

Development Management Sub Committee

Wednesday 24 January 2018

**Application for Planning Permission 17/04262/FUL
At Queensferry High School, 27 Ashburnham Road, South
Queensferry
New build replacement secondary school with associated
playing fields, external spaces, car parking/landscaping
(existing school to be demolished) (as amended).**

Item number	7.1
Report number	
Wards	B01 - Almond

Summary

The proposal largely complies with the Development Plan and the Council's non-statutory guidelines. There is a marginal deficit in the number of cycle spaces provided, which can be rectified by condition. There is no adverse impact upon the setting of the conservation area and the design is of an appropriate standard. The proposal will protect the open space around the school site and ensure long term consistency of sports facilities and access for the community. There are no material considerations that outweigh this conclusion.

Links

Policies and guidance for this application	LDPP, LDEL01, LDES01, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES11, LEN01, LEN06, LEN08, LEN12, LEN16, LEN18, LEN19, LEN20, LEN21, LEN22, LTRA01, LTRA03, LTRA04, LTRA09, NSG, NSDCAH, NSESBB, NSGD02, NSP,
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Report

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Recommendations

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

Background

2.1 Site description

The application site covers 5.4 hectares and is situated in the north eastern part of South Queensferry. It is currently the existing Queensferry High School campus which has community use of the sports facility. The site lies to the south of Station Road which defines the boundary of the Queensferry Conservation Area.

The existing school buildings vary from 1-3 storeys and sit in a linear form across the centre of the large open site in an established landscape setting with mature trees and vegetation providing a strong buffer along the southern boundary. The existing high school sits on a terrace approximately 2.6 metres above Station Road. Grass playing fields are situated to the north and east; the grass playing fields to the north of the school buildings are at the lowest level of the site adjacent to Station Road.

The site is surrounded by low rise predominately two storey residential development with the former Agilent site (LDP site HSG2) being built out as housing to the south east. The majority of the surrounding houses back onto the school site; the houses to the west of Ashburnham Road and north of Station Road have front entrances that face onto the school grounds.

The neighbouring primary school, St Margaret's Primary School, is located on Station Road.

Queensferry Recreation Centre, The Hub, lies to the south west, comprising of a sports pavilion, sports changing facilities hard surface playing courts and playing fields.

Queensferry Town Centre lies 900 m to the north-west with Dalmeny railway station situated approximately 300 metres to the east. National Cycle Route 1 passes the south west corner of the site, linking Scotstoun Avenue with Roseberry Avenue via an off-road cycle/walkway. Potential residential development is identified further south of the site at South Scotstoun (LDP site HSG 33).

North of the site boundary, on Station Road, is a group of listed buildings addressed as Station Road, 1,3,5 and 7 (coach houses) Ashburnham Gardens, Ashburnham House, category B, (ref LB40414) listed on 15/4/1991. Number 41 Station Road, Rosshill, is a category B listed building, (ref LB 40401) listed on 19/12/79. Number 37 Station Road, Ashburnham Lodge is listed category c (ref LB 40415) listed on 15/4/91.

The site is located immediately to the south of the Queensferry Conservation Area and south of the Forth Bridge World Heritage Site.

2.2 Site History

19 May 2017 – Proposal of Application Notice reference 17/02336/PAN was submitted.

Main report

3.1 Description Of The Proposal

The application is for a new build replacement secondary school with associated playing fields, external spaces, car parking and landscaping. The existing school will be demolished following completion of the development.

The redevelopment of Queensferry High School will be funded by Scottish Government's Scotland's Schools for the Future Programme and will increase the school capacity from existing 1000 pupils to 1200 pupils.

The proposal includes a new school, incorporating a new sports hall, and new swimming pool. The school pupils currently have access to one full sized grass pitch and one 7 aside grass pitch. The proposal would provide access to a new full sized 3G pitch for football within the site and to a full sized 3G for rugby and football off site (not linked with the application). The 3G pitch would be floodlit by 8 x 15 metre high lamps positioned around the pitch, maintained at 544 lux.

The proposal includes a 100m grass running track, long jump, shot put provision and rounders pitch, also three hard play spaces marked out for basketball/netball.

Upon completion and occupation of the new school the existing buildings will be demolished a 3G football pitch will be constructed in the vacated area.

School Design

The plan and layout of the school originated from the preferred Strategic Educational Design Brief (SEDB) to create faculties with central collaboration space.

The proposed building is defined by three blocks running east to west across the site, with link bridges. The building rises to a maximum of four storeys in height stepping down to the gym hall and swimming pool proposed to the east. At the centre of the blocks is a large double height space accommodating kitchen, dining, café, assembly and meeting points, referenced as the heart of the school. The kitchen flue would be vented 500mm above the roof of the central block.

It is proposed to finish the ground floor of the building in a multi-stock yellow brick up to three metre height. The first and second floors of the teaching block would be finished with weathered timber cladding. The upper floor would be finished with a glazed external treatment, curtain walling, with a timber balustrade. The central block is set back at fourth floor with a north facing terrace proposed.

The sports block to the east would be finished in a contrasting metal panel cladding. The north facing ground floor elevation of the sport block has a blank façade for security and noise breakout purposes. School Crest and signage is proposed at first and second floor level on the north facing elevation of the sports building. The south facing side of the building includes glazing to the back of the gym hall looking out over the playing pitch. Outdoor dining space and outdoor classrooms are proposed close to the rear of the school building.

The new facilities will be available for community use with the six lane swimming pool, sports area and out of school community amenities being widely available.

Access and Movement

The proposal segregates vehicle and pedestrian access to the site. A new vehicle access is proposed off Station Road in the north to serve a car park. Parking provision is provided based on CEC standards with 80 standard car parking spaces proposed for staff and visitors, 6 spaces for two wheeled power vehicles and 4 accessible car parking spaces.

A pedestrian access is also proposed off Station Road to the north and two pedestrian/cycle accesses from the west. The existing northern boundary of the school has been set back to allow for a new pedestrian/cycle path up to 3.5 metres in width along the east of Ashburnham Road which will link the National Cycle Route, Station Road and Ferry Glen. Cycle stores are incorporated into the design.

The current arrangement of bus drop off at the adjacent Community Hub, accessed via Ashburnham Road, will continue until 2023 after which date it is expected that a new school will be built in the west of Edinburgh and the school catchment may change. Service access to the school will continue from Ashburnham Road. A raised crossing point is proposed set back from the junction of Ashburnham Road with Station Road. The corner of Ashburnham Road with Station Road will be planted with meadow grass and amenity planting.

The site will be bound by a perimeter fence with gated access provided to each of the access points, locked when required.

Landscape

To facilitate the redevelopment of the school approximately 50 trees will be removed, none of which are protected. A line of maple trees and sycamore tree across the centre of the site will be lost, as will some beech, lime and silver birch within the existing school courtyard. A Norway maple and a silver birch will be removed on the northern boundary to allow for a new access, and a maple and cherry tree removed on the western boundary.

The high value landscape buffer to the south of the site will be largely retained with some cleared to create a footpath. Overall this area will be enhanced with the outdoor classroom being incorporated to the overall design.

The proposal includes the setting back of the boundary fence from Station Road and Ashburnham Road which allows for enhanced boundary footpath and enhanced planting, including heavy standard trees along the northern boundary of the site.

The area to the front of the school campus, north facing, includes the introduction of low grass mounds as a setting to the community facilities on the north eastern side of the site. The existing woodland along the eastern and southern boundaries of the site is retained with some woodland management required. The proposal includes an informal gathering area in the south east corner of the site and grass seating embankments offering views north to the Forth bridges. New tree planting is proposed along the western and southern boundaries of the site.

Supporting Statement

The application is supported by the following documents:

- Pre application consultation report,
- Transport Statement,
- Landscape and Visual Impact Appraisal,
- Tree survey,
- Flood risk assessment and surface water management plan,
- Air Quality Impact Assessment,
- Heritage Impact Assessment,
- Noise Impact Assessment, and
- Phase 1 Habitat and Protected Species Survey.

Additional information was received on 30 November 2017, neighbours were re-notified on 1 December 2017. The new information received was with respect to the following:

- Flood Risk Assessment and Surface Water Management Plan;
- Kitchen flue and pool discharge plans, plant plan and elevation; and
- Landscape plan updated; and swept path analysis.

An update was received to the Transport Assessment on 14 December 2017 which did not materially change the findings of the original report and therefore further notification was not carried out on this information.

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 principle of the development is acceptable in this location;
- b) the proposal will preserve and enhance the setting of the Conservation Area, setting of listed buildings, and the UNESCO World Heritage Site;
- c) the design, scale, layout and materials are acceptable;
- d) access arrangements are acceptable in terms of road safety and public transport accessibility;
- e) the proposal will detrimentally affect flooding;
- f) the proposal is detrimental to the amenity of neighbours or occupiers of the new development;
- g) the proposal will detrimentally impact upon trees;
- h) the proposal will affect the biodiversity of the area;
- i) the proposal will have a detrimental impact upon air quality;
- j) the proposal meets the sustainable standards in the Edinburgh Design Guidance;
- k) material representations or community council comments raise issues to be addressed; and
- l) the proposals have any equalities or human rights impacts.

a) The principle of the development is acceptable in this location

The application site is within the existing Queensferry High School Campus. The site is long established as a school site with associated community facilities and is located close to the railway station and the residents of Queensferry.

The site is allocated as open space in the Edinburgh Local Development Plan where policy ENV 18 Open Space Protection is applicable.

The proposed new school will be built in front of the existing new school within the school campus. Throughout building works there will be a reduction in open space provision for the pupils of the school within the campus, however pupils will be able to use the new playing fields being constructed on the adjacent site in association with the community centre.

Sport Scotland recognise that the proposal represents an improvement over the existing provision and recommend that the new pitch is fully operational and available for use not later than one year after the opening of the new school. A condition to secure this is recommended.

