

Development Management Sub Committee

Wednesday 19 April 2017

**Application for Planning Permission 16/06347/FUL
At Site 89 Metres Northwest Of 121, Boswall Parkway,
Edinburgh
Residential Development (46 dwellings) with associated car
parking, access, open space, drainage infrastructure and
other associated development.**

Item number	4.2
Report number	
Wards	A04 - Forth

Summary

The proposal is acceptable in principle and complies with the development plan and other material considerations. The layout, scale, form and design are compatible with the surrounding area and do not harm the setting of the listed building. The loss of open space is acceptable as an equivalent provision will be made. 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.

Links

Policies and guidance for this application	LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN03, LEN16, LDEL01, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA04, NSG, NSGD02, NSGSTR, NSDCAH, NSP,
--	---

Report

Application for Planning Permission 16/06347/FUL At Site 89 Metres Northwest Of 121, Boswall Parkway, Edinburgh Residential Development (46 dwellings) with associated car parking, access, open space, drainage infrastructure and other associated development.

Recommendations

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

Background

2.1 Site description

The application site constitutes a level area of brownfield land previously occupied by the former Royston Primary School. The site currently remains within the ownership of City of Edinburgh Council.

The site extends to approximately 0.65 hectares and is rectangular in shape. The single storey former janitor's cottage still exists on the south-east corner.

The site is bounded to the north by Royston Mains Avenue, to the south by Boswall Parkway, to the east by Royston Mains Road and to the west by the remainder of the former primary school site on which there is a recently constructed care home.

To the south-east of the site, across Royston Mains Road, is Saint Margaret Mary's Presbytery, a category C listed building (reference no: 45648, listed on 16 September 1998) and Saint Margaret Mary's Church a category B listed building (reference no: 45647, listed on 16 September 1998).

The area is predominantly residential with some community and religious uses. Other than the presbytery and the bungalow at the south-east of the site, the area is characterised by two and three storey developments.

A small area of open space is located at the south-west corner of the site. This previously formed part of a larger area of open space associated with the former school and extended into the adjacent site to the west where it has been incorporated into the landscaping for the new care home.

The perimeter of the site comprises a dwarf wall set with plain railings up to approximately 1.5 metres in height with the existing access being taken from Boswall Parkway.

2.2 Site History

No relevant planning history for the site

Neighbouring Sites

18 December 2014 - Planning permission granted for a proposed new build two storey care home for the frail elderly (application number: 14/03377/FUL).

Main report

3.1 Description Of The Proposal

The proposal is for a development of 46 flats in a mixed tenure scheme. There will be 24 flats for social rent and 22 flats for mid-market rent. The accommodation will comprise 14 one-bedroom flats, 30 two-bedroom flats and two three-bedroom flats. Two of the ground floor flats will provide accessible accommodation.

The units will be provided within a flatted block laid out in a 'U' shaped building around a central courtyard. The north and west elevations will be three storeys with the east section also comprising three storeys before stepping down to two. The flats will all have pitched roofs.

The walls of the proposal will be white render with sections of dark grey facing brick and dark grey concrete roof tiles. The windows and doors will be alu-clad and dark grey in colour. Photovoltaics will also be installed on the roof.

The associated development includes car parking, pedestrian/vehicular access, drainage infrastructure and landscaping.

The development will be accessed via a new road running adjacent to the site's western boundary, creating a link between Royston Mains Avenue and Boswall Parkway. A total of 32 car parking spaces are proposed, including three disabled spaces. The flats will have internal communal cycle and refuse storage areas with space for 33 cycles. Two motorcycle spaces will also be provided.

Communal open space for the flats is provided in the central courtyard and to the south of the building. The ground floor units will each be provided with private garden space. A landscape plan has been submitted showing new and retained trees, native hedges, with shared surface paving delineating public, roadway and parking bays. Boundary treatments include native hedges and timber fences.

