

Development Management Sub Committee

Wednesday 21 February 2018

Application for Approval of Matters Specified in Conditions 17/03244/AMC

**At Redevelopment Site At, Niddrie Mains Road, Edinburgh
Erection of 194 new residential units, comprising 128 flats and 66 terraced houses, along with associated roads, pedestrian paths, parking courtyards, amenity space and soft landscaping (matters listed in conditions one i (a), two, three (excluding (h)), four, five and six) (as amended)**

Item number	4.8
Report number	
Wards	B17 - Portobello/Craigmillar

Summary

The principle of housing is established on the site and the proposed mix, layout, scale, design and access arrangements are acceptable and appropriate to their urban setting. The proposal will provide an acceptable level of amenity to existing and future occupiers. Conditions one (term 1i (a), two, three (excluding 3 (h)), four, five and six of planning permission in principle 14/03416/PPP can be discharged. There are no material considerations which outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LEN03, LEN16, LEN20, LEN21, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LHOU01, LHOU02, LEN22, LDES08, LTRA02, LTRA03, LTRA04, OTH, NSGD02, NSGCDF,

Report

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Recommendations

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

Background

2.1 Site description

The application site is in Craigmillar on the north side of Niddrie Mains Road, just east of Duddingston Crossroads. The site extends to 3.55 ha and is currently vacant open ground, which is brownfield in character. The site is bounded by existing residential development to the north, east and southeast along Harewood Road, Wauchope Terrace and Niddrie Mains Drive. The southern boundary of the site is formed by a Lidl supermarket and commercial buildings. Harewood Drive forms the western site boundary, and land beyond is currently vacant and brownfield.

This part of Craigmillar is a mixed use area and contains a concentration of retail uses near Niddrie Mains Road. Among the mix of uses are community facilities such as the East Neighbourhood Centre, Craigmillar Medical Centre, the White House and Richmond Church. The wider surrounding area is mainly residential in character. There are sports facilities nearby at the Jack Kane Centre and large areas of open space such as Hunter's Hall Park.

Niddrie Mains Road is a main thoroughfare linking Edinburgh with Musselburgh, and has a high frequency bus route.

The former Craigmillar Primary School is Category B listed (ref 46973, listed 23 March 2000), and is located to the immediate north of the site boundary, flanked by new residential development. It is currently used as a Social Enterprise and Arts Centre.

2.2 Site History

15 January 2009 - Minded to Grant subject to a legal agreement for erection of mixed use development including residential (housing and apartments), residential care homes (class 8), business (class 4), retail (class 1), food store (class 1) (including café), petrol filling station, classes 2 and 3, Community High School (including public library, café and sports/ leisure facility), train station, with associated landscaping, infrastructure and car parking for development site at Niddrie Mains Road, Edinburgh. (application reference 08/02553/OUT).

10 December 2010 - Minded to Grant subject to a legal agreement for new town square public realm, including realignment of Harewood Drive and 'shared-space' principles as previously set out in the Craigmillar town centre application of June 2008 at Niddrie Mains Road (Former St Francis RC School Site) (application reference 10/02425/FUL).

25 June 2015 - Proposal of Application Notice submitted for a mixed use development including retail, financial, professional and other services, food and drink, business and employment, residential institutions, residential, assembly and leisure, sui generis flatted development and other associated works including car parking, public realm access arrangements and works in general at land at Craigmillar Town Centre (application reference 14/01696/PAN).

24 September 2015 - Permission granted for mixed use development including retail (class 1), financial, professional and other services (class 2); food +and drink (class 3); business and employment (class 4); residential institutions (class 8); residential (class 9); assembly and leisure (class 11); sui generis flatted development +and other associated works including car parking, public realm, access arrangements and works in general at development site at Niddrie Mains Road Edinburgh (application reference 14/03416/PPP. Varied by permission 14/03416/VARY).

Surrounding sites

24 November 2016 - Planning permission granted for 149 new build houses and flats on a brownfield site which complete the existing Masterplan for the regeneration of Wauchope and Craigmillar area in Edinburgh. This includes associated new road, parking and landscaping (planning application 16/03444/AMC. Varied by application 16/03444/VARY).

Under consideration - Proposal for an educational, learning and teaching landscape design to the proposed SUDs Basin (application reference 17/04498/AMC).

Main report

3.1 Description Of The Proposal

The application seeks the approval of matters specified in conditions of planning application 14/03416/PPP, varied by permission 14/03416/VARY for a masterplan for Craigmillar Town Centre. It relates to conditions one i (a), two, three (excluding 3(h), four, five and six of planning permission in principle 14/03416/PPP as follows:

- Condition one i (a) relates to site investigation matters. Condition one (b) will be determined at pre-commencement of development, and is not included in this consent.
- Condition two is for the approval of archaeological matters.
- Condition three is for the approval of matters relating to detailed design and layout (including design and external appearance of all buildings, open space, urban realm and other structures, height, massing and siting including analysis of views, boundary treatments, car and cycle parking, road layouts, alignment and access arrangements, including any amendments to adopted roads and footways, and footpaths and cycle routes); full details of sustainability measures; surface water management and SUDs, waste management and recycling, environmental protection matters, levels and landscaping. Condition 3 (h) refers to the positioning of external lighting and is excluded from this consent. This matter will be agreed as part of the Roads Construction Consent process.
- Condition four is for the approval of phasing of development.
- Condition five is for the approval of matters relating to the SUDs scheme for the site.
- Condition six is for the approval of matters relating to landscaping including planting species, location and quantity, tree protection measures and a maintenance programme.

The proposal is for the detailed layout and design of residential units and associated parking and landscaping on plots 12 to 15 and plot 23. Plots 12-15 are consented for residential development and plot 23 is consented as an area of landscaping. All matters relating to siting and design were reserved in the PPP application.

