

Development Management Sub Committee

Wednesday 12 August 2015

**Application for Planning Permission 15/00193/FUL
At 35 Balcarres Street, Edinburgh, EH10 5JF
Proposed new Care Home and Residential Development with
associated car parking.**

Item number	4.1
Report number	
Wards	A10 - Meadows/Morningside

Summary

The proposal is acceptable in this location and is of an acceptable scale, form and design. The impact on neighbouring amenity is satisfactory and an adequate level of amenity will be provided for future occupiers, with the use of conditions. Subject to an appropriate condition on cycle parking, there are no transport issues and the loss of the trees is acceptable. There are no equalities or human rights issues. There are no other material considerations to outweigh this conclusion.

Links

<u>Policies and guidance for this application</u>	LPC, CITH1, CITH3, CITH4, CITD1, CITD3, CITT4, NSG, NSGD02,
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Report

Application for Planning Permission 15/00193/FUL At 35 Balcarres Street, Edinburgh, EH10 5JF Proposed new Care Home and Residential Development with associated car parking.

Recommendations

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

Background

2.1 Site description

The site is located on the north side of Balcarres Street and relates to a Council owned former depot. To the north of the site lies the south suburban railway line used as a goods line and a band of mature trees. Beyond the railway line lies the Royal Edinburgh Hospital. To the south of the site lies an existing two storey dwellinghouse. Four storey tenements are located to the west and east of the site. Commercial units are located to the west of the site. The site is mostly level and comprises hard standing.

2.2 Site History

There is no relevant planning history for this site.

Main report

3.1 Description Of The Proposal

The application proposes a new care home and residential development with associated car parking.

A T-shaped building designed as a care house with 42 bed spaces will lie to the rear of the site. The building will be three storeys in height and flat roofed.

To the front of the site a flatted development of 10 apartments is proposed to link into the existing tenemental properties to the west of the site and the proposed care home. This building will be five storeys in height overall with an entry pend leading to the care home and the remainder of the site.

The development mix for the residential development is:

- ground floor: a one bed apartment;
- first floor: a two bed apartment;
- second floor: three apartments, one with one bedroom and two units with two bedrooms;

- third floor - three apartments, one with one bedroom and two units with two bedrooms; and
- fourth floor - two apartments, one with one bedroom and the other with two bedrooms.

The proposed materials for the residential apartments are plain cast stone facing onto Balcarres Street with zinc cladding detailing. The proposed materials for the care home are similar with cast stone on the principal elevations and render on the rear elevations and elevations facing into the site. Detailing panels of facing brick and zinc cladding are also proposed. Aluminium is proposed for the roof covering.

There is an existing vehicular access adjacent to the bus stop and turning which is to remain. Vehicular access into the site will be in the form of a pend of sufficient size to accommodate a fire tender or a refuse vehicle.

Car parking spaces are provided to the east side of the site; 15 spaces for the care home and two spaces for disabled. There are 12 spaces for the apartment building. Six cycle parking spaces will be provided for both the care home and the flats.

The timber fencing facing onto Balcarres Street at the turning area is to be removed to give a more open appearance to the street. The existing boundary treatment marking the boundary to the property to the east is to remain. The existing retaining wall facing on to the railway line is to remain. The proposal also includes a 1.8 metre acoustic barrier to be built along the line of the railway to attenuate noise to the rear of the development.

New close boarded fencing is proposed on the west boundary.

Landscaping is to be provided in the form of soft planting in the car parking area and to the front of the new buildings.

Bin stores are to be provided within the car parking area.

Supporting Information

- Design Statement
- Drainage Strategy Report
- Noise and Vibration Impact Assessment

These can be viewed on the Planning and Building Standards on-line 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 proposal is acceptable in this location;
- b) the proposal is of an appropriate scale, form and design;
- c) there is any impact on neighbouring amenity;
- d) there is an acceptable level of amenity for future occupants;
- e) the transport impacts are acceptable;
- f) there are any other material considerations;
- g) there is any impact on equalities and human rights; and
- h) the public comments have been addressed.

a) Principle

The application site is located within the urban area. Policy Hou 1, of the adopted Edinburgh City Local Plan, supports the principle of housing on suitable sites within the urban area, provided that the proposal complies with all other relevant Local Plan policies. The character of the street is predominately residential.

The principle of a care home and residential development is acceptable.

b) Scale, Form and Design

The buildings will be concentrated to the west of the site with parking and a small amount of landscaping on the east. To some extent this retains the openness of some parts of the site. It also concentrates the building blocks next to existing developments to the rear of Balcarres Street. Overall 23% of the site area will remain as open space which complies with Policy Hou 3 of the adopted Edinburgh City Local Plan.