Supporting Information

The following information has been submitted in support of the application:

- Planning Statement;
- Design Statement;
- Road Safety Audit;
- Quality Audit;
- Daylight and Sunlight Study;

- Sustainability Statement;
- Arboricultural Report; and
- Flood Risk Assessment and Drainage Strategy 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 and does not detract from the character and appearance of the area or harm the setting of the listed buildings;
- (c) the loss of open space is acceptable;
- (d) the proposal will have any impact on amenity for existing and future residents;
- (e) the proposal will have an adverse impact on traffic or road safety;
- (f) the proposed development will be sustainable;
- (g) the proposal has any impacts on infrastructure;
- (h) any impacts on equalities or human rights are acceptable; and
- (i) representations raise issues to be addressed.

(a) Principle of Development

The application site is designated as Urban Area in the Edinburgh Local Development Plan (LDP). Policy Hou 1 of the LDP permits housing development on sites within the Urban Area subject to the proposal being compatible with the other relevant policies.

The LDP Housing Land Study (June 2014) indicates that this site has a high probability of being developed for housing in the short term. The Study states that the site could accommodate 90 residential units, albeit this related to the larger site, including where the care home has now been developed. Therefore, residential development on this site will contribute towards meeting the Council's windfall housing assumptions. The proposed development will improve the area by introducing housing on an urban infill site and contributes toward meeting housing need.

The proposal is acceptable in principle.

(b) Layout, Scale, Form and Design

The surrounding area is characterised by a variety of building types, including residential development up to three storeys, community and religious uses. There is consistency in terms of layout within the locality with development blocks fronting the roads with areas of green space to the rear.

The proposal comprises a 'U' shaped flatted block which incorporates a central courtyard and a new access road through the site. The building is laid out to form a well defined urban block that will create active frontages onto the existing streets to the north and east as well as to the new road through the site. In this respect, the layout of the development reflects the existing residential context.

Opposite the site, across Royston Mains Road, is the category C listed Saint Margaret Mary's Presbytery. Saint Margaret Mary's Church, a category B listed building, also neighbours the site to the east. Both of the listed buildings are single storey, although the church building is a much larger structure. The proposed development has been designed to respect the scale of the adjacent buildings with the eastern block stepping down to two storeys on its south-east corner. The gable of the development will be located approximately 26 metres away from the presbytery and is of a scale that will not impact on the setting of the listed buildings.

On the south-east corner of the site is an existing bungalow that was the former school janitor's residence. Although the bungalow's historic context is as a subservient building to a larger development, the southern block has also been set away from the bungalow by 20 metres to respect its scale, setting and privacy.

The development proposes a density of approximately 66 dwellings per hectare. This is medium to high density which is commensurate with nearby residential areas and aligns with the level of development anticipated in the Housing Land Study. The proposed density is appropriate in this location, as it provides an efficient use of the site and supports the regeneration of previously developed land.

The design of the development is contemporary, utilising a limited palette of materials and detailing, in keeping with the surrounding buildings. The design includes protruding gables on the elevations, a feature found on other buildings in the area including the presbytery. Within the locality, white and light coloured render is the predominant elevational finish, with sections of facing brick also a common feature. The walls of the proposal will be white render with contrasting dark grey brick feature panels. The flats will have pitched roofs, to complement the surrounding developments, covered with dark grey roof tiles. The proposal demonstrates a clear design concept where the architecture includes modest contemporary elements which are appropriate in its context.

There are three existing trees on the site. A mature elm tree and a smaller birch tree are located at the south-east corner of the site and are to be retained. A late mature cherry tree is also situated on the southern boundary of the site and will require to be removed to facilitate the engineering works for the proposed access road. An Arboricultural Report has been submitted that justifies the loss of this tree, citing its condition and future life expectancy. Planting in mitigation will be provided.

Overall, the proposal is acceptable in terms of its layout, scale, form and design and respects its surroundings including the setting of the nearby listed buildings.

(c) Loss of Open Space

The south-western part of the site is designated as an area of Open Space in the LDP. This area is currently inaccessible to the public. It previously constituted part of the wider school playground and, therefore, was not readily accessible for use by the wider community in its previous guise. Accordingly, the loss of what is a relatively small area of land would have a limited impact on the availability of open space within the wider local area. However, the proposal includes the provision of a new area of open space for use by the wider community within the development site. This equivalent provision will be openly accessible to the public and is an improvement on the prior situation. Therefore, the loss of the existing area of open space is acceptable.