The proposed development includes increasing the capacity of the school from 1000 pupils to 1200 pupils and enhancements to the community facilities including the provision of a six lane swimming pool, theatre and accessibility for night classes.

The new school will take up a smaller footprint than existing and therefore upon completion there will be an overall increase in useable open space around the building. The existing grassed playing fields are categorised as second lowest in grading in the 2016 Open Space Audit and therefore the proposed enhance sports provision will lead to an upgrade. The school open space is currently classified as inaccessible to the public in the Open Space Audit. The proposal will improve upon the current situation with enhanced community access to the facilities.

The existing northern boundary fence would be set back from the existing position, thus revealing more green space and better footpath access. The proposal includes the retention of the existing rich landscape buffer to the south and east of the site and the landscape proposals include overall enhancements to the biodiversity of the site.

It is concluded that the principle of a new school on the site is acceptable and once complete will satisfy the policy requirements of LDP ENV 18 Open Space Protection and policy ENV19 Protection of Outdoor Sports Facilities.

b) The proposal will preserve and enhance the setting of the Conservation Area, setting of listed buildings, and the UNESCO World Heritage Site and respect archaeology on the site.

The application site lies to the south of the Queensferry Conservation Area. The centre of the conservation area is formed by the historic old town. This section of the conservation area is characterised by villas in large plots, the woodland and landscape gardens contributing to the character of the conservation area.

The new building would be set back over 25 metres from the road edge, at the shortest point in the north east corner. This is considered an appropriate set back distance to retain the open character and appearance at this location. The setback allows for the retention of significant areas of green to reflect the appearance of the edge of the conservation area.

Overall, the new school would have a smaller footprint than the existing and is more compact, which frees up more open space around the site. It does however result in an additional storey to the building. Whilst moving further north, the new building would be positioned on a lower part of the site and subsequently would not exceed the maximum height of the existing school.

Acknowledging that this is a public building, and given the setback distance from the road and the relationship to the surrounding existing dwellings, it is considered that the step up to four storeys within the centre of the building is acceptable in the context and would not detrimentally impact upon the setting of the character of the conservation area or the setting of the listed buildings on the northern side of Station Road.

The proposed material finish of the building, predominately brick with timber cladding is acceptable in close proximity to the conservation area.

The application is supported by a Townscape/Landscape and Visual Impact Assessment (TVLIA) which assesses the impact on key viewpoints identified in the Edinburgh Design Guidance. The TVLIA concludes that the sensitivity of the area is considered to be high but with the magnitude of change to the landscape being very minor with the new development occurring outside of the conservation area and its visual impact only affecting a small proportion of it. The TVLIA concludes that the overall effect of the proposed development upon the conservation area to be minor adverse but not significant. The relationship with the conservation area is considered acceptable.

The new school building will be a large horizontal mass and will be visible above the predominant two storey dwellings that form the character of the area. Whilst bulkier, its overall height will not exceed the existing height of the school on the site and it is concluded that with the contrasting material at the upper level and the set back at the upper level that the proposal satisfies LDP policy ENV 6 in that it will not erode the character and appearance of the conservation area.

The Forth Bridge was designated as a World Heritage Site in 2015. The Townscape/Landscape and Visual Impact Assessment (TVLIA) submitted in support of the application demonstrates that the building will be visible from the bridge, particularly in the winter. However, the study concludes that the development would not have a significant impact upon the World Heritage Site. The height of the building is therefore acceptable.

The new classrooms, particularly at the upper level of the school, will have long views to the Forth Rail Bridge and glimpses out to the bridge will be experienced from the school campus, thus reinforcing a sense of place for the students.

It is concluded that whilst the new building will be seen from views back from the bridge its overall form and massing will not have an unduly negative impact upon Outstanding Universal Values (OUV) of the Forth Bridge World Heritage Site and its setting and satisfies LDP policy ENV1.

Archaeology

With regards to archaeology the site is regarded as occurring within an area of archaeological potential. An assessment of the results of previous archaeological work in the area and the location of the site has led to the conclusion that the construction of the new school has the potential to disturb both prehistoric remains and information regarding the military defences surrounding South Queensferry during the 20th century. Therefore, following the advice of Archaeology it is recommended that a condition is imposed to ensure that a programme of archaeological works is carried out prior to the commencement of development.

c) The design, scale, layout and materials are acceptable

The new school building is required to meet with the aspiration of the Government's Curriculum for Excellence. Therefore the subsequent layout was developed through the Strategic Educational Design Brief.

The proposals were presented to the Edinburgh Urban Design Panel at pre application stage on 31 August 2016. The Panel supported the retention of the school on the site and encouraged a landscape approach to inform the design for the site. A low built form was encouraged to retain the rural character of the site. The EUDP report can be found in appendix 1, consultation section. The applicant has sought to address many of the points raised through the design evolution. Issues in respect of site security curtail the aspiration to have the school site accessible 24/7 and the height and form of the building is largely dictated by the funding model and the Strategic Educational Design Brief.

The proposed redevelopment of the new school building will be more compact than the existing and will result in a distinctive public building offering a safe and secure environment for its end users. The positioning on the site running east to west, further north on the site, with pitches relocated to the rear, will change the direct relationship of the school building and pitches upon the immediate neighbours.

The new building will be energy efficient and leaves maximum open space within the campus to accommodate new sports facilities. The siting of the building has considered the site topography and the environmental constraints of the existing landscape buffers around the site.

The height and form of the building on the site is considered appropriate, being set down in a lower part of the site than the existing school and rising up to four storeys in height in its central core. The form of the building is broken into three blocks connected by link bridges which breaks up its perceived monolithic form and pays homage to the linked form of the Forth Rail Bridge.

The scale and proportion of the building sits comfortably on the site, stepping down to the eastern boundary where it comes close to the residential neighbours. Adequate open space is provided on all sides of the building protecting its setting.

A Townscape/Landscape and Visual Impact Assessment (TVLIA) submitted in support of the application assesses the impact of the proposal upon various view points and concludes that the most sensitive view of the building would be that from the Fairy Glen footpath across the road, to the north west of the site. In mitigation, tree and hedge planting along the northern boundary is proposed. The Assessment concludes that the impact of the proposal on longer views would not be significant.

The proposed materials and detailing are considered a suitable solution with the main bulk of the building at first and second floor being finished with Russwood timber cladding which softens the impact of the building and connects to the surrounding landscape. It is proposed to use a multi yellow brick as the base course up to 3m high. The proposed brick is similar to the historic Winchburgh brick from the neighbouring Winchburgh town. To enhance biodiversity into the building it is recommended that some swift bricks be incorporated into the brick work (an informative is recommended).

The upper storey of the teaching block would be coated in curtain walling with the aim of reducing the visual bulk of the building, creating a lightness at the upper level. The use of bronze colour cladding is a satisfactory solution to emphasise the upper levels of the sports and community block. Out of school hours use of the building is limited mainly to the ground floor and as such the light pollution from the building after dark would be principally from the lower level of the building.

The chosen palette of materials is considered acceptable in principle for the public building within the open landscape setting, opposite the conservation area. The final detailed colours/grading of the brick, timber, metal cladding and all other materials are not clear from the submitted drawings and should be submitted as detail for approval prior to construction of the building as part of a planning condition.

Local Development Plan policy Des 7 encourages development which enhances community safety and improves urban vitality offering direct and convenient access by foot and cycle.

The proposal includes the introduction of a new footpath/cycleway on part of the eastern side of Ashburnham Road and along part of the northern boundary which connects into the cycle network, the link will be connected around the former janitor's house providing safe and convenient access. The new access route from Station Road will be carefully controlled by a barrier system for teachers during the day, with change over to use by the community out of school hours.

Car parking within the site would meet with the CEC guidelines and makes adequate provision for staff and visitors and provides for motorised two wheeled vehicles. Cycle parking would be provided within secure covered cycle shed close to the western pupil entrance and within the school car park for teachers use. The application proposes 100 cycle spaces, to meet the new guidelines approved in September 2017 a minimum of 140 cycle spaces would be required. A condition to secure this is recommended.

The enhanced tree planting and landscaping as part of the scheme is welcomed.

It is concluded that the design, scale, layout and materials are acceptable and the Local Development Plan policies in respect of design principles for new development are met.

d) Access arrangements are acceptable in terms of road safety and public transport accessibility

Policy TRA 1 of the LDP aims to reduce travel demand and encourages accessibility to major development by modes alternative to the car.

The site is in close walking distance to most of its pupil catchment, with some pupils continuing to be bussed in from neighbouring villages, which assists in reducing impact on the local roads. The school is also within 300metres of the railway station which provides an alternative travel option for some pupils and staff.

There is a strong aspiration to improve cycle routes within Queensferry improving east to west access through to Dalmeny Station and north to south connection linking Fairy Glen to Scotstoun Avenue.

The favoured east to west option from the LDP active travel actions for Builyeon Road would be to have a direct route at the southern end of the school. This would involve taking a section of land out of the school playing fields and for reasons involving school security and costing, has not been pursued through this school replacement project.

In accordance with LDP policy TRA 3, the current proposal includes enhancements to the western and northern boundaries of the site that allows for improved cycle and pedestrian access and opportunities to link into National Cycle Network 1.

CEC Active Travel Team has requested that Children and Education liaise with them to deliver the preferred cycle route linking through the south of the school and connecting to the south west corner of the site. The proposal does not preclude this route from potentially being secured in the future. The current proposal does not prejudice the continuity of the off-road network and meets with the requirements of policy TRA 9 of the LDP. This route is not necessary to make the proposal acceptable.

The proposed car park to the front of the building includes some surface planting and provides an adequate buffer to Station Road and should not compromise pedestrian safety in accordance with LDP policy TRA 4.

There are no Transport objections to the proposal subject to recommended conditions, which includes appropriate treatment of the junction Station Road with Ashburnham Road, and the need for a Quality Audit, as set out in Designing Streets.

