

Development Management Sub Committee

Wednesday 16 December 2015

**Application for Planning Permission 15/03566/FUL
At 4, 8, 10 Gilmerton Road, Edinburgh, EH16 5QS
Alter and extend two existing cottages and erection of new managed student accommodation with a communal area on the ground floor together with associated facilities, access, landscaping, car parking and cycle parking.**

Item number	4.2
Report number	
Wards	A16 - Liberton/Gilmerton

Summary

The proposals comply with the Development Plan and are an acceptable infringement of Non-Statutory Guidance. The proposals represent an appropriate use in this location, are acceptable in terms of the impact on the character and setting of the listed building, will have no adverse impact in terms of residential amenity or traffic and road safety and are satisfactory in terms of other environmental impacts such as soil contamination, archaeology, flooding and natural heritage. Subject to the conclusion of legal agreements concerning transport contributions, there are no other material considerations which outweigh this conclusion.

Links

Policies and guidance for this application	LPC, CITD1, CITD3, CITD5, CITE3, CITE9, CITE16, CITE17, CITH10, CITT5, NSG, NSGD02, NSGSTU,
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Report

Application for Planning Permission 15/03566/FUL At 4, 8, 10 Gilmerton Road, Edinburgh, EH16 5QS Alter and extend two existing cottages and erection of new managed student accommodation with a communal area on the ground floor together with associated facilities, access, landscaping, car parking and cycle parking.

Recommendations

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

Background

2.1 Site description

The 0.22 ha application site is located at south east corner of the junction of Liberton Road and Gilmerton Road and is known as Goods Corner. It is an area of low lying ground currently occupied by two derelict cottages. The cottages have been vacant for a number of years and self-seeded trees and buddleia have colonised the area. To the south east the Braid Burn runs through a culvert. The burn resurfaces on the other side of Gilmerton Road in an area of open space that is also designated as a Local Nature Reserve that is a buffer between Gilmerton Road and Cameron Toll Shopping Centre. On the other side of Liberton Road is a narrow strip of open space that marks the eastern boundary of the Craigmillar Park Conservation Area. Apart from Cameron Toll, the area is characterised by residential dwellings and some flatted developments.

The mid 19th century cottages are C listed (listed on 01.08.2003, ref. 49359). They are the last fragment of the former hamlet of Nether Liberton, associated with Liberton Mill on the Braid Burn. The cottages are on the Buildings at Risk register.

2.2 Site History

23 January 2003 - Planning permission refused for 4 + 8 Gilmerton Road - 23no apartments in two discrete buildings (Application number 02/04183/FUL). Reasons for refusal were:

- Form and design contrary to South East Edinburgh Local Plan Policy E4.
- Visual/landscape qualities lost contrary to South East Edinburgh Local Plan Policy E6.
- Scale, character and density not appropriate.
- Loss of wildlife habitat contrary to South East Edinburgh Local Plan Policy E10.
- Non-compliance with minimum privacy distance to Mid-Liberton properties.
- Non-compliance with draft policies DQ6,DQ7,DQ15 and H4 of the Draft South East Edinburgh Local Plan.

05 May 2004 - Planning application received and currently 'minded to grant' subject to the conclusion of a legal agreement for proposed housing (16 units) at Goods Corner with associated access and parking (as amended) (Application number 04/01663/FUL).

18 December 2007 - Listed building consent granted to alter the cottages to form two dwellings with new conservatory extensions and curtilage wall and build a further unit parallel to and against the north gable, as part of the overall redevelopment of the site for housing (Application number 04/01663/LBC).

01 March 2011 - Listed building consent granted for proposed housing at Goods Corner with associated access and parking (Application number 11/00181/LBC).

22 July 2015 - Planning permission and listed building consent applications withdrawn for the demolition of existing cottages and recycling of materials for perimeter wall and erection of managed student accommodation with a communal area on the ground floor together with associated facilities, access, landscaping, car parking and cycle parking. (Application numbers 15/02496/FUL and 15/02497/LBC). The current application represents a revised scheme that takes into account discussions relating to the withdrawn scheme.

