

# Development Management Sub Committee

Wednesday 7 December 2016

**Application for Planning Permission 16/04722/FUL  
At Land 43 Metres East Of 95, Parkgrove Terrace, Edinburgh  
Proposed residential development (44 dwellings) with  
associated parking, access, open space, drainage  
infrastructure and other associated development.**

<b>Item number</b>	4.6
<b>Report number</b>	
<b>Wards</b>	A03 - Drum Brae/Gyle

## Summary

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The proposed development is acceptable in principle. The proposal complies with the development plan. The layout, scale, form and design is compatible with the surrounding area, and reflects site constraints. The proposal will achieve a satisfactory residential environment for future occupiers and will not have an adverse impact on the amenity of neighbouring properties. There are no material considerations which outweigh this conclusion.

As the application site is within Council ownership, a memorandum of understanding will be pursued to ensure the required contributions. The planning permission will be withheld until this is secured.

## Links

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<a href="#"><u>Policies and guidance for this application</u></a>	NSGD02, NSP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN12, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA04,
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# Report

## **Application for Planning Permission 16/04722/FUL At Land 43 Metres East Of 95, Parkgrove Terrace, Edinburgh Proposed residential development (44 dwellings) with associated parking, access, open space, drainage infrastructure and other associated development.**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The site is 0.6 hectares of previously developed land, which was a former care home, since demolished and the site has been cleared. The site is now areas of hardstanding and grass, with four trees on the southern boundary. The site is square in shape and slopes down 2m from south to north. Existing access is from Parkgrove Terrace, Parkgrove Bank and the western side of the site. The site is bounded by two storey, flatted dwellings to the east on Parkgrove Bank. Three storey dwellings bound the site to the west and to the south is Drumbrae Park facing onto Parkgrove Crescent. To the north, there are two and a half storey semi detached dwellinghouses and St. Kentigerns Roman Catholic Church and Parish Hall, comprising a mix of single storey and one and a half storey elements. Both back onto Parkgrove Terrace.

The site is in Council ownership.

#### **2.2 Site History**

No site history.

### **Main report**

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#### **3.1 Description Of The Proposal**

The applicant is seeking full planning permission for 44 dwellings in a mixed tenure scheme: 50% mid-market rent and 50% social rent. There are 22 flats for social rent and 22 flats for mid-market rent. The flats comprise ground floor wheelchair accessible flats and a mix of one, two and three bedroom dwellings with communal cycle, buggy and bin storage.

In total the accommodation schedule comprises:

Mid-market units	Nos of flats	Nos of bedrooms
	3x	3 bed
	15x	2 bed
	4 x	1 bed

Social rent units	Nos of flats	Nos of bedrooms
	2x	3 bed
	15x	2 bed
	5x	1 bed

The associated development includes car parking, access, open space, drainage infrastructure and landscaping.

The proposal is an urban block consisting of a single access courtyard development of four blocks fronting the surrounding four streets. The blocks are in two pairs; one is located to the western edge of the site and the other to the eastern edge. Together, they form a courtyard with access into a central communal garden from both the north and south. The flatted blocks will all be three storey high buildings.

The design of the blocks is a simple modern flatted brick development. The blocks step down the site with ground floor levels being set lower at the northern side. The roofs are pitched. The materials proposed are brown and grey brick with brown concrete roof tiles.

The development will use the existing site access from Parkgrove Terrace, with a shared surface providing off-site car parking. A total of 40 car parking spaces are proposed: 24 spaces on site along the southern boundary; 11 end-on street car parking, on the western boundary of the site; and five spaces in parking bays on the north side. The disabled spaces are allocated and located as close to the accessible housing units as possible. Visitor parking is provided in the south east corner of the site and on the western and northern site boundaries.

There are four internal cycle storage areas each with 10 spaces for bikes as well as dedicated pram storage. The ground floor units would have private gardens enabling cycle storage also. There will also be a Sheffield cycle stand at the entrance to each of the flatted blocks.

Retaining walls between 0.45m and 1m high are proposed due to the sloping nature of the site. The existing retaining wall on the southern boundary will be retained. Communal open space is to be provided to the centre of the site and is approximately 657 square metres in area. This is separated into drying area, communal garden and informal garden spaces. The 12 ground floor flats each have private front garden space. A landscaping plan has been submitted showing the retention of existing trees. Additional street trees and garden trees in the communal garden are proposed. There is a mix of shrub planting, trees, and native beech hedges. Shared surface paving delineates the access and parking bays. Boundary treatments include brick retaining wall to the south as well as the amenity turf, 1.2 m high beech hedges to the north, east and west around the flats and separating the private front gardens of the ground floor flats.

