

Development Management Sub Committee

Wednesday 19 April 2017

**Application for Planning Permission 16/06346/FUL
At Site 71 Metres Northwest Of 40, Dumbryden Drive,
Edinburgh
Residential Development (49 dwellings) with associated car
parking, access, open space, drainage infrastructure and
other associated development.**

Item number	4.6
Report number	
Wards	A07 - Sighthill/Gorgie

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. 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

<u>Policies and guidance for this application</u>	LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN03, LEN16, LDEL01, LHOU01, LHOU02, LHOU03, LHOU04, LHOU05, LHOU06, LTRA02, LTRA03, LTRA04, NSG, NSGD02, NSGSTR, NSDCAH, NSP,
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Report

Application for Planning Permission 16/06346/FUL At Site 71 Metres Northwest Of 40, Dumbryden Drive, Edinburgh Residential Development (49 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 an area of brownfield land previously occupied by the former Dumbryden Primary School. The site remains within the ownership of City of Edinburgh Council.

The site is irregularly shaped and extends to approximately 0.6 hectares. The existing vehicular access is from the north of the site on Dumbryden Gardens with a pedestrian access to the south on Dumbryden Drive.

The site is bounded to the north by the access road into Dumbryden Gardens with two storey houses and four storey flats beyond. To the east is a pedestrian footpath linking the area to residential properties in Dumbryden Drive and Dumbryden Gardens. Further east lies a block of four storey flats with communal gardens. To the south is Heathervale Young People's Centre and Dumbryden Industrial Estate. Community allotments are located to the south-west and immediately to the west is the remainder of the vacant site, which remains undeveloped at present.

The area has a mixture of uses with predominantly residential developments to the north and east and community and commercial uses to the south and west. Development within the area is predominantly between two and four storeys with the exception of the industrial estate that has one large single storey structure.

2.2 Site History

16 March 2015 - Planning permission granted for a proposed new build two storey care home for the frail elderly (application number - 14/04672/FUL).

Main report

3.1 Description Of The Proposal

The proposal is for a development of 49 flats in a mixed tenure scheme. There will be 30 flats for social rent and 19 flats for mid-market rent. The accommodation will comprise 15 one-bedroom flats, 27 two-bedroom flats and seven three-bedroom flats. Three of the ground floor flats will provide accessible accommodation.

The units will be provided within two flatted blocks laid out in 'L' and 'U' shaped buildings. The blocks will face each other while fronting onto a new road to be created through the development. The flatted blocks will be four storeys and have pitched roofs.

The walls of the proposal will be predominantly dark brown/red facing brick with sections of white render 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.

Access will be via a new road through the development linking Dumbryden Drive to Dumbryden Gardens. End on car parking spaces will be provided either side of the road in front of the flatted blocks with spaces for 33 cars, including three disabled spaces. Two motorcycle spaces will also be provided. The majority of flats will have internal communal cycle and refuse storage areas. The south stair in the eastern block will be provided with an external cycle and refuse storage area. Cycle parking is provided at a ratio of one space per flat.

Communal open space for the flats is provided immediately adjacent to each block. The ground floor units will each be provided with private garden space. A landscape plan has been submitted showing new and retained trees, shrub planting and native hedges, with shared surface paving delineating public areas, 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;
- 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;
- (c) the proposal will have any impact on amenity for existing and future residents;
- (d) the proposal will have an adverse impact on traffic or road safety;
- (e) the proposals address issues of sustainability;
- (f) the proposal has impacts on infrastructure;
- (g) any impacts on equalities or human rights are acceptable; and
- (h) representations raise issues to be addressed.

(a) Principle

The application site is located within the 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 and could accommodate 133 residential units, albeit this related to the entire former school site which extends to 2.06 hectares. 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 layout responds positively to the site constraints, with existing developments and public spaces surrounding the site on all sides. The new flats are inward facing but will create active frontages onto the new road created within the development. The ends of the 'U' shaped eastern block will face onto Dumbryden Drive and Dumbryden Gardens, albeit they will be set back within the site. However, this is similar situation to the existing block to the east.