(d) Amenity

Future Occupiers

The floor area of the flats range from 52 square metres to 83 square metres and all unit sizes comply with the minimum floor areas set out in the Edinburgh Design Guidance. The guidance specifies that for developments of this scale, 20% of units should be designed for families, have a floor area above 91 square metres and direct access to private gardens. While none of the units comply with the 91 square metre recommendation, they all comply with the general minimum floor space requirement set out in the guidance. In addition, the 13 ground floor properties will each have private garden space and a large area of communal garden space is provided for the upper floors.

The wider area is well served with larger family homes, and the aspiration to provide larger units requires to be balanced against the constrained nature of the site and the desire to provide a medium/high density development in an appropriate area. The nature and location of the site supports development of the density proposed and the benefits, in terms of the regeneration of the site and the provision of additional affordable housing, justify a departure from the guidance in this instance.

The proposal complies with the 'no sky line' method for ensuring adequate daylight is provided to new development with the exception of the ground floor living rooms on the south-eastern block. However, to ascertain whether there will be an acceptable level of daylight to the affected rooms, a Vertical Sky Component (VSC) assessment was also conducted. This method resulted in a VSC of 35%, which is above the requirement of 27% or 0.8 of its former value. Therefore, the development will receive adequate daylight to all habitable rooms.

All ground floor flats will be provided with private gardens. The Edinburgh Design Guidance recommends that 50% of new garden spaces should be capable of receiving at least three hours of sunlight during the spring equinox. Shadow diagrams have been submitted showing that the private gardens for all of the ground floor flats will meet the recommended standard. The communal garden area for the upper floor flats provides 34.9 square metres per flat for those without private gardens, which is considerably larger than the minimum requirement of 10 square metres. In addition, the level of sunlight that will reach the communal garden area will provide adequate amenity to the residents and is acceptable.

Areas for refuse and recycling storage will be provided internally within the flats at ground floor level.

The proposal will provide adequate amenity to future occupiers.

Existing Neighbours

In terms of daylight, the 25 degree method indicates that there will be potential for the bungalow at the south-east corner of the site and the ground floor flat across Royston Mains Road at the north-east of the site, to be detrimentally impacted by loss of daylight as a result of the new development. To ascertain whether there will be a significant loss of daylight, a Vertical Sky Component (VSC) assessment was also conducted. This method resulted in a VSC of 35.5% to the bungalow and 34% to the flat, both of which are 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 any neighbouring premises.

Shadow diagrams have also been submitted which show that there will be no significant detrimental overshadowing of neighbouring gardens as a result of the development.

The nearest residential property, the bungalow in the corner of the site, is located approximately 20 metres away from the proposed flats and will not be impacted by any loss of privacy.

Overall, there will be no unreasonable overshadowing or loss of privacy to any neighbouring properties.

(e) Traffic and Road Safety

There are no issues in terms of traffic or road safety. Thirty-two car parking spaces are proposed, which includes three wheelchair accessible spaces and visitor car parking spaces. Two motorcycle spaces will also be provided. Parking provision is within the parking requirements of the Council's parking standards. The Council's cycle standards propose two spaces per flat. However, the applicant proposes to provide one secure internal cycle storage space for each of the upper flats, with the other flats provided with private external space for cycle storage, if required. The proposed level of cycle parking is acceptable.

A Memorandum of Understanding will be required for the progression of traffic orders as necessary, including: the redetermination of footways and carriageways, a stop up order and the enforcement of disabled car parking spaces.

Informatives are also attached regarding the provision of new residents' welcome packs, electric vehicle charging outlets and car parking.

(f) Sustainability

The applicant has submitted a sustainability statement in support of the application. The proposal complies with the requirements of Part A of the Edinburgh Standards for Sustainable Buildings.

The proposal meets this requirement through the addition of photovoltaics to the roof planes of the flatted block.

(g) Infrastructure Impacts

Affordable Housing

The development is for affordable housing with 52% to be social rented and 48% 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.

Archaeology

There are no known archaeological implications regarding developing this site.

Education

The LDP has identified where additional infrastructure will be required to accommodate the cumulative number of additional pupils from development. Education infrastructure 'actions' are set out in the Action Programme and current Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery'. The site falls within Sub-Area CB-2 of the 'Craigroyston Broughton Education Contribution Zone'.