The proposal complies with Local Development Plan Transport policies.

e) The proposal will detrimentally affect flooding

LDP policy ENV 21 aims to ensure that the development will not result in an increase in flood risk for the site being developed or elsewhere.

The application is supported by a Flood Risk Assessment and a Surface Water management Plan.

From consultation with SEPA the indicative flood maps show no areas of low, medium or high fluvial flood risk within 500m of the site. The entire site lies outwith 1:1000 event flood extents.

SEPA have raised no objection to the proposal.

CEC Flooding advise that the calculations in the Drainage Impact Assessment demonstrates that the attenuation storage to be provided on site will be adequate to protect the development from flooding. Appropriate conditions have been recommended with regard to the hydraulic model details of output of underground pipes.

The proposal complies with Local Development Plan policy ENV21.

f) The proposal is detrimental to the amenity of neighbours or occupiers of the new development

The application site is surrounded by residential properties, many of which were built around the same time or subsequent to the current school.

The proposal includes an expansion in capacity from 1000 pupils to 1200 pupils, this largely being to accommodate students from the new housing in Queensferry. The proposal also includes enhanced community use of the building which is accommodated by clear access routes from the north and west.

The change in configuration of playing pitches and built form on the site will result in a change in outlook for many of the surrounding residents.

To the north, those properties along Station Road will look out upon a higher school which will sit closer to them. The building is set back 25 metres from Station Road at the closest point. This, together with the width of Station Road and the deep front gardens of the Station Road properties, will ensure a setback in excess of 60 metres along the northern boundary. As such it is concluded that there will be no loss of daylight or sunlight to these properties. Privacy distances are met and the applicant has proposed enhanced planting along the northern boundary that once established, will assist in reducing the impact.

To the north eastern boundary the building drops to 1.5 storeys (5.6 metres) high where it houses the swimming pool. A minimum distance of 10 metres from the new building to the site boundary is proposed and any subsequent overshadowing will fall within the school site. The swimming pool vents discharge to rear of the swimming pool building, some 40 metres from the nearest residential property. Environmental Health are satisfied with the proposed ventilation details and have recommended a condition to ensure their implementation.

The properties along the east of the site will experience a change in outlook with the resultant new 3G football pitch with floodlighting being constructed where once there was a school building. The floodlighting of the pitches will take the form of 8 x 15 metre high lamps which will be directed to shine onto the pitch.

A noise impact assessment has been submitted in support of the new pitch providing technical analysis of the noise that may be experienced by surrounding residents. This will particularly affect the former janitor's house and the properties to the east of the site on Station Road. The pitch will be sited approximately 50 metres from the existing back gardens. Whilst these gardens are partially protected by a brick wall and planting, the pitch will increase the noise levels currently experienced. It is expected that the pitch will be used for community lets at weekends and in the evenings. No kickboards are proposed within the pitch, which will be secured by 3-5m high mesh fencing and locked when not being used. The noise impact assessment predicts that the noise from games will be below the 50dB Sports England/ World Guideline limit.

To reduce the magnitude of the impact of the pitch on surrounding neighbours in mitigation the applicant has proposed anti-vibration fixings and rubber inserts between the fence panels and the metal fence posts to reduce the balls from impacting on the fence during play. A condition is recommended to ensure that these fixings are in place prior to the pitch being used.

The properties to the south will continue to enjoy the dense woodland buffer that the existing southern landscape boundary provides, their gardens being almost 100 metres from the proposed new pitch.

There will be disturbance to neighbours throughout building works and Environmental Protection are concerned that the redevelopment of the school could negatively affect neighbouring properties. A series of conditions/informatives are therefore recommended to mitigate against the proposed changes.

The site will be well secured with community access through controlled points in the building with out of school hours only accessibly from the northern side of the site. A clear distinction is made between public and private space and natural surveillance will continue from the design and orientation of the new building. The design and orientation of the building allows for privacy of its users, particularly in the swimming pool and with controlled access to the pitches and sports hall at the rear.

Refuse and recycling facilities have been incorporated into the design and continue to be accessed from the west of Ashburnham Road. Environmental Protection has recommended a condition that the service yard is only used during school operational hours to reduce potential noise disturbance to neighbouring residents, however as the site continues to operate as a school, such a condition would be inappropriate in this circumstance.

Environmental Protection has recommended conditions to ensure site contaminants are fully investigated following the demolition of the existing school building.

It is concluded that, subject to the strict adherence to the conditions recommended by Environmental Protection, the proposal satisfies LDP policy DES 5 in that following completion of the development there should be no adverse impact on amenity over the current operation of the school.

g) The proposal will detrimentally impact upon trees

To accommodate the redevelopment of the school approximately 50 trees will be removed, none of which are protected. Across the centre of the site a line of maple trees and sycamore tree will be lost, as will some beech, lime and silver birch within the existing school courtyard. A Norway maple and a silver birch will be removed on the northern boundary to allow for a new access, and maple and cherry tree removed on the western boundary.

The high value landscape buffer to the south of the site will be largely retained with some lost to create a footpath, and enhanced with the outdoor classroom being incorporated to the overall design.

The proposal includes the setting back of the boundary fence from Station Road and Ashburnham Road which allows for an enhanced boundary along the western and northern boundaries of the site.

New tree planting is proposed along the western and southern boundaries of the site.

The proposal will not impact upon any tree covered by a Tree Protection Order. Few boundary trees will be lost as part of the redevelopment and a comprehensive replacement planting plan is included. It is therefore concluded that the proposal will satisfy LDP policy ENV 12 and is acceptable.

h) The proposal will affect the biodiversity of the area

Local Development Policy Env 16 aims to safeguard Protected Species from development.

The applicant submitted an Extended Phase 1 Habitat Survey and Bat Survey in support of the proposal. The survey undertaken included a Desk Study, Field Study and Bat Activity Study.

The study found that the habitats within the site boundary are common and ubiquitous across the local area and therefore pose no ecological constraint to the proposed development.

The Bat surveys were carried out upon the building between July and August 2017. No evidence of roosting bats was identified during these surveys.

No evidence of any protected species was identified within the site boundary.

However notwithstanding the studies that have been done to date it is recognised that the vegetation within the school may attract nesting birds and therefore any felling or vegetation clearance works is advised to happen outwith the bird breeding season (which runs from March to August inclusive).

The study identifies that the ongoing suitability of the building means it could be easily colonised by roosting bats during construction prior to demolition. Therefore in order that demolition occurs in compliance with strict nature conservation legislation, and appropriate European Protected Species licences are in place if necessary, it will be necessary to undertake a further survey of the building in the season prior to demolition. An informative to this effect is recommended.

Additionally in accordance with Policy Des 3 and the Edinburgh Design Guidance Chapter 3 the Council aims to identify opportunities, through development, to enhance local biodiversity. The application may have the potential to provide opportunity for swifts (*Apus apus*) by incorporating swift brick in to the building. An informative to achieve this is therefore recommended.

The proposal complies with policy ENV 16 of the Local Development Plan.

i) Air quality

Having regard to Environmental Protection UK/Initiative for Air Quality Management Guideline the predicted increases are considered to result in a negligible adverse impact at existing off site receptors. The Air Quality Report concludes that the proposed development would not result in a significant effect on air quality.

Environmental Protection are satisfied that the energy plant serving the building meets the requirements of the Clean Air Act 1993.

The re-development of the school proposes the inclusion of 100 secure covered cycle parking spaces and will facilitate connections to the existing cycle and pedestrian network through Queensferry. The revised Edinburgh Design Guidance of October 2017 would require a minimum of 140 cycle spaces which could be accommodated within the site and therefore a condition is recommended to ensure adequate provision is met. This will ensure the opportunity for sustainable modes of transport to school by students and teachers, and community users.

In accordance with the requirements of Edinburgh's Local Transport Strategy 2014-2109 and the City of Edinburgh Parking Standards for Development Management, the development includes an electric vehicle charging point as part of the proposal. An informative is recommended to ensure that the acceptable standard of facility is provided on site.

It is concluded that the proposal satisfies policy ENV 22 of the LDP in that there will be no significant adverse effect on air, water and soil quality.

j) Sustainability

The applicant has submitted a sustainability statement in support of the application. The site is within close walking distance of the residential community of Queensferry and provision is included in the application to improve the surrounding footpath and cycle connections.

The proposal has been classed as a major development and has been assessed against Part B of the standards. The applicant has included extensive supporting information in a Sustainability Planning Report and referenced proposals on the drawings. The BREEAM pre-assessment shows a very good target.

The redevelopment of the school will include 2no. 75kwth CHP engines and photovoltaic panels with a 124.6 MWH yield (annual yield of 51,000k/wh).

The energy plant serving the building meets with the satisfaction of Environmental Protection and meets the requirements of the Clean Air Act 1993.

The Environmental and Building Services WIR report shows how building massing was evaluated to ensure that solar gain was minimised and potential for passive heating was maximised.

With regards to water reduction the applicant advises that the sanitary ware schedule will be developed to meet a requirement of BREEAM very good target.

A drainage assessment and strategy report has been submitted and agreement will be met with Scottish Water with regards to providing attenuation of surface water.

The issue of recycling will be addressed in an operational statement.

The contractor proposes that all timber will be FSC labelled and that aluminium windows and curtain walling will be reused. The contractor proposes to try and avoid landfill.

The points achieved against the essential criteria are set out in the table below:

Essential Criteria	Available	Achieved
Section 1: EnergyNeeds	20	20
Section 2: Water conservation	10	10
Section 3: Surface water run off	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total points	80	80

The proposal meet the essential criteria in terms of energy needs and satisfies policy Des 6 of the Local Development Plan.

k) Material representations or community council comments raise issues to be addressed

Queensferry and District Community Council support the application.

In support the residents state that the new school will be a wonderful resource for the community (addressed in section 3.3a).

The neutral stance supports the replacement school in principle but advises that at four storeys high it will impact on sunlight and privacy to neighbouring properties. One comment advises that it is important to ensure as much light as possible into the school, suggesting more glazing on the eastern elevation of the swimming pool (addressed in section 3.3 c and f).