## Amended Proposal - Scheme No. 2

The proposed development has been amended to show requested changes to comply with Waste Services requirements. This outcome seeks to facilitate direct access to the waste and recycling area within Block 2 from the road/pedestrian footpath, without reducing parking provision, and improve access for waste collection to Block 1. The changes include:

- relocation of one parking space from the north of Block 2 to the west of Block 1;
- consequently parking spaces No. 2 and 3 are increased from 6 to 6.5m in length;
- the Block 1 door for the bin collection area being relocated 0.8m to the north as shown on the revised relevant floor plans and elevations - Block 1 revision A; and
- the landscaping plan has been amended accordingly.

### **Supporting Information**

The following information has been submitted:

- Design Statement;
- Flood Risk assessment;
- Drainage Impact assessment;
- Drainage/SUDS layout;
- Habitat survey;
- Daylight and Sunlight Study;
- Planning Statement; and
- Arboricultural Report.

These documents are available to view on the Planning and Building Standards Online Services.

### **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 proposal is acceptable in principle;
- (b) the proposal is of an appropriate layout, scale, form and design;
- (c) the proposal will have any impact on amenity;
- (d) the proposal will have an adverse impact on traffic or road safety;
- (e) the proposal has impacts on infrastructure;
- (f) there are any other material issues;
- (g) any impacts on equalities or human rights are acceptable;
- (h) representations raise issues to be addressed; and
- (i) the proposal has impacts on sustainability.

#### (a) Principle of Development

The application site is located within the Urban Area in the adopted Edinburgh Local Development Plan (LDP). Housing development is permitted in principle within the Urban Area by Policy Hou1, subject to it being compatible with the other relevant policies.

The proposal is acceptable in principle.

#### (b) Layout, scale, form and design

In determining the appropriateness of the scale of the development, the adopted Edinburgh Local Development Plan (LDP) states that the development must be designed to fulfil its function effectively and meet the needs of users and occupiers. Consideration must also be given to how it impacts on neighbouring properties.

## **Layout**

This proposal is an urban block layout with a mix of flat types - one, two and three bedroom flats with ground floor wheelchair accessible units. The layout allows frontages onto each of the surrounding existing streets. This reflects the character of the immediate vicinity which has perimeter blocks. There are a mix of scales of buildings, including two and three storey flats, as well as the neighbouring one and a half storey church hall and church. The proposed urban block layout is consistent with the character of the area, where residential flats and houses have a street frontage and rear private or communal gardens. The flats lounge and kitchen windows face onto the street providing passive surveillance. The central courtyard will comprise the communal open space. The bedroom windows overlook the communal garden. The layout responds positively to the site constraints, maximises the developable area, enables street frontages and entrances onto all four surrounding streets. The layout of the proposal is acceptable and in accordance with policy.

## **Height and massing and materials**

The four large three storey flatted blocks are located at the corners of the site and are set back from the north and south sides of the site. Due to the topography of the area, steps in the building design help break up the massing of the buildings and create visual interest. Three storey flats are appropriate in terms of height and massing at these locations. In terms of design, the contemporary design of the flats with brown/grey mixed brick will add variety and interest to the existing area which is a mix of light brown bricks, brown brick and grey harled flats. The tall narrow windows are consistent with the contemporary design and provide good levels of daylight to the properties.

## **Density**

The development proposes a density of approximately 73 dwellings per hectare. This is medium to high density which is commensurate with the wider adjoining residential areas. It is appropriate in this location, as it provides an efficient use of the site and supports the regeneration of previously developed land.

## **Landscape and open space**

The communal amenity space has been designed to give residents a drying area, communal lawn and informal garden. The amenity space meets the standard in Policy Hou3 and the ground floor flats will have private front gardens. Additional landscaping, trees and hedges will enhance the setting of the proposed development.

## **Ancillary design issues**

There are pedestrian links along each site boundary currently as part of the existing footpath network which allows the site to integrate into the wider area and encourages walking and cycling to surrounding areas.

The proposals are of an appropriate design and layout in accordance with Policy Des 1.

### (c) Impact on Amenity for Existing and Future Residents

#### **Existing residents**

The proposed buildings are positioned away from existing residential properties and will have no impact on privacy.

In terms of the impact of the development on sunlight or daylight afforded to existing properties, the Edinburgh Design Guidance states that new buildings should be spaced out so that reasonable levels of daylight to existing buildings are maintained. The layout of the buildings in an area will be used to assess whether the proposed spacing is reasonable. In this instance the distance between the existing houses and the proposed buildings is at least 18 metres.

The "25 degree" method indicates the potential for slight loss of daylight to the neighbouring building on Parkgrove Bank by block 4. This overshadowing is produced only by the maximum ridge height of the roof to a small area of the neighbouring building. The "25 degree" method highlighted the potential for a minor impact on daylight levels to the existing house at the western edge of the existing building. To ascertain whether there is a significant loss of daylight or not, a Vertical Sky Component (VSC) assessment is required, as detailed in the BRE Guide: "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice". The vertical sky component (VSC) is 32.5%, above the Edinburgh Design Guidance requirement of 27% or 0.8 of its former value. Therefore there will be no significant loss of daylight to the room.