The development proposes a density of approximately 81 units per hectare. This is medium to high density which is commensurate with nearby residential areas. 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 buildings is contemporary, utilising a limited palette of materials and incorporating rhythmic fenestration and simple features to give an ordered and clutter free appearance. The proposed elevational treatments will be dark brown/red multi-tone facing brick with sections of white render and dark grey concrete roof tiles. The proposal demonstrates a clear design concept where the architecture includes modest contemporary elements which are appropriate in its context.

There is an existing cluster of trees on the north-east corner of the site. Two further trees are near the eastern boundary. It is proposed that these trees will be retained on site with some additional planting following the completion of development.

Overall, the proposal is acceptable in terms of its layout, scale, form and design.

(c) Amenity

Future Occupiers

The floor area of the flats range from 52 square metres to 82 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, seven of the properties will have three bedrooms and all units comply with the general minimum floor space requirement set out in the guidance. In addition, the 10 ground floor properties will each have private garden space and large areas of communal garden space are provided for the upper floors.

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.

A Daylight and Sunlight Study has been submitted in support of the application. The study considers whether the new development will receive adequate sunlight and daylight and whether it will detrimentally impact on any existing buildings.

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 room on the north-east corner of the 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 30.5%, 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 within the western block provides 47 square metres per flat and in the eastern block provides 24.5 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.

Overall, 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 houses to the north of the eastern block 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 properties, which is above the Edinburgh Design Guidance requirement of 27% or 0.8 of its former value. In addition there will be some loss of daylight to the gable of the flatted block to the east. However, this is a gable elevation on which the windows serve bathrooms, to which daylight is not protected. 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.

In terms of privacy, the flats to the east are 9.5 metres from the proposal. However, it is the gable of the existing flats that faces the development and there are no habitable rooms on this elevation that will be impacted by loss of privacy. All other residential properties are in excess of 30 metres from the development and their privacy will not be affected.

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

(d) Traffic and Road Safety

There are no issues in terms of traffic or road safety. Thirty-three car parking spaces are proposed, which includes three 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 secure internal cycle storage space at a rate of one space per flat, which is acceptable in this instance.

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.

(e) 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.

(f) Infrastructure Impacts

Affordable Housing

The development is for affordable housing with 61% to be social rented and 39% 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

This site falls within Sub-Area SW-3 of the 'South-West Education Contribution Zone'. There is no requirement for new education infrastructure to mitigate the impact of this development.

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.

(g) 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.

(h) Public Comments

The application has attracted no public comments.

Conclusion

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. 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.

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 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. Prior to the commencement of works on site, 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 issues of a decision notice. This will ensure obligations are met in terms of 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

No representations have been received.

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 - 16,

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 5 (Conversion to Housing) sets out the criteria for change of use of existing buildings to housing.

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 16/06346/FUL At Site 71 Metres Northwest Of 40, Dumbryden Drive, Edinburgh Residential Development (49 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 49 dwellings) with associated car-parking, access, open space, drainage infrastructure and other associated development.

The site lies to the north of the historic Farm of Dumbryden in Wester Hailes, on an area which has been significantly developed in the post-war era. Given the sites location away from the location of the historic farm of Dumbryden and expected considerable previous ground disturbance on the site, it is my opinion that this application has no significant archaeological impact.

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 indicated that additional infrastructure will be required to accommodate the cumulative number of additional pupils from development. Education infrastructure 'actions' have been identified and 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 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:

34 Flats (15 one bed flats excluded from assessment)

This site falls within Sub-Area W-3 of the 'South West Education Contribution Zone'.

The Education Appraisal considered the impact of new housing sites allocated in the LDP, including some sites within the Urban Area. No requirement for new primary or secondary infrastructure to accommodate additional pupils from new development within this sub-area was identified.