03 August 2015 - Application received and pending consideration for listed building consent application that is concurrent to this planning application (Application number 15/03574/LBC). This will be determined under delegated powers.

Main report

3.1 Description Of The Proposal

The application proposes a 100 bedroom development of student housing to be composed of three distinct blocks that are linked at basement level but rise above the street level on Gilmerton Road to form a three storey block to the south east a two storey block in the middle and another two storey block at the junction. The listed cottages will be retained and linked to the central block at ground floor and roof level and extended to the south west with a glazed extension. The ground floor of the listed cottages will contain the communal space for the students.

The external cladding materials will be roughcast and timber with elements of natural stone and natural slate roofs. There is a small use of aluminium clad curtain walling and fenestration will be aluclad timber windows.

Vehicular access to the site is off Liberton Road and a bus stop needs to be relocated in order to accomplish this. Five vehicular parking spaces will be provided and there will be a bicycle store for 100 bikes. Bin storage will be adjacent to the vehicular parking and an electrical substation.

External amenity space will be offered on landscaped terraces between the three blocks on Gilmerton Road at ground floor level and to the southern boundary of the site.

This application is an amended version of a previous scheme for student housing (application numbers 15/02496/FUL and 15/02497/LBC) that was withdrawn. That proposal would have provided 141 rooms in one continuous block of development and would have resulted in the demolition of the listed buildings.

Supporting Statements

As part of this application the following documents have been submitted which are available to view on the Planning and Building Standards Online Services.

- Design and Access Statement;
- Planning Statement;
- Utilities Report (covering drainage and flood risk);
- Bat and Otter Survey.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

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 development is acceptable in this location;
- b) the proposals will impact on the character and setting of the listed buildings;
- c) the proposals are of an appropriate scale, form, and design;
- d) the proposals will result in an unreasonable level of neighbouring residential amenity;
- e) the proposals will have any traffic or road safety issues;
- f) there are any other environmental impacts;
- g) any impacts of equalities and human rights have been addressed; and
- h) any comments raised have been addressed.

a) The Acceptability of the Principle of the Development in this Location

The proposed development will provide student housing in a location that is approximately 900 metres from the King's Buildings campus of the University of Edinburgh. Edinburgh City Local Plan (ECLP) Policy Hou 10 is supportive of student housing when it is within easy access of a university and if it does not lead to a concentration of student accommodation in any one locality.

The Edinburgh Guidance on Student Housing supplements the local plan policy and sets out locational guidance. Support is given to student housing that is in and adjacent to the main university campuses by stating that: "In and adjacent to main campuses further student housing will generally be acceptable."

The site is not within an identified campus area, therefore it remains to be established if it lies 'adjacent' to the main university campuses. The nearest campus is Kings Buildings at University of Edinburgh. There have been two recent appeal decisions that have interpreted the term 'adjacent' and these are material in the determination of this application. In the recent appeal decision for the site at Bernard Terrace/Lutton Place (application reference 13/04278/FUL), the Reporter concluded that 800 metres was a reasonable distance to be regarded as being 'adjacent' to a main campus. In the more recent appeal decision for the site at St Leonard's Street (application reference 14/03643/FUL), the Reporter concluded that a short walk of 10 to 12 minutes (approximately 970 metres) was an appropriate walking journey time and could reasonably be regarded as being close enough to be 'adjacent'.

In conclusion, the site must be regarded as being adjacent in terms of the guidelines. The site is also well positioned on key public transport routes to university facilities in the city centre. The proposal complies with criteria (a) of policy Hou 10.