Using the pupil generation rates set out in the guidance, the development is expected to generate additional primary school pupils but no additional secondary school pupils.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme, as set out in the Action Programme and Supplementary Guidance.

Appropriate education infrastructure actions to mitigate the cumulative impact of development are identified. The required contribution will therefore be based on the established 'per flat' primary school contribution rate for the appropriate part of the Zone. On this basis, the total infrastructure contribution required (based on primary school contribution rate only) is £69,376 (to be index linked based on the increase in the BCIS All-in Tender Price Index from Q1 2015 to the date of payment). In addition, the land contribution is £2,400 (no indexation to be applied). The contributions will be secured through a Memorandum of Understanding.

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.

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.

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. Advice from Waste Services has been provided to the applicant.

(h) Equalities and Human Rights

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

(i) Public Comments

- Additional traffic - addressed in section 3.3(e);
- Lack of parking - addressed in section 3.3(e);
- Loss of privacy to neighbouring residents - addressed in section 3.3(d); and
- The development is not flat roofed - addressed in section 3.3(b).

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

3.4 Conditions/reasons/informatives

Conditions:-

1. 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.
2. i) Prior to the commencement of construction works on site:
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
- ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.
3. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.

Reasons:-

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
3. In order to ensure that a high standard of landscaping 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 a minimum of 25% affordable housing is provided and relevant contributions to Communities and Families and Planning and Transport will be paid by the applicant and/or City of Edinburgh Council's 21st Century Homes initiative in lieu of a legal agreement between both parties. The decision notice will not be issued until the memorandum of understanding is secured.

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. Electric vehicle charging points should be installed in accordance with Transport Scotland's Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013).
6. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. For the avoidance of doubt, the road layout is not approved at this stage.
7. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent.
8. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision 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) and timetables for local public transport.
9. The applicant should note that new road names may be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.
10. 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.
11. The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority. The schedule will thereafter be implemented and maintained as per the approved schedule.

12. Breeding birds may be present on site. It is an offence to disturb a nesting bird or damage a nest. Clearance of vegetation from the proposed construction area has the potential to disturb nesting birds; therefore clearance should be carried out outside the bird nesting season March - August (inclusive). Should it be necessary to clear ground during the bird nesting season the land should be surveyed by a suitably qualified ecologist and declared clear of nesting birds before vegetation clearance starts.
13. Policy Des 3 and the Edinburgh Design Guidance Chapter 3 aim to identify opportunities, through development, to enhance local biodiversity. This also accords with the Edinburgh Biodiversity Action Plan 2016-18. This application has the potential to provide opportunity for swifts (*Apus apus*) by incorporating swift brick in to the building. Any connections which can be made with this application site and the aims and objectives of the Edinburgh Living landscape Project, such as using the Edinburgh Meadow Mix within the scheme, should be given due consideration.

Financial impact

4.1 The financial impact has been assessed as follows:

A memorandum of understanding will be provided prior to the issuing of a decision notice. This will ensure obligations are met in terms of education, affordable housing and transport orders, where necessary. 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

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

Two representations have been received objecting to the development.

The material reasons for objecting are:

- Additional traffic;
- Lack of parking;
- Loss of privacy to neighbouring residents; and
- The development is not flat roofed.

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

Background reading/external references

- 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**

The site is designated as urban area in the Edinburgh
Local Development Plan.

Date registered

22 December 2016

Drawing numbers/Scheme

01 - 18,

Scheme 1

David R. Leslie

Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Alexander Gudgeon, Planning Officer
E-mail:alexander.gudgeon@edinburgh.gov.uk Tel:0131 529 6126

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

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

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

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.

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 - EDINBURGH STREET DESIGN GUIDANCE - Edinburgh Street Design Guidance supports proposals that create better places through the delivery of vibrant, safe, attractive, effective and enjoyable streets in Edinburgh. It sets out the Council's expectations for the design of streets and public realm.

Non-statutory guidelines on Developer Contributions and Affordable Housing gives guidance on the situations where developers will be required to provide affordable housing and/or will be required to make financial or other contributions towards the cost of, providing new facilities for schools, transport improvements, the tram project, public realm improvements and open space.