A total of 194 new residential units are proposed, comprising 128 flats and 66 terraced houses. These range in size from one-bedroom apartments to a five-bedroom house.

Two storey terraced houses will be provided in the northwest of the site, positioned in two perimeter blocks facing onto Harewood Drive, Harewood Road, Niddrie Mains Road and Wauchope Avenue. A further row of terraced two storey houses is located on Wauchope Avenue, facing a four storey apartment building, which wraps around the edges of Harewood Road, Rackstraw Place and Niddrie Mains Drive.

Three and four storey apartment buildings are located to the south of the site, facing onto Niddrie Mains Road and Harewood Drive.

Materials for the houses and apartments will be buff brick with dark grey fenestration and dark grey concrete roof tiles.

Two areas of public open green space are proposed, a linear park running north to south between Harewood Drive and Niddrie Mains Road, and a second area of linear green space running west to east along Niddrie Mains Drive. Semi-private areas of open space are provided in the internal space of Block 12, and to the rear of Blocks 13 and 14. Further soft landscaping will be provided throughout the site.

A total of 121 parking spaces are proposed across the site, including nine accessible spaces. Parking is provided in a mix of on-street and rear courtyard arrangements. Private driveways will be provided for houses in block 11.

A SUDs scheme is included within the site boundary.

Scheme 1

The plans have been amended as follows:

- Block 12 has been repositioned within the site layout in order to provide an improved level of privacy between blocks 11 and 12.
- The floor to ceiling heights of the apartment blocks (blocks 11 to 14) have been reduced slightly from 3000mm to 2850mm for construction reasons. This has a minor impact on the overall height of these buildings.

The number of parking spaces in the courtyard spaces of blocks one to five and six to ten has been reduced by 4 spaces.

The proposed brick type has been amended from Weinerberger Eastfield Grey to Crest Titan Multi, a multi-buff coloured brick.

Supporting Information

- Design and Access Statement
- Site Investigation
- Drainage Layout
- Quality Audit
- Stage 1 Road Safety Audit
- Swept path analysis
- Waste Services Checklist for Architects
- Additional supporting design information
- Landscape planting plan and specification
- Sustainability Statement
- Drainage Strategy and Flooding 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 proposal complies with the planning permission in principle;
- b) Layout, density, design, heights and materials within the context of the area;
- c) Access, road safety and parking arrangements;
- d) The proposal will provide an acceptable level of amenity for existing and future occupiers;
- e) The proposal meets sustainability criteria;
- f) The proposal has any equalities or human rights impacts;
- g) The public comments have been taken into account; and
- h) There are any other material considerations.

a) The proposal complies with the planning permission in principle

The principle of a residential development, of which in excess of 25% will be affordable, is established by the planning permission in principle (PPP) to which this application for approval of matters specified in conditions relates. Therefore, the proposal complies.

b) Layout, density, design, heights and materials within the context of the area

(i) Context and layout

Policy Des 1 (Design Quality and Context) requires that proposals will create or contribute towards a sense of place, drawing on positive characteristics of the surrounding area. The surrounding built environment is a mix of terraced and flatted properties with varying materials. The proposed development provides a mix of two storey housing and three to four storey flats, which is in keeping with the surrounding built form, which also covers this range of building heights.

Development on the site will be visible from all surrounds, and will sit adjacent to the existing built up area. A higher density and height of development is proposed in the east of the site, which is in keeping with the existing pattern of built form. The scale is appropriate for the site and surrounding context.

The positioning and fit of housing and flats follows a linear block structure which provides an appropriate fit with existing built form. The street layout is permeable and connects well with the wider access network. The street layout largely follows the existing road network that was previously present in this area of Craigmillar. A clear hierarchy of streets is proposed, which includes a principal perimeter access road, vehicular access to rear parking courts, a vehicular access mews street, and two central north-south pedestrian access routes (a mews street and the central green space) providing car-free pedestrian access.

The layout of open space and proposed footpaths emphasises an east-west connection across the site which provides a connection between Niddrie Mill Primary School to the east and the proposed high school location at Craigmillar to the west. There have been recent improvements to the public realm on Harewood Drive linking the site to the East Neighbourhood Centre/ Library on Niddrie Mains Road to the south. Further improvements to the public realm are proposed adjacent to the East Neighbourhood Centre through the formation of a town square and, once completed, this will provide a strong pedestrian connection between the site, East Neighbourhood Centre and wider area.

Where proposed housing meets existing, such as along Wauchope Terrace, Niddrie Mains Road and Harewood Road, the proposed form, height and materials of blocks will form strong edges, which respond to the existing development.

The site layout responds to the setting of the Category B listed school building, and has been arranged to provide a central area of open space, along which views to the listed building will be framed by the adjacent residential blocks. There is no detrimental impact on the setting of the listed building and the proposal is compliant with Policy Env 3 (Setting of Listed Buildings).

The proposals therefore comply with the requirements of Policy DES 1 by drawing on the positive characteristics of the existing area and responding to existing heritage assets. An appropriate pattern of blocks has been provided in line with guidance set out within the Craigmillar Urban Design Framework.

The proposed layout complies with LDP policies Des 4 (Impact on Setting) and Des 5 (Amenity) by providing an appropriate network of streets and open spaces which are well overlooked by residential properties. A satisfactory strategy of boundary treatments is proposed which provides good definition between public and private spaces, as required by Policy Des 5 (Amenity).

The proposed layout is satisfactory and discharges conditions 3a (iv) (design and layout), (v) (road and access) and (vi) (footpaths and cycle routes).

(ii) Density, design, heights and materials

A total of 194 houses and flats are proposed across the site. This equates to a density across the site of 55.4 units per ha. The density of development is varied across the development, with the densest built form located in the east and south of the site. This provides an appropriate balance with the surrounding built form. The design of the development is appropriate in relation to its townscape impacts.