#### **New Residents**

In terms of future occupiers, there is sufficient distance between the properties to allow for adequate levels of sunlight and daylight. The proposed levels of daylight have been assessed following the BRE Guide "Site Layout Planning for Daylight and Sunlight." For Blocks, 1, 2, 3 and 4 the assessment showed that there is no overshadowing to the proposed buildings by any neighbouring buildings.

The windows facing the communal garden are all bedroom windows. The minimum distance between the blocks is north to south and at least 18 metres. The ground floor units have private gardens and the flats have shared amenity and communal garden space in the courtyard to the rear of the building blocks.

Eight flats are single aspect. This is 18% of the dwelling numbers. This is acceptable.

#### **Mid-Market Rent**

<b>Number</b>	<b>Flat Type</b>	<b>Unit Size (square metres)</b>
4x	1 bed	52.5
9x	2 bed	75.8
3x	2 bed	76.0
3x	2 bed	76.3
3x	3 bed	81.8

## Social Rent

Number	Flat Type	Unit Size (square metres)
4x	1 bed	52.5
9x	2 bed	75.8
3x	2 bed	76.0
3x	2 bed	76.2
1x	2 bed	81.7
2x	3 bed	81.8

All unit sizes comply with the minimum floor areas set out in the Edinburgh Design Guidance. Refuse, recycling storage and cycle storage will be internal to the flats at ground floor level.

The levels of amenity for future occupiers have been assessed and is acceptable. The development is acceptable in relation to existing neighbouring amenity and in relation to the amenity provided for future residents.

### (d) Traffic and Road Safety

There are no issues in terms of traffic or road safety. Forty car parking spaces are proposed in the amended scheme, which includes, wheelchair accessible spaces and visitor car parking spaces and is within the parking requirements. The Council's cycle standards propose 2 spaces per flat, however the applicant has provided 32 cycle spaces internally and four Sheffield cycle stands at the main entrances to the flats which is considered acceptable, and can be secured by condition. Informatives are also attached regarding the provision of new residents welcome packs, electric vehicle charging outlets and car parking. Informatives are also required for the travel plan and if necessary, to progress the traffic orders for the disabled car parking spaces.

### (e) Infrastructure

#### **Education**

This site falls within the Clermiston part of the 'West Edinburgh Education Contribution Zone'. Actions are required to mitigate the education infrastructure impact of this development and therefore a contribution of £91,810 is required.

#### **Affordable Housing**

The development is for affordable housing with 50 per cent to be social rented and 50 per cent mid-market rent. Notwithstanding this, it is appropriate to ensure that affordable housing is provided in accordance with the Council's policy and guidance. As such a memorandum of understanding is recommended which would ensure at least 25% of the dwellings are affordable as well as the education provision outlined above.

## **Flooding**

The proposed development includes porous paving on the private off-street parking area. The surface water attenuation is provided by an underground storage tank. An informative will be required relating to the maintenance schedule for the SUDS infrastructure.

## **Land Contamination**

Since the site was previously developed, there needs to be a site survey for any contaminated land. This can be secured by a condition together with the requirement to carry out any protective measures, if necessary.

## **Archaeology**

There are no known archaeological implications regarding developing this site.

## **Waste Management**

The proposed development requires collection point accessibility, separation of waste types, specified doorway widths and drop kerbs to aid ease of movement of containers. The amended scheme facilitates ease of access to the bin storage areas without the need to manoeuvre containers passed parked cars. Advice from Waste services has been forwarded to the applicant.

## **Edinburgh Airport**

A condition is required for the submission of a Bird Hazard Management Plan, its implementation and for details of the SUDS to be provided.

### **(f) Any other material considerations**

There are no other material considerations.

### **(g) Equalities and Human Rights**

This application was assessed in terms of equalities and human rights. The flats will have level access and accessible car parking spaces are proposed. There are no expected equalities or human rights issues.

### **(h) Representations**

#### **Material Representations - Objection**

- the high density of housing proposed for the site - assessed in section 3.3 (b);
- the resulting traffic increase from this proposal, particularly in surrounding streets - assessed in section 3.3 (d);
- the lack of parking spaces at less than 100% the number of proposed units - assessed in section 3.3 (d); and
- the stark look of the proposed development with narrow windows - assessed in section 3.3 (b)

## Community Council

No representations have been received.

### (i) The proposal has impacts on sustainability

The proposed development reuses previously developed land providing a mixed mid-market rent and social rent accommodation including properties suitable for wheelchair users. It has a positive sustainable impact.

