary these should be positioned at a minimum distance from the boundary which is greater than their predicted mature height. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary.

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Engineer before development can commence.

Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

- Details of all changes in ground levels, laying of foundations and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works

to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, contact details below:

Network Rail Asset Protection Engineer
151 St. Vincent Street, GLASGOW, G2 5NW
Tel: 0141 555 4087
E-mail - AssetProtectionScotland@networkrail.co.uk

We trust full cognisance will be taken of these comments. We would be grateful if Local Planning Authorities would provide a copy of the Decision Notice.

Location Plan



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