The proposed residential block on Balcarres Street will re-establish the original built appearance of tenement buildings. The use of a pend will enable the associated facilities, such as parking, to be hidden from street view and enable the street to become more co-ordinated regarding the relationship of building along Balcarres Street itself. The height of the proposed development is in keeping with the overall streetscape and is considered appropriate in this location.

The height, five storeys, of the block on Balcarres street will sit below the roof line of the adjacent tenement. Whilst the tenement is four storeys the fifth storey of the proposed development will be set back from the front and side building lines and will be zinc clad in a blue/grey colour.

This will give the appearance of a four storeys with an attic/penthouse type level at the top and the height of the building will not be dominant in the street scene.

The materials proposed are acceptable. Cast stone on the front elevation of Balcarres Street is compatible with the traditional stone of the existing tenements. The eastern block will also have cast stone on the front elevation and glimpses through the pend will reinforce the stone theme of the street. Using render and some sections of zinc and aluminium cladding will break up the elevations and provide variety particularly against the cream render.

The scale, form and design are appropriate.

c) Neighbouring Amenity

There is a distance of more than 18 metres between the windows of existing neighbouring properties and the windows of the proposed development which will be opposite the existing windows. This will provide sufficient privacy levels and complies with the standards in the Council's Edinburgh Design Guidance. Therefore, the impact on privacy and overlooking of the existing neighbouring properties is acceptable.

Most of the overshadowing will fall on the public street, the railway line and within the application site with some overshadowing falling on the adjacent commercial uses to the west of the site. The new residential building is lower in height than the adjacent tenemental buildings but is the same depth. The garden ground of the neighbouring tenement block on Balcarres Street to the west of the application site is currently overshadowed by the tenement and the existing buildings

The existing building on the site presently causes overshadowing to the ground floor rear window and some of the garden ground. The proposal will have a single storey section linking the apartment building and the care home. This will not introduce additional overshadowing than currently experienced. Given the height of the apartment block, there will be overshadowing in the early evening. There is a potential area of 25.28 square metres of overshadowing which will largely fall on the gap between the site and the dwellinghouse to the east of the site. But there will be an element of overshadowing which will fall onto the side garden ground which is presently overshadowed by existing boundary screening. More than 50% of the garden ground is still capable of receiving potential sunlight. The level of overshadowing is not significant enough to justify the refusal of planning permission.

The proposal will create a stronger urban block in the townscape and provide a community facility. In this context, the impact on daylighting to existing neighbouring properties is acceptable in this case.

Environmental Assessment has concerns regarding noise from plant and servicing which could be created by the proposed care home. The current use of the site is a commercial yard and thus there is already an element of noise associated with the use. On balance, the potential noise sources will be unlikely to worsen the existing situation.

The impact on neighbouring amenity is acceptable.

d) Amenity of Future Occupants

A Noise and Vibration Impact Assessment has been submitted regarding noise from the railway line and road traffic. It concludes that the facades facing the railway line and onto Balcarres street will require acoustic enforced glazing unlike all other facades which can be fitted with standard glazing. These requirements can be controlled through appropriate conditions.

The acoustic barrier is located along the rear of the site adjacent to the railway line to control noise to the rear of the development. This will reduce noise levels within the proposed garden area and ground floor apartments by at least 10dB. As the proposal is greater than single storey in height the barrier will have no effect on the internal noise levels for the upper floors on the northern facade. These upper floors will require glazing to be upgraded. These requirements can be controlled through appropriate conditions.

To the west of the site there are commercial units. The site will be bounded at this location by 1.8 metre high close boarded fencing. The ground floor of this part of the care home will be laid out with no living areas to ensure that there is no unacceptable loss of amenity.

Although there is limited space within the site for landscaping, approximately 23% of the site will consist of green space including communal gardens. This complies with Policy Hou 3 of the adopted Edinburgh City Local Plan. Whilst there is not specific open space relating to or adjacent to the apartment block, the improvement in the townscape form on Balcarres Street, the provision of two terraces for the apartments and the proximity of public open space will provide an acceptable level of amenity. The provision of such an amount of green space and the two dedicated garden areas will provide residents of the care home with a good level of outdoor amenity.

To ensure a good standard of overall amenity for new development, the Council's Edinburgh Design Guidance requires no more than 50% of the overall dwelling numbers to be single aspect. In this case 50% of the apartments are single aspect. However, the apartments have a minimum floor area which complies with those set out in the Council's Edinburgh Design Guidance to ensure satisfactory amenity.