ECLP Policy Hou 10 clause b) does not specify what level of development constitutes an excessive concentration of student accommodation in any one locality. The non-statutory Student Housing Guidelines, however, state that in other locations (those that are not adjacent) with good access to university and college facilities, purpose-built student accommodation will be acceptable provided it does not result in a student population of 30% or more within the locality. According to data on student housing provision in this area the current concentration is 25.31%. An additional 100 bed spaces would increase the concentration to 32.12% which exceeds the 30% concentration threshold. However, as set out above, this site is adjacent to King's Buildings and therefore this concentration threshold is not relevant. The proposal represents an acceptable deviation from the guidelines and the proposal can be considered to be in accordance with Policy Hou 10.

The application proposes a level of development that objectors and the community council believe is 'over development'. The non-statutory Student Housing Guidelines states that "generally higher densities are welcomed provided that they are satisfactorily integrated into surrounding areas". Student housing can deliver high density accommodation because requirements for car parking and amenity space that might apply to a residential development do not apply. The location of the site at the junction of two arterial routes with good transport links suggests that it can accommodate the proposed level of density. The question as to whether the proposals will be appropriately integrated into the area is addressed in point c) below.

The previous application for 16 residential units that is 'minded to grant' (application number 04/01663/FUL) agreed a level of development that is not dissimilar in terms of height and massing to the current application. However, despite this, the permission has not been taken forward and the site has lain vacant for a number of years. The current application promotes a proposal that would seek to retain the listed cottages and bring them back into active use. For that reason the proposals are welcomed and it is accepted that, given the costs associated with the site, the level of development proposed is reasonable. It is also noted that the current applicant has amended the proposals from 141 beds in the withdrawn scheme (application number 15/02496/FUL) to the 100 beds proposed in this scheme. Subject to compliance with points in the assessment criteria below, the principle of the development is acceptable in this location.

b) The Impact on the Character and Setting of the Listed Buildings

The proposals include new buildings within the setting of a listed building as well as substantial alterations to the listed cottages themselves. The proposals promote a glass extension to the south-west and attach it to a new building that is on Gilmerton Road that is of a similar scale to the cottages. Although the view from Gilmerton Road will be effectively dominated by the new build, there will be glimpses of the cottages between the new buildings. The principal front elevations of the listed cottages will be able to be viewed from Liberton Road. This will be an improvement over the current situation where the listed buildings are obscured by foliage.

The interventions to both the listed building itself and the setting of the building are substantial. However if the development is the means of enabling the buildings repair and future use then the level of intervention, on balance is considered acceptable.

c) Scale, Form and Design

The current scheme, which is a resubmission of the previous scheme, which has been withdrawn, provides a lower level of development in a scheme which breaks up the mass of the development into distinct blocks that from the street read as separate buildings. The block that is to the south east of the site will be three storeys above street level with the top floor at attic level. This is approximately 2 metres lower than Nether Liberton Court which is a 3 storey block of flats to the east. Between it and the block on the corner is a low rise block which is attached to the listed buildings. This will be single storey with attic from street level and is in scale with the existing listed cottages. The two storey block that wraps around the corner at the junction. It has a curved elevation at the corner which creates a strong feature. The scale of the development takes its cue from both the adjacent flats on Gilmerton Road and the listed cottages themselves. The heights of the proposed buildings are in scale with those in the area.

The proposed materials of roughcast, timber, slate and some stone are of good quality and are significantly better than those in the withdrawn scheme. The low rise extension to the cottages uses detailing appropriate to the scale and design of the cottages.

The design, scale, massing and materials of the proposals are appropriate.

d) Residential Amenity

The applicant has submitted diagrams indicating that adequate levels of daylight will still reach the dwellings located in Mid Liberton. They have also indicated that there is no unacceptable increase in the level of shading to gardens.

The site is located at the junction of two busy roads. Therefore mitigation measures are requested by condition to minimise disturbance to the occupants from external noise.

The proposals will have no adverse impact on residential amenity.

e) Traffic or Road Safety Issues

Parking levels proposed are in accord with levels expected for student housing. There will be provision for cycle storage for students.