Nine house types are proposed, ranging in size from three to five bedrooms. Housing is provided in the form of terraces. Twenty one flat types are proposed, ranging in size from one to three bedrooms. Affordable housing units include flats and houses, and cover the full range of property sizes. Fifty eight units (30%) have a minimum of three bedrooms. The size of all proposed house and flat units meet the standards set out in the Edinburgh Design Guidance and are acceptable.

The Craigmillar Urban Design Framework notes that "architecture within an urban block should respect and respond to its adjacent sites". The proposed development provides a relatively simple urban form, with flats and houses following a similar design language and palette of materials. Both flats and houses incorporate feature roof profiles at corners, which complements existing feature roof profiles in the surrounding area, such as the saw-tooth roof details which are present on the townhouses on Wauchope Terrace. This feature provides some distinctiveness to the development, which responds effectively to the surrounding area.

Building heights range from two to four storeys across the site. This range of building heights is appropriate for the site and its surrounding built context. Proposed site levels and sections are satisfactory and satisfy condition 3 (g) (site levels) of planning permission in principle 14/03416/PPP.

The building heights of the flatted blocks have been revised through the design process to reduce overall floor to ceiling heights which brings the building heights closer to existing flatted blocks adjacent to the site. This change in scale is appropriate and has no significant impact on the relationship of buildings with their surrounds.

A single palette of material is proposed for both houses and flats. The primary material is a buff coloured brick, with a "multi" appearance (Crest Titan Multi). Brick is a prominent material in the surrounding area, and the proposed development provides an appropriate and complementary material. Brick detailing is used on principle elevations including a half brick recessed façade detail to emphasise upper windows, double soldier course detailing between ground and first floor levels and projecting header bricks detailing to add interest to the design. These details provide articulation to the otherwise simple elevations.

Large windows have been utilised and there is an appropriate balance between solid and void on the building elevations. This allows for adequate light to reach rooms, and provides for good natural surveillance of outdoor areas. Full brick reveals on principal facades will frame window openings, and provide additional depth to the elevations. The inclusion of full brick return detailing on windows reflects similar details on existing buildings adjacent to the site and helps to create a sense of coherence with the surrounding area.

In the flatted blocks, the common close will be articulated by areas of curtain walling. This will provide light and ventilation to the stairwell, and will provide further opportunity for natural surveillance of both the outdoor and indoor shared spaces.

The proposed dark grey roof tiles, windows, Juliet balustrades, fascias, soffits and rainwater goods for both houses and flats are appropriate. Solar panels are provided on roofs of the flatted blocks.

The proposed density, design, heights and materials are appropriate to allow conditions 3 (i) (design and external appearance) and 3 (ii) (heights, massing and siting) of planning permission in principle 14/03416/PPP to be discharged.

(iii) Landscape and Open Space

The landscape strategy for the site allows for two principle areas of open space to be provided, a central north to south area of landscaped green space which provides a range of features, play and recreation opportunities, and a more informal east to west strip of green open space along Niddrie Mains Road. The usable green space across the site exceeds the 20% of total site area required by policy HOU3 (Private Green Space in New Development).

Semi-private green space is also provided in the central area between blocks 11 and 12, and to the south of blocks 13 and 14. These areas provide backcourt amenity spaces for the surrounding occupiers. An appropriate mix of landscape treatments and species are proposed in all areas of open space.

Boundary treatments across the site have a presumption against the use of timber fencing in the public realm, and instead utilise a mix of hedging and stone walls in public areas. Timber fencing is used in the rear parking courts, but this will be kept at a low height of 1200mm in order to allow for social interaction and overlooking of these communal parking areas.

The proposed landscape plan will help to create a distinctive and pleasant place to live. It provides a good variety of shrub and tree species that will provide a varied environment that is good for biodiversity. Landscaping within the site boundary will be maintained via private factor. A condition is recommended to ensure the implementation of the landscaping at appropriate stages of the development.

The proposed landscape and open space provision are acceptable and allow condition 3a (iii) (boundary treatments), 3 (i) (design of open space and public realm) and condition 6 (landscape plan) to be discharged.

An underground storage SUDs scheme is proposed as part of the proposal which is acceptable to Flooding and Scottish Water. This discharges condition 3 (c) (surface water management plan and SUDs) and condition 5 (SUDs scheme) of planning permission in principle 14/03415/PPP.

A strategy of boundary treatments has been proposed which provides good definition between public and private spaces, as required by Policy Des 5 (Amenity). It provides a legible environment which connects new housing to the existing street network effectively, in accordance with Policy Des 7 (Layout Design).

The proposed layout is therefore acceptable and allows for the approval of matters under condition 3 (excluding 3 (h)) of planning permission in principle 14/03416/PPP to be discharged. Condition 3 (h) relating to the specification of external lighting including footpaths, street lighting and any floodlighting arrangements for the development is not discharged through this consent and will be addressed at road construction consent (RCC) stage.

(iv) Phasing

The applicant has advised that the development of plots 12-15 and 23 will take place as a continuous build with activity site-wide from the outset. The proposed build programme is expected to last a period of 18 months following completion of the planning and building control consents process.

Conclusion

The proposed density, scale, mix and design are acceptable, subject to a condition relating to the implementation of the landscape strategy.

c) Access, road safety and parking arrangements

Access to the site from the wider transport network uses previously existing road routes, and is acceptable. The proposed site layout and parking arrangements are acceptable.

A total of 121 parking spaces are provided across the site in a range of on-street, in curtilage and back court parking spaces. The level of provision, which was agreed in line with the Council's 2009 standards prior to the introduction of the revised parking standards (October 2017) is acceptable. Of these spaces, nine are allocated as Wheelchair Accessible parking spaces.