An acceptable level of amenity will be provided for future occupiers.

e) Impact on Transport

Transport Planning has advised that it has no objections to the application subject to conditions or informatives relating to car parking, materials, gates, hardstanding, Minor Works consent and the formation of a footway crossing. If the Disabled Persons Parking Bays are to be enforced under legislation, then a contribution will be required to promote the traffic order.

Current Council parking standards require a minimum of 10 spaces for the residential element and approximately 15 spaces for the care home, depending on staff numbers. The development proposes 12 residential spaces and 17 care home spaces including two disabled spaces which are considered acceptable.

Only six cycle parking spaces are proposed in total for the flats and care home. Transport Planning has advised that a minimum of 10 spaces for the flats and 4 spaces for care home staff should be provided. It is recommended that any planning permission should be subject to a condition requiring details of this level of provision to be submitted for approval and implementation prior to the occupation of the development.

Planning permission for the Royal Edinburgh Hospital (13/04292/PPP) to the north of the site requires the investigation of the possibility of providing a pedestrian/cycle link over the railway to Balcarres Street. Transport Planning is of the view that such a link into the application site is not appropriate and that a more appropriate link would be at Bruce Street. Therefore, a link from this site to the site north of the railway is not required.

The impact on transport is acceptable subject to the condition and informatives recommended.

f) Other Material Considerations

Trees

The proposal will result in the loss of three trees. The loss of the trees will not have an adverse impact on the character or amenity of the area. A scheme of planting and landscaping is proposed which would compensate for their loss. Conditions are recommended regarding a landscaping scheme, the implementation of the landscaping, tree removal and the protection of trees on site. An informative is also recommended regarding tree work or scrub clearance during the bird breeding season.

Network Rail

Network Rail has no objections to the principle of the proposal. It has requested that matters relating to drainage, barriers, planting and construction work be taken into account and where necessary advisory notes or conditions be attached to the application if it is granted.

g) Equalities and Human Rights

The proposal includes a care home which will offer a wider range of living accommodation within the area and assist in the well being of residents. An Equality and Human Rights Impact Assessment Summary is available to view on the Planning and Building Standards on-line service.

There are no expected human rights issues.

h) Public Comments

Material

The letters of representation raised the issues of loss of daylighting and loss of privacy. These are addressed in assessment 3.3 c).

Non-material

The loss of open view, living conditions during building work, loss of (public) recycling facilities and impact on existing elevations (e.g. extractor fans) are not material planning considerations.

A comment was made that the development will go ahead anyway and that Planning "could well support" it. The assessment of a planning application relating to Council property is undertaken independently from the Council's estates section and procedures must be followed as set out in the legislation and in Council policy. A decision on the planning application will be taken in an open and democratic way by the Development Management Sub-Committee.

Morningside Community Council comments

Morningside Community Council supports the application.

It notes that there is no provision for a bridge linking to the Royal Edinburgh Hospital site. Although the community council has supported this in the past, it is aware that local residents are opposed to it and, therefore, the Community Council will no longer press for its inclusion in the application. This is addressed in assessment 3.3 e).

Conclusion

The proposal is acceptable in this location and is of an acceptable scale, form and design. The impact on neighbouring amenity is acceptable and an adequate level of amenity will be provided for future occupiers, with the use of conditions. Subject to an appropriate condition on cycle parking, there are no transport issues and the loss of the trees is acceptable. There are no equalities of human rights issues. Approval is recommended.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Protective noise measures shall be carried out in full as defined in the RMP 'Noise and Vibration Impact Assessment ' report (Report No.R-7042-EP-CS dated 9 February 2015 before the building is occupied to ensure

*Glazing units with a minimum insulation value of 6/12/6.4mm double glazing shall be installed for the external windows facing onto Balcarres Street. Trickle ventilation units shall be installed and capable of providing a minimum reduction of $D_{n,e,w}$ 39 dB.

*Prior to the use being taken up, the 1.8m close boarded acoustic barrier with a minimum density of 12.5 kg/m² and minimal thickness of 23 mm, as show on drawing no. 1030 201 dated December 2014 shall be erected.

*Glazing units with a minimum insulation value of 6/12/6.4mm double glazing shall be installed for all facades above the ground floor level facing onto railway to the north. Trickle ventilation units shall be installed and capable of providing a minimum reduction of Dn,e,w 39 dB.

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

2. 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, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
- ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.
3. Prior to the use being taken up, the extract flue and ventilation system, capable of 30 air changes per hour, as shown on drawing no. P/L2014/26/01 dated November shall be implemented.
4. Notwithstanding information shown on the approved plans, details showing at least 10 secure cycle parking spaces for the residential development and four cycle parking spaces for staff at the care home facility shall be submitted and approved by the Council, as planning authority. Cycle parking shall be installed and made available prior to the occupation of the development.