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

Appendix 1

Application for Planning Permission 16/06347/FUL At Site 89 Metres Northwest Of 121, Boswall Parkway, Edinburgh Residential Development (46 dwellings) with associated car parking, access, open space, drainage infrastructure and other associated development.

Consultations

Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning this application for residential development (up to 46 dwellings) with associated car-parking, access, open space, drainage infrastructure and other associated development.

Until the construction of the former Royston Primary School in the mid-20th century the site appears to have remained open farmland. Given the significant effects of both construction and subsequent demolition of Royston Primary School it is considered unlikely that significant archaeological remains will have survived in situ. Accordingly, I have concluded that this application has no significant archaeological implications.

Communities and Families

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (Updated December 2016), taking account of school roll projections. To do this, an assumption has been made as to the amount of new housing development which will come forward ('housing output'). This takes account of new housing sites allocated in the LDP and other land within the urban area.

The Council's assessment has identified where additional infrastructure will be required to accommodate the cumulative number of additional pupils from development. Education infrastructure 'actions' are set out in the Action Programme and current Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery'.

Residential development is required to contribute towards the cost of the required education infrastructure to ensure that the cumulative impact of development can be mitigated. To ensure that the total cost of delivering the new education infrastructure is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established.

Assessment and Contribution Requirements

Assessment based on:

32 Flats (14 one bed flats excluded)

This site falls within Sub-Area CB-2 of the 'Craigroyston Broughton Education Contribution Zone'.

Using the pupil generation rates set out in the guidance, the development is expected to generate additional primary school pupils but not at an additional secondary school pupil.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme, as set out in the Action Programme and Supplementary Guidance.

Appropriate education infrastructure actions to mitigate the cumulative impact of development are identified. The required contribution will therefore be based on the established 'per flat' primary school contribution rate for the appropriate part of the Zone.

If the appropriate contribution is provided by the developer, as set out below, Communities and Families does not object to the application.

Total infrastructure contribution required (based on primary school contribution rate only):

£69,376

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q1 2015 to the date of payment.

Total land contribution required:

£2,400

Note - no indexation to be applied to land contribution.

Environmental Protection

The applicant proposes the erection of up to 46 dwellings on land which previously formed part of the Royston Primary School site. The site is surrounded by residential properties, with a care home being developed to the west.

Contaminated land issues have been considered and found to be of no concern; therefore, Environmental Protection has no objections to this proposed development.

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

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

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

Developers should now consider the potential for EV charging as they develop their proposals. Based on currently available technology Environmental Protection recommends that the site is served by at least one electric vehicle charging outlet and should be of the following standard: 70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 connectors, the AC supply by a 62196-2 connector. Must have the ability to be de-rated to supply 25kW to the AC and either of the DC outlets simultaneously.

Grants are also available for the installation of EV charge points. More information can be found at;

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

Informative

Electric vehicle charging points should be installed in accordance with Transport Scotland's Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013).

Flood Prevention

The submission addresses all of flood prevention's requirements. I would note that the higher resolution SEPA flood maps available to CEC show that there is localised pluvial flooding at this site, however the construction of formal drainage for the scheme should minimise the risk of flooding to an acceptable level.

We have no further comment and are happy to support this application.

Roads Authority

objections to the application subject to the following being included as conditions or informatives as appropriate:

1. The applicant will be required to:
 - a. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;
 - b. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
2. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. For the avoidance of doubt, the road layout is not approved at this stage;
3. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;

4. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision 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) and timetables for local public transport;
5. The applicant should note that new road names may be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;
6. 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;
7. 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;
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 developer must submit a maintenance schedule for any SUDS infrastructure for the approval.

Note:

Current Council parking standards do not specify parking requirements for mid market rent units. However, it is expected that this will be up to 1 space per unit. Therefore, the proposed development would require approximately 28 car parking spaces for the 46 units (24 affordable and 22 mid market rent). The proposed 32 spaces is considered acceptable.

Waste Services

I have been asked to provide my comments as a consultee to this application on behalf of the Waste and Cleansing Services.

I have provided below some general information in relation to this development, but the detailed arrangements need to be agreed with myself at later stage. The architects or developers should liaise directly with me at earliest point via email at anna.napiorkowska@edinburgh.gov.uk.