The reasons for objection may be summarised below;

Amenity

- Concern regarding overlooking and loss of privacy to front facing bedrooms from properties on Ashburnham Gardens (addressed in section 3.3f).
- Loss of privacy to 90 and 92 Station Road (addressed in section 3.3f).
- Loss of sunlight to back gardens of 90-94 Station Road (addressed in section 3.3f).

Design

- Mass scale height and form are inappropriate for the site and location (addressed in section 3.3c).
- Measures are required to break up and reduce the mass, scale and monolithic form of the proposal to make it more appropriate to the suburban location and proximity to the Queensferry Conservation Area (addressed in section 3.3b).
- The proposal should include larch cladding over the windows to reduce overlooking and as proposed in the Design and Access Statement (addressed in section 3.3c).
- The contextural sections are misleading and tree heights are exaggerated, canopy spread is inaccurate, the assessment should take account of winter views (addressed in section 3.3f).The applicant has confirmed that the digital point cloud survey used to inform the section drawings is correct.
- School does not have a landscape setting either as existing or proposed, this is an inaccurate description (addressed in section 3.3b).
- Landscaping proposals at the interface of the proposed school, Station Road and the Conservation area should be improved. The tree belt along Station Road should reflect that on the north side of Station Road (addressed in section 3.3b and l).
- Not a semirural but suburban site (addressed in section 3.3c).
- Building height driven by cost not design sensibilities (addressed in section 3.3c).
- Building does not have strong local identity it is monolithic largely flat and generic commercial façade treatment in large block masses (addressed in section 3.3c).
- Fenestration detail is not clear, concern regarding reflectance/ transparency of the proposed materials (addressed in section 3.3c).
- Lighting proposals are not clear should have regard to residential location and the conservation area (addressed in section 3.3c).
- Inappropriate building could be improved with varied façade treatments and less regular façade patterns (addressed in section 3.3c).
- Building is an eyesore (addressed in section 3.3c and l).

Infrastructure

- Strategies are required to address the impact upon the town's infrastructure in particular local roads with the increased capacity of the school (addressed in section 3.3d).
- Council should lead the way addressing new routes and links to new housing (addressed in section 3.3d).
- Amendments/updates required (addressed in section 3.31).

l) The proposals have any equalities or human rights impacts

The proposal includes buildings which will be accessible to the public. Access for people with physical disabilities will be required to meet with current building standards. Issues with respect to protecting neighbouring amenity has been addressed in section 2.3 f). An Equalities and Rights Impact Assessment has been completed.

Conclusion

The proposal largely complies with the Development Plan and the Council's non-statutory guidelines. There is a marginal deficit in the number of cycle spaces provided, which can be rectified by condition. There is no adverse impact upon the setting of the conservation area and the design is of an appropriate standard. The proposal will protect the open space around the school site and ensure long term consistency of sports facilities and access for the community. There are no material considerations that outweigh this conclusion.

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 works the applicant should provide hydraulic modelling outputs for all underground pipework including rainfall data, manhole and pipe schedules , pipe surcharge report for all underground pipe connections. The manholes in the calculation should be cross-referenced to the drainage drawing to enable interpretation. The results should include the 30 year, 200 year and 1000 year plus climate change results. Should the model identify flood or flood risk in the system then drawings will be required to indicate where exceedance flow will be directed, how it will be contained within the site and lastly how it will be drained once the event has subsided.
2. Full details of the pitch specification of the new 106m x 66m pitch to standards specified by The Sports and Play Construction Association (www.sapca.org.uk) shall be submitted for the written approval of the Planning Authority prior to the commencement of development.
3. The new synthetic pitch will be fully operational and available for use not later than 1 year after the opening of the new school.
4. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.

5. Only the tree/s shown for removal on the approved drawing/s shall be removed, and no work shall be carried out on the remaining trees without the approval of the Planning Authority.
6. The trees on the site shall be protected during the construction period by the erection of fencing, in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction".
7. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeologist.
8. 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.
9. Prior to the use being taken up, the extract flue and ventilation system, capable of 30 air changes per hour, as shown on drawing no. QHS-RAM-02-RF-DR-M-57-00542 dated July 2017 shall be implemented.
10. Prior to the use being taken up, the swimming pool extract and ventilation system, as shown on drawing no. QHS-RAM-03-GF-DR-M-57-00503 dated July 2017 shall be implemented.
11. The following noise protection measures to the proposed development, as defined in the New Acoustics "Noise Impact Assessment" report (Ref 6531 Rev 2 dated 15 September 2017:
 - Anti-vibration fixings and rubber inserts shall be fitted between the fence panels and the metal fence posts surrounding the Artificial Grass Pitch,shall be carried out in full and completed prior to the development being occupied.

12. No floodlighting to be installed around the Artificial Grass Pitch until a scheme for protecting the nearby residential accommodation from illumination and/or glare has been submitted and approved in writing by the Planning Authority. Spillage onto neighbouring land should not exceed 25 lux.
13. 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 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).
 - 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 3 'Wildlife Hazards.'
 - 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.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Edinburgh Airport Airside Operations staff. In some instances it may be necessary to contact Edinburgh Airport Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.

14. 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 3 'Wildlife Hazards'. 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.

15. 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.

16. Full details of cycle parking to accommodate a minimum of 140 spaces shall be approved by the Planning Authority and implemented prior to the occupation of the new building. The spaces shall be provided in covered /secure enclosures and should be in accordance Council guidance.

Reasons:-

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. In order to enable the planning authority to consider this/these matter/s in detail.
4. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
5. In order to safeguard protected trees.
6. In order to safeguard protected trees.
7. In order to safeguard the interests of archaeological heritage.
8. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
9. In order to safeguard the amenity of neighbouring residents and other occupiers.
10. In order to safeguard the amenity of neighbouring residents and other occupiers.
11. In order to safeguard the amenity of neighbouring residents and other occupiers.
12. In order to safeguard the amenity of neighbouring residents and other occupiers.

13. 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.
14. 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.
15. In order to enable the planning authority to consider this/these matter/s in detail.
16. To encourage sustainable modes of transport.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. Roads Authority Issues
 1. a. Contribute the sum of £2000 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 footways / paths will require to be built to an adoptable standard and the subject of applications for road construction consent. The extent of any 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 (where applicable);
 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 is to maintain and review, on a regular basis, the existing Queensferry High School Travel Plan;
 5. All car parking to be provided in accordance with the applicable parking standards and laid out generally in accordance with the approved planning drawings;

6. A 3.5m wide combined footway/cycleway to be provided along the western boundary of the school site on Ashburnham Road generally in accordance with the approved planning drawings.
7. A 3.5m combined footway/ cycleway to be provided along the northern school boundary from Ashburnham Road towards pupil / community access point generally in accordance with the approved planning drawings;
8. Appropriate treatment of the junction Station Road / Ashburnham Road such as a raised junction area to be considered to enhance and provide safe pedestrian crossing facilities on the desire line(s), particularly in view of the increased school roll and new sports and community uses on the campus. A standalone raised crossing on Ashburnham Road is not considered suitable;
9. The main school vehicular access from Station Road is to be provided generally in accordance with the approved planning drawings - maximum 6m corner radii and visibility splays of 2.4m x 60m;
10. Servicing arrangements of the school premises to be provided generally in accordance with the approved planning drawings - utilising the existing school access location on Ashburnham Road;
11. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address;
12. 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 Council 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 but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;
13. One rapid electric vehicle charging point, capable of 70-50kW (100amp)Dc with 43kW (63 Amp) AC output shall be installed in the car parking area as per drawing number QHS-RF-ZZ-XX-DR-L-001 dated 10/10/2017.
14. The developer must submit a maintenance schedule for any SUDS infrastructure for the approval of the Chief Planning Officer.

Note:

1. A maximum of 80 parking spaces is proposed, inclusive of 5% suitable for disabled users and provision for visitors. This is broadly in line with both, "SCOTS National Roads Development Guide," and the 2009 Council, "Parking Standards for Development Management," (applicable by virtue of the validation date of the planning application), and agreed in discussion with Transportation Officers du
5. Prior to demolition of the buildings the applicant is advised to resurvey the site in order to comply with nature conservation legislation and ensure that appropriate European Species licences are in place as necessary.
 6. All gas fuelled plant serving the school shall be Ultra-Low NOx unit, with a maximum NOx rating of 26mg/kWh with Photo Voltaic panels capable of a minimum annual 51,000kWh installed prior to occupation.

7. Prior to the occupation of the development, details demonstrating that noise from all plant (including air source heat pump system) complies with NR25 within the nearest residential property (with window partially open for ventilation purpose) shall be submitted for written approval by the Planning Authority.
8. The incorporation of swift nesting sites/swift bricks into the scheme is recommended. Further details on swift bricks can be found at www.edinburgh.gov.uk/biodiversity.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been considered and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

The application was subject to pre-application advice.

A Proposal of Application Notice was submitted and registered on 19 May 2017 (reference 17/02336/PAN) and presented to Development Management Sub Committee on 2 August 2017.

Copies of the Notice were also issued to Queensferry and District Community Council and Almondvale Community Council.

Community Council events were held on 13 June 2017 and 22nd June 2017 at Queensferry High School. Full details can be found in the Pre-Application Consultation report, which sets out the findings from the community consultation. This is available to view on the Planning and Building Standards Online services.

The application was considered by the Edinburgh Urban Design Panel in August 2016.

8.2 Publicity summary of representations and Community Council comments

The application was advertised in the Edinburgh Evening News on 6 October 2017. Five letters of representation were received, three objection, one comment and one support.

Additional information was received on 30 November 2017, neighbours were re-notified on 1 December 2017 and the application was re-advertised in the Edinburgh Evening News on 8 December 2017. Allowing for four days holidays the period for comments ended on 4 January 2018. The new information received was with respect to the following;

- Flood Risk Assessment and Surface Water Management Plan.
- Kitchen flue and pool discharge plans, plant plan and elevation.
- Landscape plan updated; and swept path analysis.