### Conclusion

The proposal is acceptable in principle and complies with the development plan. The layout, scale, form and design is compatible with the surrounding area. The proposal will achieve a satisfactory residential environment for future occupiers and will not have an adverse impact on the amenity of neighbouring properties. There are no material considerations which outweigh this conclusion.

As the application site is within Council ownership, a memorandum of understanding will be pursued to secure the required contributions. The planning permission will be withheld until this is secured.

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

### **3.4 Conditions/reasons/informatives**

#### **Conditions:-**

1. 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.

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.

2. Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS). The submitted Plan shall include details of:
  - Attenuation times

- Profiles & dimensions of water bodies
- Details of marginal planting

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority.

3. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:

- monitoring of any standing water within the site temporary or permanent
- sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS).
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design';
- reinstatement of grass areas;
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow;
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste;
- monitoring of waste imports (although this may be covered by the site licence);
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste; and
- signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

4. A fully detailed landscape plan, including details of all hard and soft surfaces 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. 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.
7. Prior to the commencement of the works on site, the developer must submit a fully detailed plan of the proposed cycle parking to the Council regarding specification, design, security and lighting.

8. The approved cycle parking shall be fully implemented within six months of the completion of the development.

**Reasons:-**

1. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
2. To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of Birds and an increase in the bird hazard risk of the application site.
3. It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.
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 a high standard of landscaping is achieved, appropriate to the location of the site.
6. In order to enable the planning authority to consider these matters in detail.
7. In order to enable the planning authority to consider this matter in detail.
8. In order to ensure that a high standard of cycle parking is achieved, appropriate to the location of the site.

**Informatives**

It should be noted that:

1. **MEMORANDUM OF UNDERSTANDING:** A memorandum of understanding is required to ensure that education infrastructure contribution of £91,810 will be paid by the applicant and/or City of Edinburgh Council's 21st Century Homes to Planning and Transport, initiative in lieu of a legal agreement between both parties. The memorandum will also cover that at least 25% of the dwellings will be affordable housing and that these shall be provided in compliance with the Council's policy and guidance on affordable housing. The decision notice will not be issued until the memorandum of understanding is secured.
2. Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.

3. In accordance with the Council's LTS Travplan3 policy, the applicant should submit a draft Travel Plan prior to first occupation of the premises and a final Travel Plan within 12 months of that date. The scope to be agreed with the Head of Planning and Transport. The Travel Plan should include agreement to provide, secure cycle parking, public transport travel passes, a Welcome Pack, a high quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport and a monitor within the property capable of displaying real time public transport information.
4. The applicant should ensure that the access road and associated car parking is large enough, and of a shape, to accommodate a turning area suitable for any vehicles which are likely to use it so that vehicles can enter and exit the site in a forward gear. The applicant should provide a swept-path diagram to demonstrate that a vehicle can enter and exit the development in forward gear, in the interests of road safety.
5. The applicant must be informed that any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents;
6. 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 Planning and 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 2016 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport.
7. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth).
8. Prior to the commencement of works on site, the developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Head of Planning and Transport. The schedule will thereafter be implemented and maintained as per the approved schedule.

## **Financial impact**

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### **4.1 The financial impact has been assessed as follows:**

A memorandum of understanding will be provided prior to the issues of a decision notice. This will ensure obligations in terms of education and affordable housing are met. The 21st century housing small sites programme delivery was approved by Finance and Resources Committee on 2 February 2016.

## **Risk, Policy, compliance and governance impact**

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

## **Equalities impact**

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### **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**

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### **7.1 The sustainability impact has been assessed as follows:**

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

## **Consultation and engagement**

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### **8.1 Pre-Application Process**

The application was subject to pre-application advice. Discussions focused on providing an urban block with limited on site car parking to maximise the proposed open space.

### **8.2 Publicity summary of representations and Community Council comments**

The application was advertised on 11 October 2016 and one letter of representation was received. A full assessment of the representation can be found in the main report in the Assessment section.

## **Background reading/external references**

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

## Statutory Development Plan Provision

<b>Date registered</b>	3 October 2016
<b>Drawing numbers/Scheme</b>	01,02,03A,04A,05,06A,07A,08-13,  Scheme 2

### John Bury

Head of Planning & Transport  
PLACE  
City of Edinburgh Council

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### Links - Policies

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#### Relevant Policies:

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

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

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

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

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP Policy Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Hou 2 (Housing Mix) requires provision of a mix of house types and sizes in new housing developments to meet a range of housing needs.