The Craigmillar Urban Design Framework sets out a desire for parking to be provided via on-street parking bays. Parking for flatted properties is provided for in this manner, which allows back court areas to be used as green space. Housing within the development utilises a mix of in-curtilage parking at block 11, and rear court parking at blocks one to ten. This is a minor infringement of the Craigmillar Urban Design Framework. The number of parking spaces provided in the rear courts has been reduced through the design process in order to minimise the impact of parking on rear gardens and increase the amount of landscaping in these areas. This is considered acceptable in this instance, given the overall predominance of on-street parking within the development, and relatively small number of cars overall that will be required to park in the backcourt areas.

Cycle parking provision for the scheme has been designed in accordance with the Edinburgh Design Guidance. Cycle storage is located in the communal areas of each stairwell for flatted properties. A total of 236 cycle storage spaces will be provided for the flats. Dwellings with individual private gardens do not include specific cycle parking provision, as there is ample private garden space to provide individual storage as per required.

Ten motorcycle parking have been provided for at a rate of one resident and one visitor space per 25 flat units. This is appropriate and meets the Council's parking standards.

Transport has raised no objections to the proposed development. Condition 3 (iv) (car and cycle parking) of planning permission in principle 14/03416/PPP can be discharged.

d) The proposal will provide an acceptable level of amenity for existing and future occupiers

Existing residents

Policy Des 5 (Amenity) relates to the amenity of existing and future occupiers and seeks to ensure that amenity is not adversely affected by new development. There are neighbouring residents located at Harewood Road, Wauchope Terrace and Niddrie Mains Road around the perimeter of the site.

The proposal will have no impact in relation to overshadowing garden grounds of existing properties.

A daylight study has been provided by the applicant which identifies that the impact of new development on daylight to existing properties will be within the thresholds set out in the Edinburgh Design Guidance and will be acceptable.

There are no adverse impacts on existing neighbouring amenity.

Future Residents

Privacy

The development layout generally allows for a minimum distance of 18m to be provided between habitable rooms in buildings. There is one exception to this at the south-western elevation of Block 12, where eight rear-facing rooms (four rooms each in two terraced properties) are located 17m from the rear of Block 11. The layout has been amended through the design process to increase this distance, which was previously 15m. This represents a minor shortfall in recommended privacy distances and given the overall levels of amenity and quality of design and layout, is considered to be acceptable in this instance.

Open Space

The total green space proposed on the site is 36.1%. This exceeds the requirements of policy Hou 3 (Green Space in New Developments) and is acceptable. The provision of open space on the site is of a good mix and high amenity value.

Private garden grounds are provided for all houses. Rear gardens range in depth between 7.8m to 8.2m, which falls short of the 9m guidance for garden depth set out in the Craigmillar Urban Design Framework. In this instance, in order to meet the recommended density levels for the site, and given that the overall provision of good quality, usable open space within the site is well above the required 20%, it is acceptable that rear gardens have a slight shortfall in their recommended depth. A buffer zone is provided around apartments which provides defensible space and private outdoor space for ground floor residents.

Property unit sizes range from 54 square metres to 134 square metres in size and comply with the minimum space standards in the Edinburgh Design Guidance.

Sunlight/daylight

The Council's Edinburgh Design Guidance recommends that half of new gardens should be capable of receiving at least three hours sunlight during the spring equinox.

Sunlighting analysis has been provided for the site which indicates that blocks 4 and 9 will receive a compromised amount of sunlight to their rear gardens during this period, due to the blocks' north to south orientation. They will receive sun to their front gardens during this period, and are located directly adjacent to a significant area of usable public green space. Given the extent of provision of alternative open space in close proximity to these properties, this contravention of guidance is considered to be acceptable in this instance.

All other garden areas will receive an appropriate level of sunlight during this period to meet the requirements of the Edinburgh Design Guidance.

A daylight study has been provided by the applicant which identifies that new properties will receive an acceptable amount of daylight as per the thresholds set out within the Edinburgh Design Guidance.

Waste

Refuse and recycling facilities will be provided within rear garden grounds for houses, and in communal areas for flats, which are positioned in an appropriate location within close walking distance of the front doors and within acceptable distance for collection from the local authority. A swept path analysis has been completed and Waste Services is satisfied with the proposed waste management strategy. Condition 3 (d) (waste) of planning permission in principle (16/03416/PPP) can be discharged.

Secure by Design

The applicant will employ a range of Secure by Design principles across the development including controlled access to communal areas, gable fenestration to deter antisocial behaviour, appropriate fencing of rear gardens, provision of secure bike stores and motorcycle parking and a comprehensive lighting strategy. Landscaping will be designed and maintained with surveillance in mind.

To conclude, existing and future occupiers will be afforded a good level of internal and external amenity as a result of this well considered design.

e) The proposal meets sustainability criteria

A Sustainability Statement has been submitted in support of the application for which the applicant achieved the required 80 points for essential sustainability criteria.

Essential Criteria	Available	Achieved
Section 1: Energy needs	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 sustainability measures are acceptable. Condition 3 (b) (sustainability) of planning permission in principle 14/03416/PPP can be discharged.

f) The proposal has any equalities or human rights impacts

A range of living accommodation will be provided that will support different users. This site is accessible for those with mobility issues. The proposed development will give good access to public transport, green spaces and local facilities. There are no identified equalities issues.

g) The public comments have been taken into account

Objections to the application have been received from two members of the public.

Material comments:

- Overdevelopment of the area with built form (addressed in section 3 (a) above).
- Site should be used for playing fields/ open space (addressed in section 3(a) above).