One further letter of representation was received.

Issues raised included being excluded from the neighbour notification list and concern that neighbours are not disrupted throughout development works.

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

Date registered 20 September 2017

Drawing numbers/Scheme 1-27, 28a, 29-35,

David R. Leslie
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Jennifer Paton, Senior Planning Officer
E-mail:jennifer.paton@edinburgh.gov.uk Tel:0131 529 6473

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

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 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 Des 11 (Tall Buildings - Skyline and Key Views) sets out criteria for assessing proposals for tall buildings.

LDP Policy Env 1 (World Heritage Site) protects the quality of the World Heritage Site and its setting.

LDP Policy Env 6 (Conservation Areas - Development) sets out criteria for assessing development in a conservation area.

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

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

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

LDP Policy Env 18 (Open Space Protection) sets criteria for assessing the loss of open space.

LDP Policy Env 19 (The Protection of Outdoor Sports Facilities) sets criteria for assessing the loss of outdoor sports facilities.

LDP Policy Env 20 (Open Space in New Development) sets out requirements for the provision of open space in 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 Tra 1 (Location of Major Travel Generating Development) supports major development in the City Centre and sets criteria for assessing major travel generating development elsewhere.

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.

LDP Policy Tra 9 (Cycle and Footpath Network) prevents development which would prevent implementation of, prejudice or obstruct the current or potential cycle and footpath network.

Relevant Non-Statutory Guidelines

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.

NSESBB Non-statutory guidelines Part B of 'The Edinburgh Standards for Sustainable Building' sets principles to assess the sustainability of major planning applications in Edinburgh

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, parking, streets and landscape, in Edinburgh.

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

Appendix 1

Application for Planning Permission 17/04262/FUL At Queensferry High School, 27 Ashburnham Road, South Queensferry New build replacement secondary school with associated playing fields, external spaces, car parking/landscaping (existing school to be demolished) (as amended).

Consultations

Edinburgh Urban Design Panel 31 August 2016

Introduction

1.1 *The Chair reminded the Panel that all proposals are confidential at this early stage of design.*

1.2 *Pre application discussions have taken place for this site. A Pre-Application Notice (PAN) is expected to be submitted.*

The site (5.64 hectares) is occupied by the existing Queensferry High School campus, originally developed from the late 1960's to the mid 1970's. The buildings range from 1 to 3 storeys and are set within landscape grounds. Open grassland and playing fields lie to the northern part of the site with woodland planting to the southern and south western boundaries. The site levels fall from south to north towards the Firth of Forth shoreline. The principal vehicular access is from Ashburnham Road to the east.

The context of the site is suburban residential featuring mainly 2 storey dwellings in a range of typologies and architectural styles. The former Agilent industrial site (LDP site HSG2) lying to the south east, is currently being redeveloped for residential use.

The northern edge of the site is flanked by the Queensferry Conservation Area, this also embracing the Fairy Glen Local Nature Conservation Site. The site is close to the Forth Bridge World Heritage Ste.

Queensferry Recreation Centre lies to the south west - this including sports pavilion, hard surfaced playing courts and playing fields. The majority of this site is designated as Open Space.

Queensferry Town Centre lies c.900 metres to the north west with Dalmeny railway station situated c.300 metres to the east. National Cycle Route 1 passes the south west corner of the site, this linking Scotstoun Avenue with Rosebery Avenue via an off-road cycle/walkway.

Potential residential development is identified further to south of the site at South Scotstoun (LDP site HSG33).

There is no relevant planning history for this site.

1.3 This is the first time that the proposals have been reviewed.

1.4 No declarations of interest were made by any Panel members in relation to this proposal.

1.5 This report should be read in conjunction with the pre meeting papers which provide illustrative materials of the proposals.

1.6 This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the Panel forming a differing view about the proposals at a later stage.

Brief and analysis

2.1 The Panel thanked the design team for their presentation which included site analysis and background information with respect to the briefing process.

2.2 The Panel noted that the brief does include for the expansion of the school based on the projected growth of Queensferry. This is a very important consideration for the design approach given the proposed extensive expansion to the south of Queensferry.

2.3 Queensferry High School is part of Scotland's Schools for the Future Programme. The design team are working with the Scottish Futures Trust on other sites across Scotland. The Panel welcomed this approach with respect to the opportunities for sharing of knowledge and to base school design on a Scottish prototype. However, equally supported the approach advocated by the design team that while each school design will use elements of this approach the design for Queensferry High School must respond to its local context and character.

This is an important consideration for the design of this site given the rural character, strong relationship with the Bridges and positioning within the community of Queensferry.

2.4 In developing a brief for this site the Panel advocated the importance of including the teaching staff and community in this process.

2.5 Regarding the analysis presented to the Panel they were unclear how the 'lang riggs' concept sketch related to the site and as noted below encouraged a wider landscape led approach to inform a design for this site.

Existing School Buildings and Campus

3.1 The Panel supported the proposal for Queensferry High School to remain on this site and not to be moved to another location within the community. The Panel noted that the school campus is a 'special place' with a distinct rural character. Therefore, it will be important for any design to retain and enhance these special qualities.

3.2 *The Panel noted the importance of this site, in the community, in relation to the proposed expansion of Queensferry. The proposed expansion sites have no community facilities therefore this site will be the closest and biggest community facility to these new sites.*

3.3 *Given the age of the school buildings (approximately 50 year old), the Panel expressed disappointment that generally the buildings are not suitable to be refurbished and will be demolished. However, the Panel noted that further work is being undertaken to assess the potential for the reuse of the existing sports facility.*

Concept Layout

4.1 *The proposal is at an early stage of the design process and it should be noted that no detailed layouts or massing proposals formed part of the presented material to the Panel.*

4.2 *The Panel encouraged a landscape led design approach for the site both on and off site. This approach could assist to reinforce the existing green infrastructure and pedestrian /cycle links while also fully considering the open space and landscape design on the site.*

4.3 *Topography and views both in and out should be used to inform a layout for the buildings and associated spaces. Views to and from particularly to the Forth Bridge greatly influence the character of the site and should therefore be used to inform the design.*

4.4 *The Panel as part of their discussion considered two land take / massing options. High built form and low built form (it should be noted that no massing information was provided as part of the presentation).*

A higher building than the existing school will require to be fully tested against the view cones to and from the Forth Bridge World Heritage Site. However, the Panel favoured a low built form with a rural character against a high built form with an urban character.

4.5 *A low built form would also provide the opportunity to provide courtyard areas with outdoor spaces for teaching. This design could reinforce the open character of the site.*

Landscape

5.1 *The rural and landscape character of the site could inform the design proposal coming forward for the site as detailed above. The Panel noted that given this context adequate monies should be allocated within the cost plan for the landscape design.*

5.2 *The design and orientation of the pitches require careful consideration. The Panel encouraged a pitch design which included a landscape structure for example hedges which would add visual interest and break up the space while providing an opportunity to enhance biodiversity.*

Pedestrian/Cycle Links to the wider area

6.1 *The Panel expressed the importance of providing good pedestrian links to the wider area particularly to the south and west. The Panel noted the importance of a pedestrian and cycle link, to the former Agilent and future LDP HSG33 sites.*

6.2 *A wider contextual analysis as noted above with respect to green infrastructures may assist to inform the design of the pedestrian and cycle links to the wider area.*

Site Strategy for Movement

7.1 *The Panel advocated a strategic review by the Council with respect to movements to the site. Car drop off should be discouraged with public transport, pedestrian and cycle movements being encouraged.*

7.2 *The Panel noted that the existing hierarchy of streets suggests a design for the site which takes its primary vehicular access from Station Road. The design of Station Road will require to be redesigned particularly with respect to discouraging drop off on this street.*

7.3 *The Panel advocated a design solution for the site which discourages vehicular access to the school grounds as this may result in a site layout which does not consider place before movement.*

7.4 *The Panel encouraged the design team to consult at this early stage with Lothian Buses with respect to bus services and location of stops to the school.*

7.5 *Cycling should be encouraged and therefore may be opportunity to design an 'iconic' cycle shed.*

7.6 *The Panel suggested that coach parking should continue to be shared with the adjacent rugby club as this would reduce traffic movements on the site.*

Security and Site Access

8.1 *The Panel noted that this is an early stage in the design process and welcomed more detailed discussion with Police Scotland once the design has been developed. This will include specific areas for example cycle security.*

8.2 *The security brief for a secondary schools are often developed in conjunction with the school. An understanding of the existing situation will help inform a design particularly with respect to a suitable boundary condition. Permeability to the site is important but needs to be balanced with the safety of the children.*

8.3 *Another consideration noted by the Panel is that school buildings are generally vulnerable to vandalism out with school hours and therefore how to deal with this should be considered at an early stage of the design process.*

8.4 *The Panel advocated public access to the campus 24/7 as this would have obvious benefits to the community. The Panel suggested that provision for accommodation on site for a caretaker or similar may assist in allowing the campus to remain open 24/7.*

Sustainability

9.1 The Panel supported the proposed BREEAM assessment method for sustainability.

Recommendations

10.1 In developing the design, the Panel supports the following aspects and therefore advocates that these should remain in the proposals:

- o The retention of a school and community use on this site in Queensferry;*
- o Knowledge sharing is part of Scotland's Schools for the Future Programme;*
- o The use of analysis and context to inform a design for the site*

10.2 In developing the proposals the Panel suggests the following matters should be addressed:

- o A landscape led design approach;*
- o The development of a low built form for the new building to retain the rural character of the site;*
- o A strategic review of the surrounding road network and pedestrian/cycle links;*
- o A campus design that allows community access 24/7*

Scottish Water comment

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water

There is currently sufficient capacity in the Balmore Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Foul

This proposed development will be serviced by S Queensferry Waste Water Treatment Works.

Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water. The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Water's website at the following link

www.scottishwater.co.uk/business/connections/connecting-your-property/newdevelopment-process-and-applications-forms/pre-development-application.

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Infrastructure within boundary

According to our records, the development proposals may impact on existing Scottish Water assets.

There is Scottish Water pipework throughout this site boundary.

The applicant should identify any potential conflicts with Scottish Water assets. I can confirm that I have made our Asset Impact Team aware of this proposed development however the applicant will be required to contact them directly at service.relocation@scottishwater.co.uk.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not normally accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

Sport Scotland comment

We note that the proposed new build will allow expansion of the school roll from 1000 to 1200. We understand that, in terms of outdoor sports facilities, the school currently has access to one full-sized grass pitch and one 7-a-side grass pitch - both to the north of the existing school building. The proposed development includes a full-sized 3G for football on site, and we note from previous discussions with the applicant and from planning application 17/03110/FULL; that the school will also have access to a full-sized 3G pitch for rugby and football.

This represents significant improvement over the existing provision. Given that the rugby and football 3G is not part of this planning application, we seek some confirmation of its delivery (both for use by the school during the new build construction and for future use thereafter). We would be happy for this to be by means of a letter of undertaking from the Council - We'd be happy to discuss the wording if of assistance.

We also seek to ensure that the 3G pitch on site is designed and developed to an appropriate standard and is fit for purpose, and also that it is delivered timeously.

Accordingly, we can confirm that sportscotland does not object subject to the inclusion of 2 conditions as noted below.

The new 106m x 66m pitch will be surfaced with a synthetic pitch that will be designed and constructed by a recognised (e.g. SAPCA registered) specialist pitch contractor(s), details of contractor(s) and pitch specification shall be submitted for the written approval of the planning authority prior to the commencement of development.*

**SAPCA is The Sports and Play Construction Association (www.sapca.org.uk)*

The new synthetic pitch will be fully operational and available for use not later than 1 year after the opening of the new school.

Police Scotland comment

We have already attended a Pre-Application Consultation meeting in respect of this development, where I provided verbal comments but would welcome the opportunity to further discuss Secured by Design principles and crime prevention through environmental design should the Architect require.

SEPA comment

Advice for the planning authority

We have no objection to this planning application. Please note the advice provided below.

Surface water drainage

We expect surface water from all developments to be treated by SUDS in line with Scottish Planning Policy (Paragraph 268) and, in developments of this scale, the requirements of the Water Environment Controlled Activities Regulations (CAR). SUDS help to protect water quality and reduce potential for flood risk. Guidance on the design and procedures for an effective drainage system can be found in Scotland's Water Assessment and Drainage Assessment Guide.

The proposed SUDS should accord with the SUDS Manual (C753) and the importance of preventing runoff from the site for the majority of small rainfall events (interception) is promoted. The applicant should use the Simple Index Approach (SIA) Tool to ensure the types of SUDS proposed are adequate.

Construction phase SUDS should be used on site to help minimise the risk of pollution to the water environment. Further detail with regards construction phase SUDS is contained in Chapter 31 of SUDS Manual (C753).

Comments should be requested from Scottish Water where the SUDS proposals would be adopted by them and, where appropriate, the views of your authority's roads department and flood prevention unit should be sought on the SUDS strategy in terms of water quantity and flooding issues.

Waste water drainage

The planning application details that the proposed development will be utilising the public sewer for foul drainage. The applicant should consult with Scottish Water to ensure a connection to the public sewer is available and whether restrictions at the local sewage treatment works will constrain the development. If the proposals should change we would wish to be consulted at the earliest opportunity.

Other planning matters

For all other matters we have provided standing advice applicable to this type of development.

ScotWays comment

The National Catalogue of Rights of Way does not show any rights of way affected by the area outlined in red on the Proposed Site Plan. As there is no definitive record of rights of way in Scotland, there may be other routes that meet the criteria to be rights of way but have not been recorded as they have not yet come to our notice.

You will no doubt be aware there may now be general access rights over any property under the terms of the Land Reform (Scotland) Act 2003. We understand that the applicant has consulted the Core Paths Plan, prepared by the Council's own access team as part of their duties under this Act. We would recommend that the applicant consult with the access team at the Council with regard to any proposed routes across the site.

Archaeology comment

The site is currently grass sports pitches situated on the southern limits of South Queensferry. The town was already established as a main ferry-port by the 11th century, along with its sister North Queensferry in Fife. By 1150 the settlement was being called "the queen's ferry" in reference to the improvements order by Queen Margaret of Scotland (AD 1063-93) to the ferry service. The site of the early medieval ferry, port and harbour has historically been placed to the north of the 14th-century Carmelite friary (now South Queensferry Priory Church) and to the west of the post-medieval c.1600 harbour, located at the foot of Harbour Lane. The layout of the historic core of the modern town has changed little since the medieval/post medieval period, as evident by linear plots running of at right angles from the High Street.

Although occurring out with the medieval settlement, archaeological evidence from Echline and the site of the New Forth Crossing indicate that the area of high ground surrounding the town has been a focus for prehistoric settlement and activity dating back to c.8200BC. In addition, the site lies at the centre of an area associated with both WWII antiaircraft defences (barrage balloons & anti-aircraft guns) and WWI trenches and blockhouses.

The site is regarded as occurring within an area of archaeological potential. Accordingly, this application must be considered therefore under terms the Historic Environment Scotland Heritage Statement (HESPS) 2016, Scottish Planning Policy (SPP), PAN 02/2011 and CEC ELDP Policy ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

An assessment of the results of previous archaeological work in the area and the location of the site, has led to the conclusion that the construction of the new school has the potential to disturb both prehistoric remains and information regarding the military defences surrounding South Queensferry during the 20th century. However, I agree with the overall conclusions stipulated in GUARD's heritage statement (GUARD report 4765) accompanying this application that the overall impact of this scheme is regarded to be low-moderate.

It is recommended therefore that if consent is granted that a programme of archaeological excavation is undertaken prior to development. This will see a phased archaeological programme of works, the initial phase being an archaeological evaluation up to a maximum of 10% of the site out with the footprint of the current school buildings. The results of which would allow for the production more detailed mitigation strategies to be drawn up to ensure the preservation and full excavation, recording and analysis of any further surviving archaeological remains.

Given the potential importance of these results, it is recommended that this programme of archaeological works contain provision for programme of public/community engagement (e.g. site open days, viewing points, temporary interpretation boards) the scope of which will be agreed with CECAS.

It is therefore recommended that the following revised condition be attached to this application to ensure that the above programme of archaeological works is undertaken.

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

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

Queensferry and District Community Council

I am writing on behalf of Queensferry & District Community Council with our comments as a consultee on planning application 17/04262/FUL. Queensferry and District Community Council is pleased that feedback from the community was taken on board and changes made to the proposed plan to give not only excellent teaching facilities but much needed improved shared facilities for all the community to use. Queensferry and District Community Council is happy to support this application.

Environmental Assessment comment

The site is surrounded by low rise residential development, with the former Agilent development site (Local Development Plan site reference HSG 2) being built out as housing to the south east. Queensferry Recreation Centre lies to the south west - comprising a sports pavilion, sports changing facilities hard surfaced playing courts and playing fields.

The application proposes development of a new build secondary school with associated playing fields, external spaces, car parking and bus drop off. The school will be constructed within the existing school site, to the north of the existing school. Following completion of the new school the existing school will be demolished and a 3G football pitch with floodlights will be constructed in its place

The proposed school will increase capacity from existing 1000 pupils to 1200 pupils. With the increase in pupil numbers there will be a greater impact on the infrastructure surrounding the site. Parking provision for the development has been based on the current parking standards for development with 80 standard car parking spaces for staff and visitors, 6 motorbike spaces, 4 accessible parking spaces and 100 secure cover cycle spaces (cycle provision is below the standard).

Environmental Protection provided the applicant with information during the pre-planning stage. Generally, it was advised that Environmental Protection would require assessments on contaminated Land (this could be conditioned), a noise impact assessment, odour assessment and floodlight impact assessment. It was advised that we would need further information to assess the potential air quality impacts.

The applicant has submitted two noise impact assessments one covering the proposed new 3G sports pitches and the other covering all other noise associated with the proposal such as plant and servicing noise.

The applicant has advised that noise mitigation measures will be incorporated into the boarding around the 3G pitches to reduce impact noise from balls impacting them. Environmental Protection will require specific details on this mitigation measure. This should include a schematic detailing the construction including details such as the height, type and mass of materials requires. A plan should also detail the exact location of the boarding.

The other noise impact assessment does not provide any detail of the noise levels likely to be at the nearest residential properties and makes assumptions on plant and deliveries.

The noise assessment states that the fabric of the proposed substation building including any doors and louvres must provide sufficient attenuation to reduce the overall sound power level of the plant. Environmental Protection require specific details of the required acoustic enclosure including materials and design of the proposed enclosure.

The applicant states that the service yard to the west of the site will not be used outwith the school operational hours. Environmental Protection could recommend that this is conditioned however the applicant would need to confirm that this is something they would be willing to accept. As Environmental Protection understand this would be between 8:00am and 16:00. The applicant advises that the yard is to be used for adhoc Long Goods Vehicle (LGV) deliveries to the school and for bin collections and is shielded from the neighbouring properties by the adjacent substation, bin store and sprinkler house. Environmental Protection have noted that there are clear gaps between these structures and it is likely noise will potentially impact the residential buildings and will need to be assessed. The applicant has also highlighted that kitchen deliveries will take place by LGV to the front of the school at the centre of the site, well away from the neighbouring properties and behind the school building and that overall good management of both these areas will be in place to control noise. Taking deliveries to the front of the school and implementation of a good management plan are not things Environmental Protection can recommend as planning conditions.