Transport raises no objections to the proposal subject to the conclusion of legal agreements with respect to contribution to transport infrastructure. This is in the form of a bus shelter, the costs of relocating the bus stop from its current position, the provision of a real time information monitor within the development and submission of a travel plan.

Transport have requested a contribution of £35,000 towards the cost of increasing the service frequency of the 38 bus. Contributions such as this must meet the tests for planning conditions, one of them being that it be necessary for the development. In this case the site is already conveniently located for access to Kings Buildings and the main campus of University of Edinburgh. The 38 bus does not directly serve campuses further west and the contribution to the improvement of its service is not necessary for the development. This request for a contribution cannot be justified.

There will be no adverse impacts on traffic and road safety.

f) Environmental Impacts

Reports have been submitted on flood risk and drainage that indicate that there is no increased risk of a 1 in 200 year flood and that drainage issues have been dealt with adequately.

The applicant has also submitted a Bat and Otter Survey and has demonstrated that there should be no risk to protected species. The site offers opportunities for swift boxes and an informative is added to this effect. No significant trees will be lost as the site currently features young self seeded trees and buddleia.

Environmental Services has requested that a test be carried out to assess whether the land is contaminated and any mitigating measures carried out if required. This is added as condition.

The site is significant in being a relic of the former village of Nether Liberton. In order to protect archaeological remains, an archaeological investigation is requested by condition prior to any works commencing.

g) Equalities and Human Rights Issues

The application has been assessed in terms of equalities and human rights. No adverse impacts were identified. An Equalities and Rights Impact Assessment Summary is available to view on the Planning and Building Standards Portal.

h) Public Comments

Material Representations

Material objections relate to:

- Overdevelopment - assessed in section 3.3(a).
- Student housing not appropriate in this location - assessed in section 3.3(a).
- Not sympathetic to the listed building - assessed in section 3.3(b).
- Listed buildings will not be visible - assessed in section 3.3(b).
- Too massive and high for the area - assessed in section 3.3(c).
- Poor quality materials - assessed in section 3.3(c).
- Traffic and road safety - assessed in section 3.3(e).
- Information not available to assess impact on neighbouring daylighting and sunlight - assessed in section 3.3(d). Information has been submitted.
- Site has potential for flooding - assessed in section 3.3(f).
- Trees will be lost - assessed in section 3.3(f).

The letters of support raised the following material points:

Principle of the development

- This site has been an eyesore for a number of years and development on this site should be encouraged - assessed in section 3.3(a).
- Student housing is appropriate as it located so close to university - assessed in section 3.3(a).
- The development would be good for local businesses.
- These proposals will retain the listed buildings instead of demolishing them - assessed in section 3.3(b).
- The latest design is an improvement - assessed in section 3.3(c).
- Students will walk to the university and will not need parking - assessed in section 3.3(d).

Community Council Comments

Material objections relate to:

- Insufficient information on impact on neighbouring residential amenity - assessed in section 3.3(d). Information has been submitted.
- Overdevelopment - assessed in section 3.3(a).
- External appearance and materials - assessed in section 3.3(c).
- Insufficient parking - assessed in section 3.3(e).
- SUDs won't drain- assessed in section 3.3(f).
- Unsympathetic to listed building - assessed in section 3.3(b).

Non-material points

- Possible subsidence issues - not relevant to the planning process.
- Rooms for the students are too small - within planning, student housing does not need to comply with housing standards that residential development does.

Conclusion

In conclusion, the proposals comply with the Development Plan and are an acceptable infringement of Non-Statutory Guidance. The proposals represent an appropriate use in this location, are acceptable in terms of the impact on the character and setting of the listed building, will have no adverse impact in terms of residential amenity or traffic and road safety and are satisfactory in terms of other environmental impacts such as soil contamination, archaeology, flooding and natural heritage. Subject to the conclusion of legal agreements concerning transport contributions, there are no other 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 demolition/development shall take place on the site until the applicant has secured and implemented a programme of archaeological work (interpretation, excavation, reporting and analysis and publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
2. (a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
(b) Where necessary, a detailed schedule of any remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.