Non material comments:

- Disruption caused during the building construction period.
- The principle of the developer building on land outwith their ownership and request for access to be retained to this area of the site in case of future development by the existing owner.

h) There are any other material considerations

Environmental Protection

A site investigation report has been submitted in support of this application. Environmental Protection has noted that this report is sufficient to address the first term 1i (a) (site survey) of Planning Condition 1. The second term 1i (b)(remedial measures) remains outstanding and should be satisfied prior to commencement of development works. Accordingly term 1i (b) cannot be discharged.

Environmental Protection has confirmed that this part of the wider site covered by planning permission in principle 14/03416/PPP does not have any issues with noise and therefore conditions 3 (e) (noise attenuation) and (f) (noise) can be discharged for this land.

Environmental Protection has raised no other issues pertinent to the application.

Communities and Families

The education impact of the proposed development was considered as part of the planning application in principle application (14/03416/PPP). There is no opportunity to secure any additional contributions at this stage.

Flooding

Flood Prevention has reviewed the proposals and has confirmed that it is satisfied with the scheme and its associated flooding self-certification report.

Scottish Water has noted the intention to adopt the proposed SUDs scheme once completed, providing these are designed and built to the appropriate specification. SEPA has no objection to the proposed development. There are no other flooding issues of concern.

Archaeology

The Council's Archaeologist undertook an assessment of the archaeological and historical significance of the site as part of the planning application in principle application (14/03416/PPP). This concluded that there are no concerns regarding impacts on development on these matters within this site and they are satisfied to discharge condition 2 (archaeology) of planning permission in principle 14/03416/PPP.

Conclusion

The principle of housing is established on the site and the proposed mix, layout, scale, design and access arrangements are acceptable and appropriate to their context. The proposal will provide an appropriate level of amenity to existing and future occupiers. Matters listed in conditions one i (a), two, three (excluding (h)), four five and six) can be discharged in relation to plots 12-15 and 23 of the masterplan approved in planning permission in principle 14/03416/PPP. There are no material considerations which outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. The approved landscape scheme shall be fully implemented within six months of the completion of the development.

Reasons:-

1. To ensure that the approved landscaping works are properly established on site.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.
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. All accesses must be open for use by the public in terms of the statutory definition of 'road' and shall be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, access, 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.
5. The applicant is encouraged to consider the provision of electric vehicle charging points. This could be provided by a weather proof plug point at each driveway or internally within a garage, if provided, so that occupiers can recharge an electric car at their property.
6. Any off-street residential hard standing should be porous, to comply with 'Guidance for Householders' published in August 2017.
7. For the avoidance of doubt window materials must be re-cycled UPVC, timber or aluminium.
8. The applicant is encouraged to provide details of tree-pits in both hard and soft landscape areas to control quality of implementation of new trees.

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 assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

Two letters of objection were received in relation to this application. An assessment of these representations can be found in the main report in the Assessment section.

Background reading/external references

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

**Statutory Development
Plan Provision**

The site is identified as housing allocation HSG 14 in the adopted Edinburgh Local Development Plan.

The Craigmillar Urban Design Framework sets out design principles which are applicable to the site.

Date registered

10 July 2017

Drawing numbers/Scheme

01-03, 04B, 05 - 88,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Julie Ross, Planning Officer

E-mail: julie.ross@edinburgh.gov.uk Tel: 0131 529 4468

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Other Relevant policy guidance

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 'The Craigmillar Urban Design Framework' sets out a vision and principles for development of the Craigmillar area.

Appendix 1

Application for Approval of Matters Specified in Conditions 17/03244/AMC

**At Redevelopment Site At, Niddrie Mains Road, Edinburgh
Erection of 194 new residential units, comprising 128 flats and 66 terraced houses, along with associated roads, pedestrian paths, parking courtyards, amenity space and soft landscaping (matters listed in conditions one i (a), two, three (excluding (h)), four, five and six) (as amended)**

Consultations

Transport

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

- 1. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*
- 2. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport and car club vehicles;*
- 3. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
- 4. The applicant must be informed that any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents;*

5. 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, including off-street spaces. The applicant should therefore advise the Council if he wishes any off-street 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;

6. 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;

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

Note:

a. Parking for this development has been assessed under the 2009 standards. The proposed 139 spaces for the proposed 194 social, midmarket and market rent units is considered acceptable;

b. A Quality Audit has been submitted for this application;

c. It is understood that a legal agreement has been submitted and agreed for this site.

Housing and Regeneration

1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

Housing and Regulatory Services have developed a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy (AHP) for the city.

The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.

This is consistent with Policy Hou 7 Affordable Housing in the Edinburgh City Local Plan.

2. Affordable Housing Provision

This application from 21st Century homes is for a residential development consisting of 194 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% homes of approved affordable tenures.

The applicant has stated that the affordable housing will account for 108 (56%) of the new homes and will consist of 55 homes for social rent and 53 for mid market rent. The affordable homes will comply with Housing for Varying Needs design specifications and 10% of the homes for social rent will be adapted for wheelchair use.

The affordable housing will consist of a mixture of one, two, three, four and five bedroom flatted apartments and houses which will offer an integrated mix of homes across the wider site. This is welcomed by the department.

The affordable homes are required to be fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and Edinburgh design guidance. In terms of accessibility, the affordable homes are situated within close proximity (400 metres or minutes walk) of regular public transport links and are located within a wider development providing a range of local amenities for a sustainable community.

3. Summary

The applicant has made a commitment to provide 56% on site affordable housing in the application and this is welcomed by the department. This department welcomes this approach which will assist in the delivery of a mixed sustainable community.

The affordable housing includes a variety of house types and sizes including larger 4 and 5 bedroom homes.

The applicant will be required to enter into a Memorandum of Agreement to secure and confirm the affordable housing element of this proposal.

We would be happy to assist with any queries on the affordable housing requirement for this application.