Although the Education Appraisal did not take account of the potential for new residential development on this site, this has now been considered. The existing catchment schools which cover this site can accommodate the additional pupils that would be expected from a development of 34 flats.

There is therefore no requirement for a contribution towards new education infrastructure to mitigate the impact of this development.

Environmental Protection

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. This will assist in mitigating traffic related air quality impacts.

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>

The site is very close to the historic Hailes Quarry and also borders a former industrial site, therefore there is the potential for the site to be contaminated.

Environmental Protection has no objections to this proposed development subject to the following conditions:

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

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

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

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

2. *Electric vehicle Charging outlet(s) 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.

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

Flood Prevention has no further comment to make on this application.

Roads Authority

No 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 25 car parking spaces for the 49 units (30 affordable and 19 mid market rent). The proposed 33 spaces is considered acceptable.

Waste Services

I have been asked to provide a response on behalf of the Waste Management Service to the attached application.

As this relates to the construction of domestic properties at Dumbryden, I would expect this service to be responsible for the provision of waste management services to this property.

The requirements from our point of view relate to:

Compliance with Waste Strategy

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).

The waste services for these flats will be by communal bin collection, within the bin stores marked on the plans.

The bins provided would be for: landfill waste (1280 litre bin), mixed recycling (1280 litre bin), glass (240 litre), food (240 litre) and - where relevant- garden waste (240 litre bin).

The way we collect and calculate the capacity per property has changed since these bin stores were planned. There are minimal changes, but we would require an additional 1280 litre bin in the bin stores for blocks 3 and 4.

The waste collection teams will require safe and efficient access to the bin stores, at all times when servicing is required. Therefore cognisance must be taken of my comments below in relation to operational viability.

Key points are:

- Each bin must accept the full range of materials in bins, segregated as outlined above. It is not acceptable to have some types of bin and others in a different collection point, as recycling is a fully integrated part of the service.*
- 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.*

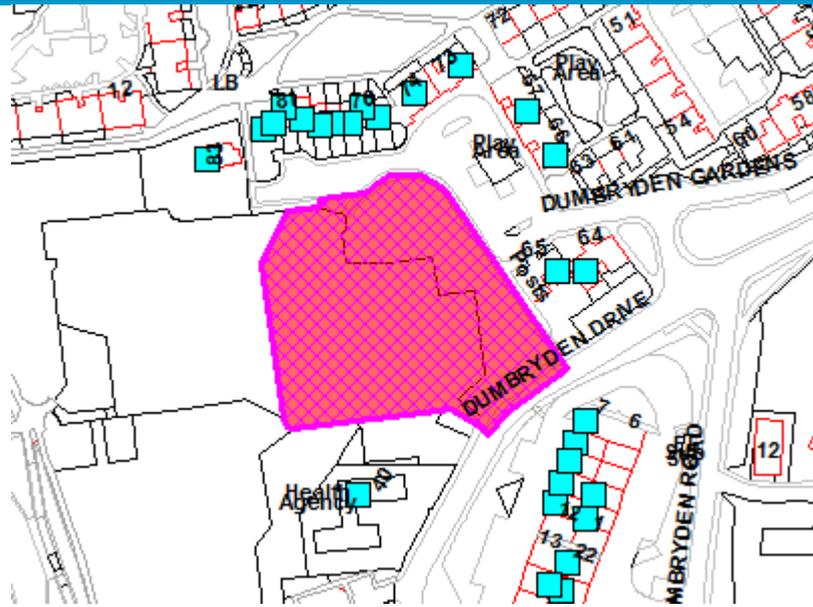
Operational Viability

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.

Developers need to speak to us to ensure that our requirements for safe access are complied with, as well as to ensure that there is sufficient off street storage for the containers. I would recommend they do so as soon as possible.

I attach some information relating to the requirements for architects, which I would appreciate you forwarding on to the developers. This is still in draft form, but I think it's still worth them seeing.

Location Plan



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