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

3. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.
4. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, shall be submitted to and approved in writing by the Planning Authority before work is commenced on site.

5. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.
6. Further information regarding the specification, design, security and location of the proposed cycle parking to be submitted to the head of Planning and approved in writing prior to the occupation of the development. Cycle stand products should meet the criteria of ease of use and provide secure locking points for wheels / frame.
7. The development shall be completed in accordance with the Road Traffic Noise Impact Assessment Technical Report No. R-7195-ST-RGM (Dated 09 July 2015). The requirements are detailed in Section 4.7 and 4.8 and state the following:

Bedrooms and living rooms overlooking Liberton Road should be fitted with glazing specification 8.4/12/10.8mm and ventilation units capable of providing a minimum reduction of Dn,e,w 42dB.

Bedrooms and living rooms overlooking Gilmerton Road should be fitted with glazing specification 8/6/6.4mm and ventilation units capable of providing a minimum reduction of Dn,e,w 39dB.

The above mitigation should be installed prior to the development being occupied.

Reasons:-

1. In order to safeguard the interests of archaeological heritage.
2. In order to ensure that the site is suitable for redevelopment, given the nature of the previous uses/processes on the site.
3. In order to enable the planning authority to consider this/these matter/s in detail.
4. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
5. In order to ensure that the approved landscaping works are properly established on site.
6. In order to ensure that the standard of cycle parking is adequate.
7. In order to protect the amenity of the occupiers of the development.

Informatives

It should be noted that:

1. The applicant shall enter in to a suitable legal agreement in respect of the following:

- I. Relocation of the bus stop to allow the vehicular access to the development at no cost to the Council.
 - II. 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).
 - III. The provision of a 'Real Time' public transport information display with reception area of the development.
 - IV. The submission of a draft Travel Plan and Management Agreement prior to first occupation and a final Travel Plan within 3 months of that date. The Travel Plan to be monitored on a 6 monthly cycle for 2 years and to include financial contribution to transport promotion measures, including contributions to, or provision of, public transport season tickets and the provision of a public and sustainable transport information pack.
2. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
 3. 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.
 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. Any works affecting the existing carriageway / footway on Gilmerton Road or Liberton Road 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.
 6. The incorporation of swift nesting sites/swift bricks into the scheme is recommended. Further details on swift bricks can be found at www.edinburgh.gov.uk/biodiversity.
 7. The developer must submit a maintenance schedule for the SUDs infrastructure for the approval of the Head of Transport. This is to ensure there is no discharge of water onto the public road network.
 8. Refuse storage facilities should be within 30 metres of an area which can be accessed by a refuse removal vehicle.

Financial impact

4.1 The financial impact has been assessed as follows:

The application is subject to a legal agreement for developer contributions.

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 is not subject to 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

There have been 18 letters of representation, including three letters of objection and 15 letters of support. The Liberton and District Community Council objected to the scheme. The other letters were received from neighbours.

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

Background reading/external references

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

Located within the urban area in the Edinburgh City Local Plan.

Date registered

10 August 2015

Drawing numbers/Scheme

1-4, 5a-7a, 8 -9, 10a -14a, 15a, 16, 17a,

Scheme 2

John Bury

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

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

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 Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

Policy Env 16 (Species) sets out species protection requirements for new development.

Policy Env 17 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

Policy Hou 10 (Student Housing) supports provision of student housing on suitable sites.

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

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 Student Housing Guidance interprets local plan policy, supporting student housing proposals in accessible locations provided that they will not result in an excessive concentration.