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

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

LDP Policy Hou 6 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

# Appendix 1

## **Application for Planning Permission 16/04722/FUL At Land 43 Metres East Of 95, Parkgrove Terrace, Edinburgh Proposed residential development (44 dwellings) with associated parking, access, open space, drainage infrastructure and other associated development.**

### **Consultations**

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#### **Environmental Protection 10 October 2016**

*The application site is a brownfield site to the north of Parkgrove Crescent. The site previously had a care home located on it which has now been demolished.*

*The site is bounded by two storey, flatted dwellings to the east on Parkgrove Bank. Three storey dwellings bound the site to the west and to the south is Drumbrae Park, facing onto Parkgrove Crescent. To the north, there are further two and a half storey, semi-detached dwellinghouses and St. Kentigerns Roman Catholic Church and Parish Hall comprising a mix of single storey and one and a half storey elements. Both back onto Parkgrove Terrace.*

*Due to the historic land use ground conditions relating to potential contaminants in, on or under the soil as affecting the site will require investigation and evaluation, in line with current technical guidance such that the site is (or can be made) suitable for its intended new use/s. Any remediation requirements require to be approved by the Planning & Building Standards service. The investigation, characterisation and remediation of land can normally be addressed through attachment of appropriate conditions to a planning consent (except where it is inappropriate to do so, for example where remediation of severe contamination might not be achievable)*

*Therefore Environmental Protection offer no objection subject to the following condition being attached to any consent;*

*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.

### **Archaeology 11 October 2016**

Further to your consultation request I would like to make the following comments and recommendations concerning this application for proposed residential development (44 dwellings) with associated parking, access, open space, drainage infrastructure and other associated development.

The 1st edition OS map indicates that the site was situated across the SE corner of the wooded estate associated with 'The Grove', a Georgian house formally situated on Drumbrae Road North and which gives its name to part of Parkgrove area. As such the site is identified as occurring within an area of archaeological interest. However due to the extensive nature of modern development on the site, it is considered unlikely that significant remains will have survive insitu. Accordingly it has been concluded that there are no known archaeological implications in regards to this application.

### **TRANSPORT 24 October 2016**

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. In accordance with the Council's LTS Travplan3 policy, the applicant should submit a draft Travel Plan prior to first occupation of the premises and a final Travel Plan within 12 months of that date. The scope to be agreed with the Head of Planning and Transport. The Travel Plan should include agreement to provide, secure cycle parking, public transport travel passes, a Welcome Pack, a high quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport and a monitor within the property capable of displaying real time public transport information;
2. The applicant must be informed that any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents;
3. The applicant should ensure that the access road and associated car parking is large enough, and of a shape, to accommodate a turning area suitable for any vehicles which are likely to use it so that vehicles can enter and exit the site in a forward gear. The applicant should provide a swept-path diagram to demonstrate that a vehicle can enter and exit the development in forward gear, in the interests of road safety;
4. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
5. The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits  
[http://www.edinburgh.gov.uk/downloads/file/1263/apply\\_for\\_permission\\_to\\_create\\_or\\_alter\\_a\\_driveway\\_or\\_other\\_access\\_point](http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point).

6. 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 Planning and 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 2016 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport;
7. Under new RAUC(S) standards the existing footway should not be narrowed to less than 1.8m;
8. Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.
9. 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;
10. The visitor cycle parking for the development should be located at convenient locations, near the main entrances;
11. The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of Head of Planning and Transport.

Note:

- o Current Council car parking standards for Local Authority residential development within this area (Zone 4) requires a minimum of 0.2 spaces per property which equates to 9, there is no maximum. The applicant proposes to provide 44 parking spaces therefore meets the parking requirements.
- o Refuse storage facilities should be no more than 10 metres of an area which can be accessed by a refuse removal vehicle unless factors are involved. It is recommended that the applicant discusses refuse collection with the Waste Services Manager.

### **TRANSPORT 03 November 2016**

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. In accordance with the Council's LTS Travplan3 policy, the applicant should submit a draft Travel Plan prior to first occupation of the premises and a final Travel Plan within 12 months of that date. The scope to be agreed with the Head of Planning and Transport. The Travel Plan should include agreement to provide, secure cycle parking, public transport travel passes, a Welcome Pack, a high quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport and a monitor within the property capable of displaying real time public transport information;
2. The applicant must be informed that any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents;

3. *The applicant should ensure that the access road and associated car parking is large enough, and of a shape, to accommodate a turning area suitable for any vehicles which are likely to use it so that vehicles can enter and exit the site in a forward gear. The applicant should provide a swept-path diagram to demonstrate that a vehicle can enter and exit the development in forward gear, in the interests of road safety;*
4. *Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);*
5. *The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits  
[http://www.edinburgh.gov.uk/downloads/file/1263/apply\\_for\\_permission\\_to\\_create\\_or\\_alter\\_a\\_driveway\\_or\\_other\\_access\\_point](http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point)*
6. *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 Planning and 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 2016 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport;*
7. *Under new RAUC(S) standards the existing footway should not be narrowed to less than 1.8m;*
8. *Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.*
9. *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;*
10. *The visitor cycle parking for the development should be located at convenient locations, near the main entrances;*
11. *The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of Head of Planning and Transport.*