Flood Prevention

Response 1

Following your request for a consultation response please find flood prevention's comments below.

1. The applicant has not provided a completed certificate A1 and B1 for the proposed application. Please request this from the applicant- attached email has examples.

2. The applicant has not provided pre- and post-development flow paths drawings. The SWM Checklist refers to Arup drawing 233020 however this is the Arup job reference not a particular drawing. Please can they forward on copies of the appropriate drawings.

o Please identify existing and proposed surface water flow paths on drawings. This can be achieved by taking the existing site survey and over-marking arrows to denote falls and then completing the same with the post-development arrangement. This should include runoff from outwith the site, from unpaved areas within the site, and from paved areas in events which exceed the capacity of the drainage system. The purpose of these drawings is twofold. Firstly to understand if there is any significant re-direction of surface flows to surrounding land and secondly to identify if surface water will flow towards property entrances

Response 2

I have reviewed what was attached and flood prevention are happy for this to proceed to determination with no further comments from our department.

Waste Services

Waste and Cleansing services takes no stance either for or against the proposed development but as a consultee would make the following comments.

Waste Management Responsibilities

The Waste and Cleansing Services will be responsible for managing the waste from households.

It would be the responsibility of any third party commercial organisations using the site to source their own trade waste uplifts. Architects should however note the requirement for trade waste producers to comply with legislation, in particular the Waste (Scotland) Regulations which require the segregation of defined waste types to allow their recycling. This means there would need to be storage space off street for segregated waste streams arising from commercial activities.

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

Compliance with Waste Strategy (Domestic Waste Only)

The provision of a full recycling service is mandatory in Scotland. Developers must make provision for the full range of bins: landfill waste, mixed recycling for paper and packaging, glass and food.

For low density properties, we would recommend individual kerbside collections. This provides each property with landfill (140 litres); mixed recycling (240 litres), glass (box), food box and internal caddy. All of these must be presented on the day of collection before a specified time and removed thereafter. They must otherwise be stored off street at all times.

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

Key points are:

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

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

It is imperative that adequate provision is made for the storage of waste off street, and that cognisance is taken of the need to provide adequate space for the storage of segregated waste streams in line with the Waste (Scotland) Regulations.

The waste collection teams will require safe and efficient access to these from the earliest occupation. Developers need to ensure that services are accessible so that collection crews can provide the service in a safe and efficient manner, taking account of turning circles, length and width of vehicles, distance bins must be pulled, surfaces, slopes and so on.

Waste Strategy and Letter of Agreement

Response 1

Low density properties - Swept path analysis

More information would need to be provided regarding the access to the rear courts at the terraced houses. It looks like there would be in use "mono-block" material that if not of high quality and properly installed can cause, with the passage of up to 26 tonnes vehicles, damage to the surface with potential health and safety issues for pedestrian and cyclists. It would be beneficial to be confirmed which material will be used for the rear court and the road accessing them and as well knowing if the rear courts will be adopted or will remain private road.

There are also some overlaps with lines that are not clear at the entrance/exit of the rear court. I have asked the RCC team as well to provide comments on this to ensure that the access to the rear court is safe.

High density properties

The development will include high density properties serviced by communal waste and recycling containers.

The materials provided show bin store areas, the type and number of bins seems to be correctly allocated.

I have summarized the waste and recycling provision for each bin store:

Bin store 1 - plots 67-98 (32 flats)

*5 x 1280L residual waste
3 x 1280L mixed recycling
1 x 660L glass
1 x 500 food waste*

Bin store 2 - plots 99 - 130 (32 flats)

*5 x 1280L residual waste
3 x 1280L mixed recycling
1 x 660L glass
1 x 500 food waste*

Bin store 3 - plots 131 - 145 (15 flats)

*2 x 1280L residual waste
2 x 1280L mixed recycling
1 x 660L glass
1 x 500 food waste*

Bin store 4 - plots 146- 174 (29 properties)

4 x 1280L residual waste

3 x 1280L mixed recycling

1 x 660L glass

1 x 500 food waste

Bin store 5 - plots 175 - 194 (20 properties)

3 x 1280L residual waste

2 x 1280L mixed recycling

1 x 660L glass

1 x 500 food waste

To assess if the bin stores are big enough to store and to manoeuvre the bins in and out of the bin store we would need to be provided with some dimension of the bin store.

The bin store need to big enough to store all bins and each bin can be moved without moving the others ones and the bins can be used from the front by residents. There are separate types of material in each bin store and adequate space is to be allocated to ensure that the bins in the rear of the bin stores can be brought out without all the other bins being taken out.

Doorways must be a minimum of 1600mm wide to ensure the largest container can be moved in and out the store. Doorways must be wide enough for the easy passage of wheeled containers; we require a minimum 300mm either side of the largest container.

Other relevant key features are indicated below and need to be confirmed:

The roads that will be used by vehicles to collect waste and recycling from the properties should be to adoptable standard and able to withstand the Gross Vehicle Weight (GVW) of the collection vehicle of up to 26 tonnes without causing damages to the road surface.

Drop kerbs will be provided where needed to ensure the Operational Team can empty the bins in a safe manner. Dropped kerbs to be provided when transporting containers from vehicle to bin storage area, these should be protected with the use of white line

Where locks are fitted to bin store doors, the standard "Budget Lock" must be fitted.

Regarding the maximum straight pull of 10 metres walking distance from bin storage area to the vehicle I can confirm that despite slightly over the maximum distance required, the proposed ones are acceptable. A straight pull of 10 metres is the maximum walking distance from bin storage area to the vehicle, (a bin full of glass is heavy), and bins will only be wheeled over, and lifted from, hard standing surfaces.