Appendix 1

Application for Planning Permission 15/03566/FUL At 4, 8, 10 Gilmerton Road, Edinburgh, EH16 5QS Alter and extend two existing cottages and erection of new managed student accommodation with a communal area on the ground floor together with associated facilities, access, landscaping, car parking and cycle parking.

Consultations

Archaeology

Further to your consultation request I would like to make the following comments and recommendations in respect to these two linked applications to alter and extend the two existing listed cottages and for erection of managed student accommodation with communal area on the ground floor together with associated facilities, access, landscaping, car-parking and cycle parking.

The site occurs across the north-western corner of the small historic settlement of Nether Liberton, first recorded in 1369. The layout of this small medieval village can be seen on J Laurie's 1766 A plan of Edinburgh and places adjacent and comprised a small number (8) of buildings spread on each side of the Braid Burn with the focus being the former Nether Liberton mill (situated on the opposite bank of the burn due east of the site). A mill at this location is suspected from the medieval period onwards and mill lades were certainly in operation by the end of the 16th century. Laurie's 1766 plan also depicts a building occupying this.

It is unclear from Laurie's plan however if it is the current cottage or the remains of the building attached to its eastern gable that are shown on this plan. However both the current listed cottage and the ruins attached to its eastern gable can clearly be identified as forming the L-shaped range of buildings shown in this position on the 1853 1st Edition OS map. This group of buildings, including a smithy, became known as Good's Corner, which during the 19th / 20th centuries operated as both a saw-mill and joiners (Cant, Villages of Edinburgh Vol. 2). Evidence of the buildings industrial past may be seen on the blocked openings in the cottage's eastern gable.

The site is therefore regarded as occurring within an area of archaeological importance both in terms of late-medieval and post-medieval development of Neither Liberton and rural industrial heritage (Good's Corner). As such this application must be considered therefore under terms the Scottish Government Historic Environment Policy (SHEP), Scottish Planning Policy (SPP), PAN 02/2011 and also Edinburgh City Local Plan Policies ENV4 & ENV9.

Historic Buildings

It is welcomed that this proposed scheme will see the retention and conversion of the historic C-listed, Goods Corner cottages which are on the At Risk Register. Although altered the building dates from the important period of industrial and agricultural change of the 18th/19th centuries and the upstanding fabric of the cottage still would appear to contain evidence of its former industrial heritage.

The proposed scheme will see significant alterations to the surviving cottages, works which are considered as having a significant but acceptable impact. Accordingly if permission is granted it is essential that prior to and during demolition that a detailed comprehensive historic building survey (level 2-3) is undertaken. This will require the production of surveyed phased plans and elevation (interior and exterior) along with detailed descriptions and photographic analysis /survey.

Buried Archaeology

As stated this site is regarded as being of archaeological significance primarily in terms of its Industrial and medieval archaeology. The proposed development will require extensive excavations in terms of construction of new buildings, landscaping, utilities, car-parking etc. Accordingly it is recommended that a programme of archaeological excavation is undertaken prior to site prior to demolition / 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.

Archaeological Public Engagement

Further given the potential importance of these remains in terms of the industrial history of Edinburgh and in particular to the local Liberton area, it is essential that the programme of archaeological works contain a programme of public/community engagement (e.g. site open days, viewing points, temporary interpretation boards) the scope of which will be agreed with CECAS. In addition it is felt important that the developer produce a permanent interpretation plaque/board which would explore and describe the archaeology / history of Good's Corner.

Accordingly it is essential that the following condition is attached to this consent to ensure that undertaking of the above elements of archaeological work are undertaken.