The applicant has advised that floodlighting will be serving the proposed 3G pitch. The applicant has not submitted a lighting assessment giving consideration to the Scottish Executive Guidance Note: "Controlling Light Pollution and Reducing Lighting Energy Consumption." Such an assessment shall confirm that glare will not affect nearby residential properties and light spillage will be within the limits required by Environmental Protection (below 25 Lux on neighbour residential land). The lighting shall be designed to include the use of light shields which should restrict backward light and fitting of specific optics to accurately direct the light. Details of mitigation measures must be provided to enable Environmental Protection to recommend specific conditions to planning.

Environmental Protection will recommend that the hours of use of the pitch and floodlighting be restricted to protect localised residential amenity from noise and light pollution.

The applicant states that the new school will be an innovative, design led building, welcoming to pupils, staff and community, and will offer a vibrant and stimulating environment for learning. The school will be a significant focus for the community and is a centre of excellence. The new school will provide a facility that is reflective of the ambitions of Queensferry High School whilst also responding to its unique local context and character.

The environmental quality of the proposed facilities shall support an accessible range of services and opportunities which shall enrich the communities they serve. The facilities shall provide flexibility to address future demands and changes in technology and learning. Sustainability shall be a core consideration in the planning, design, development and management of the facilities. Be sustainable in location, construction and operation and be sufficiently flexible to provide for tomorrow's needs as well as today's.

The applicant had carried out surveys to get information on how pupils and staff currently travel to the school. Which has highlighted a desire from both pupils and staff to use sustainable modes of transport.

Although the applicant has made the above commitments the applicant has not provided any statement on local air quality impacts generated by its proposal. Environmental Protection recommend that further mitigation measures are considered including public transport incentives for staff and pupils such as free bus tickets staff and pupils. The applicant was advised at the pre-planning stage to incorporate a rapid electric vehicle charging point in the car park. Grant funding is available from the Energy Saving Trust for this type of infrastructure. This would be in line with the Environmental and sustainability ambitions of the developer as stated above. The Scottish Government will be phasing out petrol and diesel vehicles by 2032 therefore the provision of a charger would future proof the development and expose students to the technology.

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:

** Dedicated parking spaces with charging facilities.*

** 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 at least one Electric Vehicle charging outlet 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 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

Grants are also available for the installation of EV charge points from the Scottish Energy Saving Trust. More information can be found at:

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

The Scottish Government in the 'Government's Programme for Scotland 2017-18 has a new ambition on ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. This is underpinned by a range of actions to expand the charging network, support innovative approaches and encourage the public sector to lead the way, with developers incorporating charging points in new developments.

The proposal includes 100 secure, covered cycle parking spaces (50x covered Sheffield stands) in a prominent, visible location at the front of building. City of Edinburgh Council guidance suggests a minimum of one space per seven staff and one space per ten pupils. Therefore assuming 120 staff and 1200 pupils this would require a minimum 140 secure and undercover parking spaces. Environmental Protection are concerned that the number of car parking spaces is almost equivalent to the proposed cycle parking numbers. The survey carried out by the applicant highlighted that cycling was an area of possible growth, therefore adequate infrastructure should be provided with charging facilities incorporated for electric cycles.

The applicant has highlighted that photovoltaic panels providing an annual yield of 51,000kWh. Environmental Protection support this method of energy production and would highlight the advantages of linking this technology up to the electric charger which would provide a method of energy storage. The applicant has provided details of the energy plant serving the building and Environmental Protection are satisfied that it meets the requirements of the Clean Air Act 1993, it should be noted that Environmental Protection do not support the use of biomass.

Environmental Protection advised during the pre-planning stage that we had concerns with possible odour impacts on neighbouring residential amenity. We require the applicant to provide details of where the extracts for the commercial cooking and swimming pool will be located.

Environmental Protection will provide separate comments with regards contaminated land.

The applicant has provided insufficient information therefore, Environmental Protection have concerns that the proposal will adversely impact residential amenity in its current form and recommend the applicant is refused.

Environmental Assessment further comment

We refer to the following report submitted for consideration of potential development related risks associated with the presence of land contaminants on the above site:

o Queensferry High School - Ground investigation Report, Mott Macdonald, dated May 2017 (Ref. 371404/BNI/SNI/1/A)

The applicant has submitted the above document in support of planning application 17/04262/FUL - New build replacement secondary school with associated playing fields, external spaces, car parking/landscaping (existing school to be demolished), Queensferry High School, 27 Ashburnham Road, South Queensferry - concerning the suitability of the site for the proposed use.

The investigation reports ground samples from the site contain levels of contaminants which warrant further investigation to determine the site's suitability for the proposed use, with a remediation strategy and verification report to follow. The report also recommends such further investigation of these known hot spots should be widened to include the area of the site which currently houses the existing school buildings so that a risk assessment of the whole site can be completed.

To ensure that the relevant investigatory works, subsequent remediation strategy and verification statement are completed for the full site, Environmental Protection recommends the following condition be attached should consent be granted.

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 Planning Authority, 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 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 to the satisfaction of the Planning Authority.

It should be noted that this recommendation is based on information submitted and the responsibility for safe development of the site rests with the developer. Should any unreported ground conditions in the form of potential contamination be identified during development this department should be informed immediately.

Please note that this response refers only to the above noted report; a response from Environmental Protection regarding this department's level of support for the application in full will be issued separately.

We trust this clarifies this department's views on the information received for the site in relation to matters concerning land contamination only.

Environmental Assessment further comment

The site is surrounded by low rise residential development, with the former Agilent development site (Local Development Plan site reference HSG 2) being built out as housing to the south east. Queensferry Recreation Centre lies to the south west - comprising a sports pavilion, sports changing facilities hard surfaced playing courts and playing fields.

The application proposes development of a new build secondary school with associated playing fields, external spaces, car parking and bus drop off. The school will be constructed within the existing school site, to the north of the existing school. Following completion of the new school the existing school will be demolished and a 3G football pitch with floodlights will be constructed in its place.

The proposed school will increase capacity from existing 1000 pupils to 1200 pupils. With the increase in pupil numbers there will be a greater impact on the infrastructure surrounding the site. Parking provision for the development has been based on the current parking standards for development with 80 standard car parking spaces for staff and visitors, with one rapid electric vehicle charging point, 6 motorbike spaces, 4 accessible parking spaces and 100 secure cover cycle spaces (cycle provision is below the standard).

Environmental Protection provided the applicant with information during the pre-planning stage. Generally, it was advised that Environmental Protection would require assessments on contaminated Land (this could be conditioned), a noise impact assessment, odour assessment and floodlight impact assessment. It was advised that we would need further information to assess the potential air quality impacts.

The applicant has submitted two noise impact assessments one covering the proposed new 3G sports pitches and the other covering all other noise associated with the proposal such as plant and servicing noise. The applicant has also submitted an air quality impact assessment.

In order to reduce the magnitude of impact as assessed against existing noise levels during the evening, it is proposed to reduce the noise levels resulting from balls hitting the fencing through the use of anti-vibration fixings and rubber inserts between the fence panels and the metal fence posts. This will reduce the impact of this intrusive, emergent noise on residents at all the receptors. Environmental Protection will recommend a condition to ensure this mitigation measure is carried out.

The other noise impact assessment does not provide any detail of the noise levels likely to be at the nearest residential properties and makes assumptions on plant and deliveries. Environmental Protection will recommend an informative for the plant noise and a condition for delivery and waste collection hours.

The noise assessment states that the fabric of the proposed substation building including any doors and louvres must provide sufficient attenuation to reduce the overall sound power level of the plant. The applicant has provided additional supporting information on the proposed substation and Environmental Protection accept that the sub-station will not adversely impact amenity.

The applicant states that the service yard to the west of the site will not be used outside the school operational hours. Environmental Protection recommend that this is conditioned, the applicant has confirmed that this is something they would be willing to accept. As Environmental Protection understand this would be between 8:00am and 16:00. The applicant advises that the yard is to be used for adhoc Light Goods Vehicle (LGV) deliveries to the school and for bin collections and is shielded from the neighbouring properties by the adjacent substation, bin store and sprinkler house. Environmental Protection have noted that there are clear gaps between these structures and it is likely noise will potentially impact the residential buildings however as the deliveries and collections will only occur during daytime hours this will not adversely impact amenity.

The applicant has advised that floodlighting will be serving the proposed 3G pitch. The applicant has not submitted a lighting assessment giving consideration to the Scottish Executive Guidance Note: "Controlling Light Pollution and Reducing Lighting Energy Consumption." Such an assessment shall confirm that glare will not affect nearby residential properties and light spillage will be within the limits required by Environmental Protection (below 25 Lux on neighbour residential land). The lighting shall be designed to include the use of light shields which should restrict backward light and fitting of specific optics to accurately direct the light. Details of mitigation measures must be provided to enable Environmental Protection to recommend specific suspensive condition to planning.

Environmental Protection will recommend that the hours of use of the pitch and floodlighting be restricted to protect localised residential amenity from noise and light pollution.

The applicant states that the new school will be an innovative, design led building, welcoming to pupils, staff and community, and will offer a vibrant and stimulating environment for learning. The school will be a significant focus for the community and is a centre of excellence. The new school will provide a facility that is reflective of the ambitions of Queensferry High School whilst also responding to its unique local context and character.

The environmental quality of the proposed facilities shall support an accessible range of services and opportunities which shall enrich the communities they serve. The facilities shall provide flexibility to address future demands and changes in technology and learning. Sustainability shall be a core consideration in the planning, design, development and management of the facilities. Be sustainable in location, construction and operation and be sufficiently flexible to provide for tomorrow's needs as well as today's.

The applicant had carried out surveys to get information on how pupils and staff currently travel to the school. Which has highlighted a desire from both pupils and staff to use sustainable modes of transport.