*Note:*

- o Current Council car parking standards for Local Authority residential development within this area (Zone 4) requires a minimum of 0.1 space per property for units with 2 rooms which equates to 1 space, 0.2 spaces per property for units with 3 rooms which equates to 8 spaces, 0.5 spaces per property for units with 4 rooms or more which equates to 3 spaces, giving a total requirement of 12 spaces. 0.2 visitor spaces per property which equates to 9, there is no maximum. The applicant proposes to provide 40 parking spaces therefore are within the parking requirements;*
- o 5% of the total parking spaces should be suitable for disabled persons vehicles, and 2 should be suitable for motorcycle parking;*
- o Current Council cycle parking standards for Local Authority residential development requires 2 spaces per flat. The applicant proposes to provide 1 space per flat which was considered to be acceptable;*
- o Refuse storage facilities should be no more than 10 metres of an area which can be accessed by a refuse removal vehicle unless factors are involved. It is recommended that the applicant discusses refuse collection with the Waste Services Manager.*

## **Airside Operations Edinburgh Airport Limited**

*The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:*

### *Submission of a Bird Hazard Management Plan*

*Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:*

- monitoring of any standing water within the site temporary or permanent*
- sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).*
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached.*
- reinstatement of grass areas*
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow*
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste*
- monitoring of waste imports (although this may be covered by the site licence)*
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste*
- signs deterring people from feeding the birds.*

*The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.*

*Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.*

### *Submission of SUDS Details*

*Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS). The submitted Plan shall include details of:*

- Attenuation times*
- Profiles & dimensions of water bodies*
- Details of marginal planting*

*No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.*

*Reason: To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of Birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage Schemes (SUDS)' (available at <http://www.aoa.org.uk/operations-safety/>).*

*We would also make the following observations:*

*Cranes*

*Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/operations-safety/> )*

*We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.*

*It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Edinburgh Airport, or not to attach conditions which Edinburgh Airport has advised, it shall notify Edinburgh Airport, and the Civil Aviation Authority and the Scottish Ministers as specified in the Safeguarding of Aerodromes Direction 2003.*

### **Waste Services to the amended scheme 21.November 2016**

*In order for The City of Edinburgh Council to provide a refuse collection service to new developments or converted properties, the following guidance must be considered before submitting plans to the Waste and Cleansing Service in order to obtain the Waste Management strategy required. Under the Environmental Protection Act 1990, The City of Edinburgh Council is only required to provide a waste collection service to developments/properties should they conform to our specified requirements.*

*These notes are the general waste management requirements for all new developments. The detailed specification would be finalised at a meeting between the developer/architect and our waste management team who can be contacted, initially, on 0131 529 3030.*

### **Summary**

*It is the responsibility of the developer and architect to ensure the following, taking into account the requirements outlined in this document:*

### **Check**

*Engage the Waste and Cleansing Service at the earliest point of the development process and prior to the submission of any plans to the Planning Service, and to agree a waste management strategy for the property*

*Ensure the provision of: the full range of fully integrated waste and recycling collections as specified by the Council's staff; the types and capacities of bins to be used and the range of materials for which provision will be made, including the full range of recyclable materials*

*Agree provision of either kerbside collection or communal bin service.*

*Ensure safe and efficient access for waste collection vehicles to collect waste and recyclable materials, including access arrangements to empty bins, turning circles, interactions with pedestrians, etc*

*Specify the use of budget locks for any bin stores*

*Ensure provision for the disposal of bulk items as well as general household waste and recyclable materials*

*Ensure the arrangements going forward to service and maintain bin housings, bin lifts, etc as appropriate (which will not be managed by the Waste and Cleansing Service)*

*Ensure the Waste and Cleansing Service is consulted in relation to any subsequent changes to plans which may impact on our ability to provide the service agreed initially*

*Source the bins required for the development; these must be compliant with the collection arrangements (including types and colours) operated by the Waste and Cleansing Service*

*The Waste and Cleansing Service can also source bins, but will recover these costs (including delivery) from the developer*

*The Waste and Cleansing Service will be responsible for the subsequent maintenance and replacement of the bins, but not for any bin housing or lift mechanism associated with the property or development- an arrangement must be put in place to cover this.*

*If the above does not take place, the Waste and Cleansing Service may not be able to adopt the property, requiring residents to make their own arrangements for the disposal of waste at their additional cost.*

### *Provision of Service to New Housing Developments*

*The Waste and Cleansing Service will advise you as to the most appropriate collection system for the development. The decision as to which service will be provided will be made by the Waste and Cleansing Service.*

*Storage facilities should be provided within each property to enable the separation of waste at source.*

### *Kerbside Collection Services*

*These are the standard waste collection service provided for low density properties.*

*Each property will receive the following services:*

- o 240 litre green bin (mixed recycling);*
- o 140 litre grey bin (residual waste);*
- o 33 litre blue box (batteries, small electricals and textiles);*

- o 23 litre grey caddy (food waste);
- o 240 litre brown bin (garden waste) may be provided only where appropriate.