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

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

Transport

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

1. *Consent should not be issued until the applicant has entered into a suitable legal agreement to provide:-*
 - a. *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;*
 - b. *A financial contribution towards the Lothian Buses service number 38 in order to increase the service frequency from 30 minutes to 20 minutes, or future replacement service. Therefore, prior to occupation of any part of the proposed development the applicant should provide a payment of £35,250 towards the Lothian Buses service number 38. Policy Tra2 is the most relevant policies in the Local Transport Strategy (LTS);*
 - c. *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);*
2. *Submit a draft Travel Plan and Management Agreement prior to first occupation and a final Travel Plan within 3 months of that date. The Travel Plan to be monitored on a 6 monthly cycle for 2 years and to include financial contribution to transport promotion measures, including contributions to, or provision of, public transport season tickets and the provision of a public and sustainable transport information pack. Reason - To encourage more sustainable travel modes in line with the Local Transport Strategy policy LU 3;*
3. *A monitor capable of receiving an internet connection to display Public Transport Real Time information should be displayed in the reception area. (Reason to advise residents of public transport);*
4. *Any works affecting the existing carriageway / footway on Gilmerton Road or Liberton Road 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*
5. *Relocate the bus stop on Liberton Road at no cost to the Council and to the satisfaction of the Head of Transport (see 1.a above);*
6. *The proposed cycle parking to be to the Council's satisfaction regarding specification, design, security and location. Cycle stand products should meet the criteria of ease of use and provide secure locking points for wheels / frame;*
7. *The visitor cycle parking for the development to be located at convenient locations, near the main entrances;*
8. *The developer must submit a maintenance schedule for the SUDs infrastructure for the approval of the Head of Transport. This is to ensure there is no discharge of water onto the public road network;*
9. *Refuse storage facilities should be within 30 metres of an area which can be accessed by a refuse removal vehicle.*

Note:

- o Current Council car parking standards for student accommodation in this area (Zone 3a) requires between 12 and 26 spaces. The applicant proposes to provide 5 parking spaces which does not meet the minimum parking requirements. However, the site is on the boundary of the controlled parking zones (part time residents' priority parking) and Liberton Road and Gilmerton Road are subject to double yellow line restrictions. It is understood that student accommodation operator is to discourage car use via the tenancy agreement.
- o A travel survey on behalf of the University of Edinburgh in 2013 set out in the submitted Accessibility Assessment indicates that student car use is: Car Driver (alone) 3%, Car Driver (with passenger) 1%, Car Passenger 1%.
- o In light of the above it is considered that the proposed development will have little impact on the existing road network.

Environmental Assessment

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

Alter and Extend Two Existing Cottages and Erection of New Managed Student Accommodation with a Communal Area on the Ground Floor Together With Associated Facilities, Access, Landscaping, Car parking and Cycle Parking at 4,8,10 Gilmerton Road. (15/03566/FUL)

The application proposes to erect new student residential flats incorporating old cottages existing on the site. Residential properties exist to the south and south east with Gilmerton Road and Liberton Road bounding the site to the west and north-east.

A noise impact assessment has been provided in support of the application which considers noise from road traffic. In this regard, mitigation has been recommended which will provide a suitable internal noise environment for the occupants. A condition is recommended which requires the applicant to install the recommended noise mitigation measures into the development.

The site has previously being used by operations which may have contaminated the site. A condition is therefore recommended which requires the developer to ensure that the site is made safe for the proposed end use.

Therefore, Environmental Assessment has no objections to this proposed development subject to the following condition:

1. *The development shall be completed in accordance with the Road Traffic Noise Impact Assessment Technical Report No. R-7195-ST-RGM (Dated 09 July 2015). The requirements are detailed in Section 4.7 and 4.8 and state the following:*

Bedrooms and living rooms overlooking Liberton Road should be fitted with glazing specification 8.4/12/10.8mm and ventilation units capable of providing a minimum reduction of $D_{n,e,w}$ 42dB.

Bedrooms and living rooms overlooking Gilmerton Road should be fitted with glazing specification 8/6/6.4mm and ventilation units capable of providing a minimum reduction of $D_{n,e,w}$ 39dB.

The above mitigation should be installed prior to the development being occupied.

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

(a) *A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and*

(b) *Where necessary, a detailed schedule of any remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.*

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

Flooding

No objections.

Location Plan



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