Reasons:-

1. In order to protect the amenity of the occupiers of the development.
2. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
3. In order to protect the amenity of the occupiers of the development.
4. In order to ensure adequate provision of cycle parking facilities.

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. As the development includes car parking provisions it is recommended the applicant includes an electric vehicle charging point within the car parking area. At least one of the following types of charger should be installed. Up to 100% funding can be provided for this type of installation from the Energy Saving Trust, Further details can be obtained from the Energy Saving Trust website; <http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>.

Charging outlet (wall or ground mounted) 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.

5. The electric vehicle charge points required should be installed in accordance with Transport Scotland's 'Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles' (2013). In particular the charge points should include a 70 or 50kW (32 Amp) DC with 43kW (32 Amp) AC unit. The DC charge should be delivered via both JEVs G105 and 62196-3 sockets and the AC supply by a 62196-2 socket. The outlet must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

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 is not subject to the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application attracted four letters of objections from residents. A letter of support was received from Morningside Community Council.

Material considerations

- loss of privacy; and
- loss of daylighting.

Non-material considerations

- loss of open view;
- living conditions while building operations are in place;
- loss of recycling facilities currently on the site - where will these go_;
- relationship of existing elevations with proposed (e.g. extractor fans); and
- Council fees from selling the site - development will go ahead.

Community Council

Morningside Community Council supports the application in full. They note that there is no provision for a bridge linking the Royal Edinburgh Hospital to Balcarres Street.

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 site lies within the urban area of the Edinburgh City Local Plan.

Date registered

20 January 2015

Drawing numbers/Scheme

1-11,

Scheme 1

David R. Leslie

Acting Head of Planning and Building Standards

Contact: Jennifer Zochowska, Senior Planning Officer

E-mail:jennifer.zochowska@edinburgh.gov.uk Tel:0131 529 3793

Links - Policies

Relevant Policies:

Relevant policies of the Edinburgh City Local Plan.

Policy Hou 1 (Housing Development) supports housing on appropriate sites in the urban area, and on specific sites identified in the Plan.

Policy Hou 3 (Private Open Space) sets out the requirements for the provision of private open space in housing development.

Policy Hou 4 (Density) sets out the factors to be taken into account in assessing density levels in new development.

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 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.

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 15/00193/FUL At 35 Balcarres Street, Edinburgh, EH10 5JF Proposed new Care Home and Residential Development with associated car parking.

Consultations

Environmental Assessment

We have some issues which require attention, a noise report will be required up-front to address the following issues; noise from plant, servicing and deliveries to/from the care home impacting upon the future occupants and the existing residential properties adjacent to them. It must also address potential noise impacts from the existing commercial units to the east and the railway line to the north affecting the proposed care home. Commercial noise should be assessed to a open window standard in accordance with the BS8233 2014, rail noise can be assessed with a closed window standard as follows;

The scheme will be designed in accordance with BS8233:2014 ' Guidance on sound insulation and noise reduction for buildings - Code of Practice' to attain the following internal noise levels:

Bedrooms - 30dB LAeq, T and 45dB LAfmax

Living Rooms - 35 dB LAeq, D

T - Night-time 8 hours between 2300 - 0700

D - Daytime 16 hours between 0700 - 2300

As the development includes car parking provisions Environmental Assessment recommends the applicant includes an electric vehicle charging point within the car parking area. At least one of the following types of charger should installed. This should be included in amended drawings/plans. Up to 100% funding can be provided for this type of installation from the Energy Saving Trust, Further details can be obtained from the [Energy Saving Trust website;](http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding) <http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

Charging outlet (wall or ground mounted) 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.

Environmental Assessment will also require details of the proposed power supply to ensure that it will comply with the Clean Air Act.

Further comments

The proposed development comprises of 42 bed care home and 10 individual apartments in a single block facing to the Edinburgh Southern railway line with the northern façade and part of the Southern façade facing Balcarres Street.

The site is bounded to the north by a railway line a source of noise and vibration, to the south by Balcarres Street a busy road, to the east by Bruce Street a quiet road, and to the west by an existing tenement building. The applicant has submitted a noise impact assessment in support of the application.

The most exposed living room and bedrooms overlooking Balcarres Street will require upgraded acoustic glass. Environmental Assessment recommends that a condition is attached to ensure adequate mitigation is provided.

The proposal includes a continuous 1.8m acoustic barrier to be built along the line of the railway in order to control noise to the rear of the development. This will reduce noise levels within the proposed garden area and ground floor apartments by at least -10dB, a condition will be recommended to ensure this is erected.