Environmental Protection recommend that further mitigation measures are considered including public transport incentives for staff and pupils such as free bus tickets staff and pupils. The applicant has committed to installing a rapid electric vehicle charging point in the car park (drawing number QHS-RF-ZZ-XX-DR-L-001 dated 10/10/2017). Grant funding may be available from the Energy Saving Trust for this type of infrastructure. This would be in line with the Environmental and sustainability ambitions of the developer as stated above. The Scottish Government will be phasing out petrol and diesel vehicles by 2032 therefore the provision of a charger would future proof the development and expose students to the technology.

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 at least one Electric Vehicle charging outlet 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 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

Details on grants available for the installation of EV charge points from the Scottish Energy Saving Trust can be found at:

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

The Scottish Government in the 'Government's Programme for Scotland 2017-18 has a new ambition on ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. This is underpinned by a range of actions to expand the charging network, support innovative approaches and encourage the public sector to lead the way, with developers incorporating charging points in new developments.

The proposal includes 100 secure, covered cycle parking spaces (50x covered Sheffield stands) in a prominent, visible location at the front of building. City of Edinburgh Council guidance suggests a minimum of one space per seven staff and one space per ten pupils. Therefore assuming 120 staff and 1200 pupils this would require a minimum 140 secure and undercover parking spaces. Environmental Protection are concerned that the number of car parking spaces is almost equivalent to the proposed cycle parking numbers. The survey carried out by the applicant highlighted that cycling was an area of possible growth, therefore adequate infrastructure should be provided with charging facilities incorporated for electric cycles.

The applicant has highlighted that photovoltaic panels providing an annual yield of 51,000kWh. Environmental Protection support this method of energy production and would highlight the advantages of linking this technology up to the electric charger which would provide a method of energy storage. The applicant has provided details of the energy plant serving the building and Environmental Protection are satisfied that it meets the requirements of the Clean Air Act 1993, it should be noted that Environmental Protection do not support the use of biomass.

Environmental Protection advised the applicant that any plant greater than 1MW in capacity be fitted with secondary NOx emission abatement equipment (such as catalytic converters) to mitigate potential air quality impacts. Only one of the proposed combustion plant has a thermal input greater than 1 MW. In selecting plant for the school the applicant has selected an Ultra-Low NOx unit, with a NOx rating of 26 mg/kWh. The applicant has advised it is expected to negate the need for additional secondary NOx abatement as the benefits of any additional abatement would be marginal. Environmental Protection recommend that a condition is attached to ensure a low NOx boiler is installed along with PV panels capable of a minimum annual 51,000kWh.

The applicant has provided drawings showing where the kitchen and swimming pool ventilation extracts will be located and Environmental Protection are satisfied that they will not adversely impact neighbouring amenity. Environmental Protection shall recommend conditions to ensure they are appropriately located.

Environmental Protection will provide separate comments with regards contaminated land, but will recommend the condition is attached until its been formally discharged by our contaminated land officers.

The applicant has provided insufficient information therefore, Environmental Protection have concerns that the proposal will adversely impact residential amenity in its current form and recommend the applicant is either refused or a condition is attached stating no floodlighting is installed until a floodlighting assessment is submitted that demonstrates light spillage/glare will not adversely impact neighbouring amenity.

Conditions

- 1. Prior to the use being taken up, the extract flue and ventilation system, capable of 30 air changes per hour, as show on drawing no. QHS-RAM-02-RF-DR-M-57-00542 dated July 2017 shall be implemented.*
- 2. Prior to the use being taken up, the swimming pool extract and ventilation system, as show on drawing no. QHS-RAM-03-GF-DR-M-57-00503 dated July 2017 shall be implemented.*
- 3. Prior to the use being taken up, one rapid electric vehicle charging point, capable of 70 -50kW (100 Amp) DC with 43kW (63 Amp) AC output shall be installed in the car parking area as per drawing number QHS-RF-ZZ-XX-DR-L-001 dated 10/10/2017.*
- 4. All gas fuelled plant serving the school shall be Ultra-Low NOx units, with a maximum NOx rating of 26 mg/kWh with Photo Voltaic panels capable of a minimum annual 51,000kWh installed prior to occupation.*
- 5. Deliveries and collections, including waste collections, to be restricted to 0700 - 1900 hours Monday to Saturday.*
- 6. The Artificial Grass Pitch use to be restricted to 0700 - 22:00. Any floodlighting shall be on a timer to turn lights off at 2200.*

7. *The following noise protection measures to the proposed development, as defined in the New Acoustics 'Noise Impact Assessment' report (Ref 6531 Rev 2 dated 15 September 2017:*

o Anti-vibration fixings and rubber inserts shall be fitted between the fence panels and the metal fence posts surrounding the Artificial Grass Pitch.

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

8. *No floodlight to be installed around the Artificial Grass Pitch until A scheme for protecting the nearby residential accommodation from illumination and/or glare has been submitted and approved in writing by the Council's Planning Authority. The scheme shall demonstrate that the design, installation and operation of the floodlighting system shall be such that no floodlighting bulb or floodlighting bulb reflecting surface shall be visible within any residential premises. Light spillage onto neighbouring land shall not exceed 25 Lux. All works which form part of the approved scheme shall be completed prior to the flood lighting system coming into use.*

9. *Contaminated Land*

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.

Informative

Prior to occupation of the development, details demonstrating that noise from all plant (including air source heat pump system) complies with NR25 within the nearest residential property (with window partially open for ventilation purposes) shall be submitted for written approval by the Head of planning and Building Standards.

Roads Authority Issues

The application should be continued.

Reasons:

1. For the applicant to supply swept path analysis to demonstrate that the associated servicing access is large enough, and of a shape to accommodate any vehicles which are likely to use it, in particular refuse collection.
2. For the applicant to provide further information in regard to the build-up of the reference case traffic scenarios contained in Appendix E of the Transport Assessment report, specifically those relating to the committed developments that have been applied.
3. The provision of a combined footway/cycleway along the western boundary of the school site on Ashburnham Road is welcomed. We note that a static analysis provided as part of the Transport Assessment suggests that a width of 3m would be adequate for this combined use based on the predicted trip generation by these modes of the new school campus. It is, however, considered by the Active Travel Team and Road Safety Officer that a minimum width of 3.5m should be provided. We would request that the planning application drawings are updated to reflect this.
4. This provision (3.5m pathway) should be extended to the proposed new pathway along the northern school boundary from Ashburnham Road towards the proposed vehicular access, and existing footway between the vehicular access and main pupil / public access. The relevant plans should be updated accordingly.
5. As advised at the pre-application stage the pedestrian and cycle linkages to the western part of the site need to be included in the application proposals for clarity e.g. the Core Path Network (CEC10) and NCN 1 on the south-western corner of the site adjacent to the Sports & Community Hub and school bus drop-off area. Relevant plans should be updated accordingly.
6. Appropriate treatment of the Station Road / Ashburnham Road junction needs to be considered to enhance and provide safe pedestrian crossing facilities on the desire line(s), particularly in light of the increased school roll, and new sports and community uses on the campus. At present the applicant has not provided a proposal for improvements.

Note:

1. Whilst this development will have refuse collection provided by a private contractor, it should be demonstrated by the swept path analysis that an RCV of 12m in length can be accommodated. Dialogue with the applicant's transport consultant has already commenced in this regard.
2. All footways / paths will require to be built to an adoptable standard and the subject of applications for road construction consent. The extent of any adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed.

Roads Authority Issues

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 £2000 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 footways / paths will require to be built to an adoptable standard and the subject of applications for road construction consent. The extent of any 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 (where applicable);*

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 is to maintain and review, on a regular basis, the existing Queensferry High School Travel Plan;*

5. *All car parking to be provided in accordance with the applicable parking standards and laid out generally in accordance with the approved planning drawings;*

6. *A 3.5m wide combined footway/cycleway to be provided along the western boundary of the school site on Ashburnham Road generally in accordance with the approved planning drawings.*

7. *A 3.5m combined footway/ cycleway to be provided along the northern school boundary from Ashburnham Road towards pupil / community access point generally in accordance with the approved planning drawings;*

8. *Appropriate treatment of the junction Station Road / Ashburnham Road such as a raised junction area to be considered to enhance and provide safe pedestrian crossing facilities on the desire line(s), particularly in view of the increased school roll and new sports and community uses on the campus. A standalone raised crossing on Ashburnham Road is not considered suitable;*

9. *Cycle parking (minimum 140 spaces - to be reviewed on a regular basis) to be provided generally in accordance with the approved planning drawings. Covered / secure enclosures should be in accordance Council guidance and approved before installation;*

10. *The main school vehicular access to be provided generally in accordance with the approved planning drawings - maximum 6m corner radii and visibility splays of 2.4m x 60m;*

11. *Servicing arrangements of the school premises to be provided generally in accordance with the approved planning drawings - utilising the existing school access location on Ashburnham Road;*

12. *The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address;*

13. 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 Council 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 but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;

14. 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; and

15. The developer must submit a maintenance schedule for any SUDS infrastructure for the approval of the Chief Planning Officer.

Note:

1. A maximum of 80 parking spaces is proposed, inclusive of 5% suitable for disabled users and provision for visitors. This is broadly in line with both, "SCOTS National Roads Development Guide," and the 2009 Council, "Parking Standards for Development Management," (applicable by virtue of the validation date of the planning application), and agreed in discussion with Transportation Officers during scoping.

2. 6 motorcycle spaces are proposed as per CEC Standard of 1 space per 25 staff, minimum, plus 1 visitor space.

Edinburgh Airport comment

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:

- o monitoring of any standing water within the site temporary or permanent
- o sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).
- o 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 3 'Wildlife Hazards.'
- o reinstatement of grass areas
- o maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- o which waste materials can be brought on to the site/what if any exceptions e.g. green waste

- o monitoring of waste imports (although this may be covered by the site licence)
- o physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- o 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.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Edinburgh Airport Airside Operations staff. In some instances it may be necessary to contact Edinburgh Airport Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.

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 3 'Wildlife Hazards'. The submitted Plan shall include details of:

- o Attenuation times
- o Profiles & dimensions of water bodies
- o 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 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/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' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).

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.

Location Plan



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