*It is the responsibility of the residents to present these for 6 AM on the day of collection to the agreed collection point -usually the kerbside- and remove these after collection.*

*Suitable off street storage must be provided for these bins.*

*Bin sizes are outlined in Appendix 1.*

### *Communal Collection Services*

*These are the standard waste collection service provided for flats and other higher density properties.*

*Each bin store or collection point will be provided with the full range of bins, to ensure the recycling and waste collections are fully integrated.*

*The range of bins provided will be:*

<i>Material type</i>	<i>Litres per property</i>	<i>Standard bin sizes (litres)</i>
<i>Mixed recycling</i>	<i>110</i>	<i>1280</i>
<i>Glass recycling</i>	<i>20</i>	<i>240 or 660</i>
<i>Food recycling</i>	<i>20</i>	<i>240 or 500</i>
<i>Residual waste</i>	<i>170</i>	<i>1280 or 3200</i>
<b><i>TOTAL</i></b>	<b><i>320</i></b>	

*A range of bin sizes is available. The number and sizes of bins must reflect the capacities provided above. Sizes are outlined in Appendix 1.*

### *Costs*

- o *The Cost of all containers will be met by the developer. The developer can source their own bins provided these comply with the colours, sizes and technical specifications supplied by the Waste and Cleansing Service.*
- o *The Waste and Cleansing Service can source bins for your development, but will recover the cost of doing so.*
- o *Full details of costs, including delivery, will be provided at the earliest stage, and invoiced before delivery.*

### *Check*

*Agree supply and payment for bins*

### *Vehicle Requirements*

#### *Check*

*All access Roads are required to be built to an adoptable standard and suitable for access by our largest refuse or recycling collection vehicle (please see below vehicle information)*

*Direct vehicle access is required to all refuse storage locations; aim to provide vehicle access within 5 metres*

*A straight pull of 10 metres is the maximum walking distance from bin storage area to the vehicle, (a bin full of glass is heavy)*

*Hammerheads or turning areas are required for dead ends. Yellow line marking (hatching) must be provided to stop people parking and causing access problems at the hammerhead*

*Maximum distance a vehicle will reverse along an access road is 15 metres where a turning area is not provided*

*Dropped kerbs to be provided when transporting containers from vehicle to bin storage area, these should be protected with the use of white lines*

*Pavement build outs with dropped kerbs to be provided where there are parked cars*

*It will be the architect's responsibility to contact the Roads Department if line markings or pavement blisters are required to ensure access from the bin storage area to the collection vehicle, (this applies both within developments and externally)*

*A maximum gradient of 1/15 for any routes between bin store and vehicle; no steps.*

### *Refuse Collection Vehicle Dimensions*

*The following dimensions relate to the largest vehicle likely to service waste containers*

<i>Maximum Operating Length</i>	<i>12 Metres</i>
<i>Maximum Width</i>	<i>2.55 Metres</i>
<i>Maximum Height</i>	<i>4.5 Metres</i>
<i>Maximum Laden Weight</i>	<i>26 Tonnes</i>

*A swept path analysis must be provided to demonstrate that the access is compatible with these requirements.*

*Check*

*Comply with the above requirements*

### *Access to Bin Stores and Security*

*Where communal bins are used the following instructions must be followed.*

- o Where locks are fitted to bin store doors, the standard "Budget Lock" must be fitted.*
- o Waste collection crews will not hold keys for individual bin stores*

### *Budget Lock*

### *Design of Bin Storage Areas*

- o Doorways must be wide enough for the easy passage of wheeled containers; we require a minimum 300mm either side of the largest container.*
- o Metal doors or electric roller shutter doors are recommended.*
- o Metal protection plates should be fitted to wooden doors and door frames to prevent damage by bins. Plates should also be used to protect internal walls from damage.*

- o *Motion detecting lighting should be provided within each bin store.*
- o *Refuse facilities must be integral, so that each bin store will hold a complete set of recycling and residual waste facilities.*
- o *There are five separate types of material in each bin store and adequate space is to be allocated to ensure that the bins in the rear of the bin stores can be brought out without all the other bins being taken out.*
- o *All bin stores and bin store areas must be designed to allow all containers to be brought forward to allow access by residents.*
- o *Consideration should also be given to where residents will be asked to present bulky items for uplift.*

#### *Underground/Subterranean Collection Systems*

*It may be that an underground collection facility would be a better option than the conventional above ground bin storage system. The cost of any subterranean system will be paid for by the developer and the ongoing maintenance by the property management company.*

*There are now various systems where waste can be stored underground until collection. The following photos show some of the systems currently used in Edinburgh.*