Regarding the maximum distance householders will need to walk to dispose their waste and recycling, "maximum walking distance for the householder (from home to bin) no greater than 30 metres regardless of whether the bin is stored externally or internally (BS5906:2005", despite in some case is higher than the suggested 30m I can confirm it is acceptable.

To agree the Waste Strategy and provide a Letter of Agreement I would need to be provided with further information as per above i.e. bin store dimensions, swept path analysis to access the rear courts.

In view of these factors the developer must contact me, Erica Manfroi on 07876 331750 or email Erica.Manfroi@edinburgh.gov.uk as soon as possible to ensure adequate provision of segregated household waste bins and provision of suitable access for the waste and recycling collectors as well as safe access for vehicles.

Response 2

As per letter previously sent we need a clearer swept path analysis to understand if our vehicle can access the courtyards on the northern part of the development. The swept path analysis within the Design and Access Statement (page 26) just shows the reversing manoeuvres within the courtyards and the swept path analysis on the portal is not easy to read to understand how the vehicle access the courtyards in and out. Moreover on the swept path analysis: "There are also some overlaps with lines that are not clear at the entrance/exit of the rear court."

It looks like there would be in use "mono-block" material that if not of high quality and properly installed can cause, with the passage of up to 26 tonnes vehicles, damage to the surface with potential health and safety issues for pedestrian and cyclists. It would be beneficial to be confirmed which material will be used for the rear court and the road accessing them and as well knowing if the rear courts will be adopted or will remain private road. If there is any car parked not in the designated area we will not be able to access the courtyard safely and provide waste and recycling service.

I am not able to provide a letter of agreement until all the requirements including the bin store dimensions, door opening etc. are provided. The applicant have not been in touch with myself after the planning application has been submitted so if this information has been updated on the portal could you please direct me to the appropriate document?

Response 3

Thank you for the information. I couldn't find the drawing for bin store 1 and bin store 2 on the website. Do you have them?

I have checked the swept path analysis and it looks fine to me. After I have received the drawing above I can draft a waste strategy agreement.

Response 4

I refer to the above new development which will consist of 194 properties. This letter is confirmation that we agree on the waste strategy and that you have covered all requirements as per Architects Instructions. Please note that the following conditions will apply.

Please also ensure that a copy of this letter is provided to the builder/developer, site manager and the property management company.

Waste strategy for new developments

The City of Edinburgh actively promotes the provision of recycling facilities in all new developments and throughout the city. The Waste (Scotland) Regulations 2012 make mandatory the provision of specific household waste recycling services and our own waste strategy supports this. Recycling collections are integral to the overall waste collection system, so it is necessary to incorporate recycling facilities within your development.

Low density properties

For individual and other low density properties, we normally require the provision of a kerbside household waste and recycling service. This would consist of containers for residual waste, mixed recycling, food and kerbside sorted materials (i.e. glass, batteries, textiles and small electricals).

We would require the following per each of the 66 terrace houses (plots 1 - 66).

- 1 x 140 litre Grey residual wheelie bin*
- 1 x 240 litre Green recycling wheelie bin*
- 1 x 240 litre Brown garden waste wheelie bin*
- 1 x 33 litre blue recycling box*
- 1 x 25 litre Food Waste kerbside bin*
- 1 x 5 litre kitchen caddy*

The individual waste and recycling /bins containers will be kept within the property and presented on collection day at the designed collection points/areas and removed from the kerbside as soon as possible after collection. The presentation points/areas have been identified and dimensions are acceptable.

Residents will need to be informed on the presentation process to ensure that the bins/containers will be kept within each property and presented only on collection days and removed from those areas as soon as possible after collection. This is to prevent any health and safety issues for pedestrian space usage and to prevent fly-tipping and overflowing bins/containers issues.

High density properties

For flatted developments we normally require that communal wheeled containers are used for household waste and recycling. This would consist of containers for residual waste, mixed recycling, glass and food waste.

Information showing the dimensions of the communal containers has already been provided for your information in the Architect Instructions.

For the development we would require the following quantity and capacity on waste containers:

- Bin store 1 - plots 67-98 (32 flats)*
- 5 x 1280L residual waste*
- 3 x 1280L mixed recycling*
- 1 x 660L glass*
- 1 x 500 food waste*

Bin store 2 - plots 99 - 130 (32 flats)

*5 x 1280L residual waste
3 x 1280L mixed recycling
1 x 660L glass
1 x 500 food waste*

Bin store 3- plots 131 - 145 (15 flats)

*2 x 1280L residual waste
2 x 1280L mixed recycling
1 x 660L glass
1 x 500 food waste*

Bin store 4 - plots 146- 174 (29 properties)

*4 x 1280L residual waste
3 x 1280L mixed recycling
1 x 660L glass
1 x 500 food waste*

Bin store 5 - plots 175 - 194 (20 properties)

*3 x 1280L residual waste
2 x 1280L mixed recycling
1 x 660L glass
1 x 500 food waste*

To ensure safe and efficient access for waste collection vehicles to collect waste and recyclable materials, access arrangements to empty bins, turning circles, interactions with pedestrians have been evaluated and agreed as per Architects Instructions.

Summary of the agreement for the development are covered as follow:

- the roads that will be used by vehicles to collect waste and recycling from the properties should be to adoptable standard and able to withstand the Gross Vehicle Weight (GVW) of the collection vehicle of up to 26 tonnes.

- Drop kerbs will be provided at the collection vehicle point and those will be incorporated in the RCC application

- to prevent parking in front of the bin store, line marking might be provided on the street kerbside in front of the door and 1m either side of the bin store doors and this if appropriate will be incorporated in the RCC application.

Waste and Cleansing Services

- the bin store dimensions respect the Architects Instructions requirements and allow the safe storage of all waste and recycling bins, efficient and convenient access to the bins for residents and collection crew services.