As the proposal is to be greater than a single storey in height the barrier will have no effect on internal noise levels for the upper floors on the northern façade. Therefore these upper floors will require the glazing to be upgraded. A condition shall be recommended to ensure this is mitigated.

The applicant's noise impact assessment has highlighted that there is a 'low probability of adverse comment' from rail vibration. Therefore no mitigation is required.

Due to the historic land use Environmental Assessment will recommend that a condition is attached to any consent to ensure that any contaminated land is addressed.

Environmental Assessment encourage the applicant to keep parking numbers to a minimum and make provisions for electric vehicle (EV) charging throughout the development. Environmental Assessment also advises the applicant that all CHP/energy centres 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:

- o Dedicated parking spaces with charging facilities.*

o 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 one EVcharging outlet should be of the following standard:

70 or 50kW (32 Amp) DC with 43kW (32 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

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>

Therefore, Environmental Assessment has no objections to this proposed development subject to the following conditions;

1. Prior to the use being taken up, the extract flue and ventilation system, capable of 30 air changes per hour, as show on drawing no. P/L2014/26/01 dated November shall be implemented.

2. The following noise protection measures to the proposed hotel, as defined in the Ethos Environmental Limited 'Noise Impact Assessment' report (Ref P6121), dated June 2015:

o Glazing units with a minimum insulation value of 6/12/6.4mm double glazing shall be installed for the external windows facing onto Balcarres Street. Trickle ventilation units shall be installed and capable of providing a minimum reduction of $D_{n,e,w}$ 39 dB.

o Prior to the use being taken up, the 1.8m close boarded acoustic barrier with a minimum density of 12.5 kg/m² and minimal thickness of 23 mm, as show on drawing no. 1030 201 dated December 2014 shall be erected.

o Glazing units with a minimum insulation value of 6/12/6.4mm double glazing shall be installed for all facades above the ground floor level facing onto railway to the north. Trickle ventilation units shall be installed and capable of providing a minimum reduction of $D_{n,e,w}$ 39 dB.

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

3. 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:

The electric vehicle charge points required should be installed in accordance with Transport Scotland's 'Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles' (2013). In particular the charge points should include a 70 or 50kW (32 Amp) DC with 43kW (32 Amp) AC unit. The DC charge should be delivered via both JEVS G105 and 62196-3 sockets and the AC supply by a 62196-2 socket. The outlet must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

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

Transport Planning

I would be pleased if the application is continued.

Reason:

I understand that discussions have been ongoing regarding the sale of this Council owned site in order to use part of the land to improve the public transport turning circle. It does not appear that these discussions have been carried forward into the current proposals.

Further to my memorandum of 16 February 2015 concerning the above application, I confirm that I have no objections to the proposed application subject to the following being included as conditions or informatives as appropriate:

- 1. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);*
- 2. 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;*
- 3. Any gate or gates must open inwards onto the property;*
- 4. Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012;*
- 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

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.

Note:

- o The permission granted (Ref.13/04292/PPP) for the Royal Edinburgh Hospital site to the north of the adjacent rail line requires investigation of the possibility of providing a pedestrian / cycle bridge over the railway with the Balcarres Street site as a possible connection point. Whilst Transport supports the investigation of the bridge, the use of the Balcarres Street site is not considered appropriate. A more suitable location is considered to exist at Bruce Street, an adopted road which is immediately adjacent to the rail line.*
- o Current Council parking standards require a minimum of 10 spaces for the residential element and approximately 15 spaces for the care home, depending on staff numbers. The development proposes 15 residential spaces and 17 care home spaces which are considered acceptable.*

Further comments

Further to my memorandum of 16 February 2015 concerning the above application, I confirm that I have no objections to the proposed application subject to the following being included as conditions or informatives as appropriate:

- 1. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);*
- 2. 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;*
- 3. Any gate or gates must open inwards onto the property;*
- 4. Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012;*
- 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*

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.

Note:

- o The permission granted (Ref.13/04292/PPP) for the Royal Edinburgh Hospital site to the north of the adjacent rail line requires investigation of the possibility of providing a pedestrian / cycle bridge over the railway with the Balcarres Street site as a possible connection point. Whilst Transport supports the investigation of the bridge, the use of the Balcarres Street site is not considered appropriate. A more suitable location is considered to exist at Bruce Street, an adopted road which is immediately adjacent to the rail line.
- o Current Council parking standards require a minimum of 10 spaces for the residential element and approximately 15 spaces for the care home, depending on staff numbers. The development proposes 15 residential spaces and 17 care home spaces which are considered acceptable.

Location Plan



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