*Grassmarket*

*Harbour Green - Kingsburgh Crescent*

#### *Appendix 1 Bin Sizes*

<b>SIZE</b>			
<b>HEIGHT (mm)</b>	<b>WIDTH (mm) (without Din points)</b>		
<b>DEPTH (mm)</b>			
3200	1735	1760	1465
2400	1600	1760	1265
1800	1530	1760	1045
1280	1480	1265	0985
660	1370	1250	0720
500	1155	1290	0720
360	1115	665	880
240	1100	580	740
140	1100	505	555

#### **Education 21.November 2016**

##### **COMMUNITIES AND FAMILIES - CONSULTATION RESPONSE**

*Location Land 43 Metres East Of 95 Parkgrove Terrace*

*Proposal Proposed residential development (44 dwellings) with associated parking, access, open space, drainage infrastructure and other associated development.*

*Application number 16/04722/FUL*

*Case Officer Catriona Reece-Heal*

*Applicant Robertson Partnership Homes.*

*Assessment date 31.10.16*

The education actions required to mitigate the impact of planned and anticipated housing development, including school land safeguards, have been established on a city-wide contribution zone basis. This requirement is set out in guidance on Developer Contributions and Affordable Housing (December 2015).

This site falls within the Clermiston part of the 'West Edinburgh Education Contribution Zone'. New housing developments within this part of the Zone, which will have a net impact on education infrastructure, are required to contribute to the following actions:

**WEST EDINBURGH EDUCATION CONTRIBUTION ZONE ACTIONS -**

Action Cost at Q1 2015

New 21 class primary school and 60/60 nursery (Maybury) £14,887,301

New 14 class primary school and 40/40 nursery (IBG) £11,328,584

2 X 2ha land - Primary School Site £6,000,000

2 X School site servicing and remediation £4,414,150

4 RC Primary School classes (Fox Covert RC PS) £1,052,144

New 600 capacity ND secondary school £19,293,885

4.2 ha land - Secondary School Site £8,300,000

Secondary school site servicing and remediation £4,671,000

Increase secondary school capacity to accommodate 99 extra pupils (St Augustine's RC HS) £3,177,464

A standard pro-rata contribution towards the costs of delivering these actions has been established.

The application proposes 44 flats. Nine of the flats are one-bedroom and are excluded from the assessment below.

Although the development is not a scale where it would be expected to have an impact on secondary schools, it is expected to generate more than one additional primary school pupil.

It is therefore appropriate to apply the standard non-denominational primary school contribution rate for this Zone to the proposed development (as set out in the table below) in order that its impact can be mitigated. The rate is based on a contribution towards 'Education infrastructure, land remediation and servicing' and 'Land purchase'. If the appropriate contribution is to be provided by the developer, Communities and Families does not object to the application in principle.

Assessment based on:

35 flats

(9 one-bedroom flats have been excluded)

Education Infrastructure, land remediation and servicing

Contribution per unit Flats £2,239.67

Total required contribution £78,389

Note: To be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q1 2015 to the date of payment

Land purchase

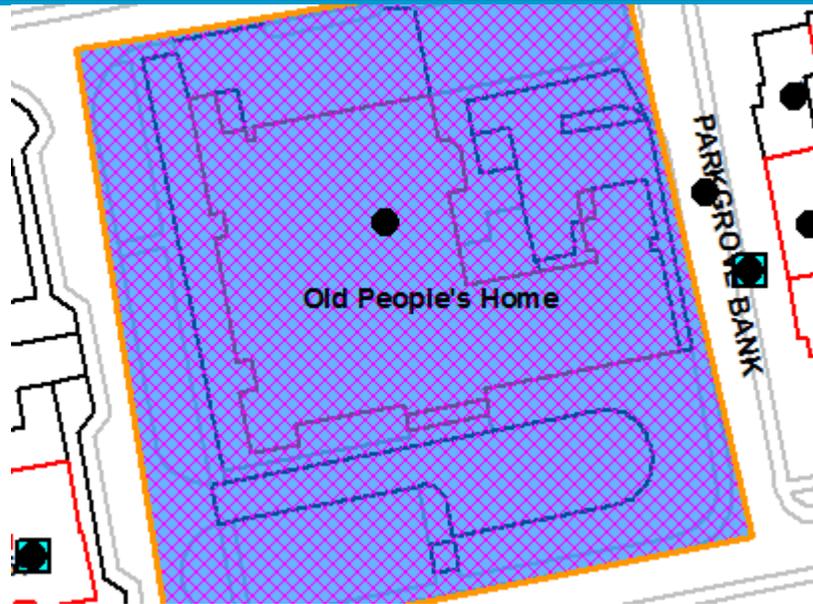
Contribution per unit Flats £383.46

Total required contribution £13,421

Note: No indexation is to be applied to land purchase contribution.

## Location Plan

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**END**