- The bin stores will have a clear doors width of minimum 1600mm giving direct access to the street.

- A straight pull of no more than 10m between each bin store and the vehicle collection point will be provided. We noted and accept that pulls from Bin store 3, 4 and 5 are slightly over the required 10m. Budget locks will be fitted on the bin store door.

It will be the builder/developer's responsibility to provide the residual and recycling containers in line with our requirements, as outlined in the Architect Instructions. We can assist with this and will recover the costs of doing so. We require twelve weeks notice for bin orders, in order to arrange the ordering, manufacture and delivery of bins. These should be submitted as a purchase order to the officer responsible for your development.

It will be the builders or developers responsibility to provide unrestricted access to the bin storage areas during the building stage and occupation of the properties. Containers will not be delivered or collections will not be made until adequate vehicle access is provided.

Temporary street signage should be installed if permanent signage will be unavailable at the time of delivery/servicing.

Responsibility for the bin storage areas will lie with the builder/developer until handed over to the property management company.

Property management

On completion of the building or individual block and when handover from the builder/developer has taken place the following requirement will apply:

- Property management company responsibility includes:*
- Ensure that all material, residual or recyclable, are deposited within the communal bins prior to collection*
- Removal of excess waste where residents do not use the containers provided*
- Removal of any dumped items e.g. furniture, carpets, white goods etc*
- General cleaning of the bin storage areas*
- Ongoing provision and maintenance of associated infrastructure, e.g. bin lifts, bin stores etc*

The City of Edinburgh Council responsibility includes:

- Provide initial guidance documentation for residents in using the recycling facilities*
- Servicing of residual and recycling waste containers as scheduled*

We do appreciate that new occupiers may initially have large quantities of cardboard and other recyclable material generated from new appliances. We request that householders flatten cardboard boxes and deposit them in the mixed recycling bins provided. Excess waste can be taken to the local Community Recycling Centre, which are open 7 days a week. More information about these is on our website. Information on the Council's special uplift service for the removal of bulky household items may be obtained by contacting 0131 608 1100.

Children and Families

The impact of this development on education infrastructure was considered as part of the consideration of the application for planning permission in principle. Planning has advised that there is no opportunity to secure any additional contributions at this stage.

Environmental Assessment

Response 1

Environmental Protection are currently assessing the submitted ground investigation report and noise impact assessment that have been submitted as part of this AMC application. Environmental Protection do not have any issues with regards noise as the neighbouring consented development will be erecting an acoustic fence along the service area of their site. The site is also set far enough back from the railway line to be a cause for concern.

Environmental Protection have commented on the potential impacts this larger master planned development may have on local air quality. This was due to the increase in numbers of car parking spaces. Environmental Protection encouraged the applicant to keep parking numbers to a minimum and make provisions for electric vehicle (EV) charging throughout the development. Environmental Protection also advised the applicant that all CHP/energy plant units must comply with the Clean Air Act 1993 and that Environmental Protection will not support the use of biomass.

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 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 Assessment recommends that at least two Electric vehicles 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, with funding currently available for installations. More information can be found at <http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

The applicant should commit to installing EV charging points and provide details of where they will be located.

Therefore, Environmental Protection offers no objection subject to a condition and recommends an informative is attached to any consent;

Condition

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

Electric vehicle Charging outlet(s) should be of the following standard:

70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 connectors, the AC supply by a 62196-2 connector. Must have the ability to be de-rated to supply 25kW to the AC and either of the DC outlets simultaneously.

The applicant must ensure that any proposed energy centre complies with the Clean Air Act and note that we do not support the use of biomass.

Response 2

17/03244/AMC | Erection of 194 new residential units, comprising 128 flats and 66 terraced houses, along with associated roads, pedestrian paths, parking courtyards, amenity space and soft landscaping. | Redevelopment Site at Niddrie Mains Road Edinburgh

I can confirm Environmental Protection has assessed the following site investigation report that was produced by David R Murray Associates in support of the subject planning application for proposed residential use:

Site Investigation at Plots 12-15 CM: E10975YM/NJH: Match 2017

On the basis of the information supplied, remediation measures will be required to be incorporated within the development to sufficiently reduce potential risks from identified organic ground contaminants. To obtain the required information to enable this Authority to determine the land to be in suitable condition for proposed use and ensure regulatory compliance with Planning Advice Note 33: Development of Contaminated Land (Scottish Executive;2001); Environmental Protection recommends for the following planning condition to be applied to any approved application:

1i) Prior to commencement of construction works:

(a) a detailed schedule of required remedial measures incorporating a materials/waste management plan, including their programming, designed to reduce identified risks from land contaminants to an acceptable level, must be submitted to and approved in writing by the Planning Authority.

ii) Any required remedial measures and materials/waste management plan shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for approval by the Planning Authority.

I trust this is acceptable and please do not hesitate to contact me for further information.

Response 3

I understand that the existing condition 1 attached to 14/03416/PPP should not be replicated on the AMC application.

Environmental Protection considers the submitted report below to be sufficient to address the first term 1i (a) of this planning condition. We are of the opinion that the second term 1i(b) remains outstanding and should be satisfied prior to commencement of development works. In order to address this term, the applicant should submit a detailed remediation schedule, incorporating a materials/waste management plan for approval by the Planning Authority.

I hope this clarifies our position and would avoid the duplication of planning conditions appearing attached to the 17/03244/AMC application.

Response 4

No problem, apologies for the delay. As I was saying I realised there was no requirement to duplicate the condition and we can continue to work with 1i) b on the PPP application, whereby a detailed remediation strategy/schedule should be supplied for review in relation to the relatively marginal contaminants that were identified during the SI.

I will be happy to discuss the site further with the applicant on 0131 4695693.

Craigmillar Community Council

No consultation response has been received.