Waste Management Responsibilities

The Waste and Cleansing Services will be responsible for managing the waste from households and any Council premises only. I am assuming this would include this development.

Although it does not appear to be pertinent for this case, for completeness, it would be the responsibility of any third party commercial organisations using the site to source their own trade waste uplifts. Architects should however note the requirement for trade waste producers to comply with legislation, in particular the Waste (Scotland) Regulations which require the segregation of defined waste types to allow their recycling. This means there would need to be storage space off street for segregated waste streams arising from commercial activities.

Any appointed waste collection contractors, appointed to manage commercial waste, could be expected to have similar requirements to the Council in terms of their need to be able to safely access waste for collection.

Compliance with Waste Strategy (Domestic Waste Only)

The provision of a full recycling service is mandatory in Scotland, so that developers must make provision for the full range of bins (either individual Containers for each property, or communal bins for multiple properties). These must be stored off street at all times, except on the day of collection (in the case of individual bins).

The waste collection teams will require safe and efficient access to these from the earliest occupation, and therefore cognisance must be taken of my comments below in relation to operational viability.

For high density properties, we would recommend communal waste containers, for: landfill waste, mixed recycling for paper and packaging, glass, and food.

Key points are:

- each bin store must accept the full range of materials in bins, segregated as outlined above. It is not acceptable to have some types of bin in one bin storage area, and others in a different collection point, as recycling is a fully integrated part of the service;*
- the maximum size of a food bin is 500 litres; and that of a glass bin is 660 litres, which are both smaller than other types of waste due to weight issues;*
- provision must be made for the storage and disposal of bulky wastes such as furniture produced by the residents, and indeed access to those by our collection teams.*

Developers can either source their own bins in line with our requirements, or can arrange for us to do so and recharge the cost- this will probably be most convenient for them.

Operational Viability

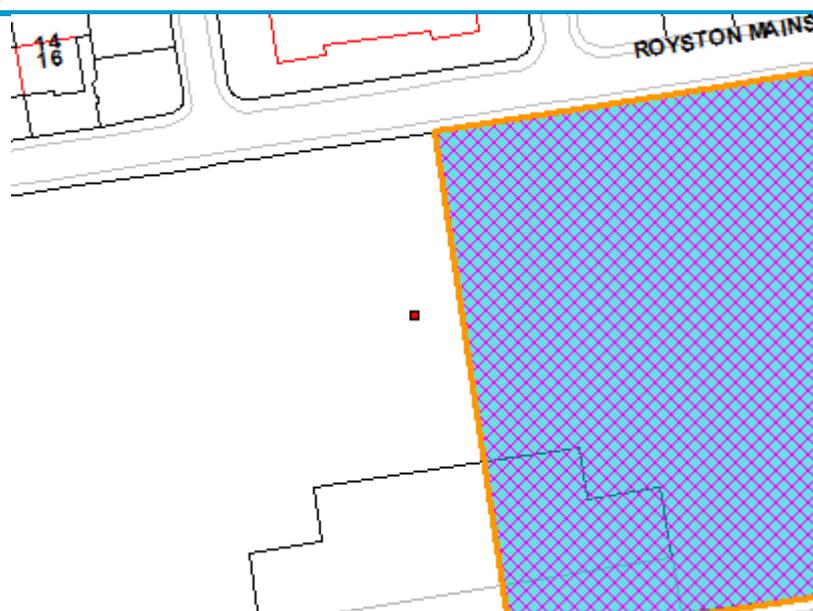
Developers need to ensure that services are accessible so that our collection crews can provide the service in a safe and efficient manner, taking account of turning circles, length and width of vehicles, distance bins must be pulled, surfaces, slopes and so on. Obviously sufficient capacity must also be provided to allow successful collection of each segregated waste stream.

Open Spaces

We would like to understand who will be responsible for maintaining the open spaces within the development as full access to the site would be required.

With regards to the application 16/06347/FUL I have concerns with regards to the swept path analysis and number of recycling bins outlined in the planning statement therefore I would strongly recommend early contact with myself to ensure adequate provision of segregated household waste bins include all of the above and suitable access for the refuse collectors.

Location Plan



© Crown Copyright and database right 2014. All rights reserved. Ordnance Survey License number 100023420

END