

Development Management Sub Committee

Wednesday 23 May 2018

**Application for Planning Permission 18/01100/FUL
At 597 Queensferry Road, Edinburgh, EH4 8EA
Demolition of existing house and garage and erection of six
new terraced townhouses.**

Item number	4.9
Report number	
Wards	B01 - Almond

Summary

The proposal complies with the Edinburgh Local Development Plan and relevant non-statutory Guidance. The principle of residential development on this site is acceptable. The proposal will not have a detrimental impact on the spatial character of the area and is of an appropriate design quality. There will be no adverse impact on the amenity of existing neighbours and a satisfactory level of amenity will be provided for the future occupiers of the townhouses. The proposal raises no issues in respect of transport.

Links

Policies and guidance for this application	LDPP, LDES01, LDES04, LDES05, LHOU01, LHOU02, LHOU03, LHOU04, LTRA02, LTRA03, NSG, NSGD02,
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Report

Application for Planning Permission 18/01100/FUL At 597 Queensferry Road, Edinburgh, EH4 8EA Demolition of existing house and garage and erection of six new terraced townhouses.

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 a total area of 1380 square metres. The site is bounded by Queensferry Road to the north east and Cammo Road to the south. Queensferry Road is a busy arterial route that connects Edinburgh city centre and Queensferry.

There is an existing residential dwelling on the site, which will be demolished. The house is a large, two storey detached villa with its principal elevation fronting Queensferry Road. The property is not listed. The principal elevation is approximately 8.5 metres from Queensferry Road. There is a sizeable garden to the rear of the property with a stand-alone, detached garage in the north west corner.

The existing property has two vehicle access points, one from Cammo Road and one from Queensferry Road. The site slopes downhill slightly.

The area surrounding the application site is almost exclusively residential in nature. The properties to the east of the site on the south side of Queensferry Road are primarily detached or semi-detached, with large rear gardens and defined feu boundaries. These properties are between one and two storeys in height with pitched roofs, finished in stone, render, harling, tiles and slate.

The residential dwellings along Cammo Road and on the northern side of Queensferry Road have largely the same spatial character. However, there are existing anomalies within this. To the immediate south of the application site there are two flatted complexes. These are higher in density than the typical spatial pattern of the surrounding area. To the north west of the site at Strathalmond Park, Strathalmond Green and Strathalmond Road there are also a range of terraced properties.

2.2 Site History

07.12.2018 - Enforcement enquiry opened and closed 14.12.2017 for the removal of trees and shrubs on site (17/00685/EOPDEV).

Main report

3.1 Description Of The Proposal

The application is for the demolition of the existing detached house and garage on site. The existing fence, gate and gate posts will also be removed.

The application proposes to erect six town houses, arranged in a terrace. The dwellings will be located towards the centre of the site. Each dwelling will be three storeys in height with a mansard roof.

The principle elevation of the properties will face on to Cammo Road. Each dwelling will have one allocated parking space fronting Cammo Road and an internal garage at ground floor level. A dropped kerb is proposed in three locations for accessing the driveways.

The existing, stone boundary wall at the north east elevation of the site, fronting Queensferry Road, will be retained. There is an existing drive way opening in this wall. This will be infilled with a 1.6 metre high, close boarded timber fence and a pedestrian access gate. This gate will lead on to a concrete path that will give Plots 1 to 4 access to their rear gardens. A 1.8 metre high, close boarded timber fence is proposed to the rear, north west boundary of the site and the side, south west boundary. The south east elevation, fronting Cammo Road, will have hedging as the boundary treatment.

The rear gardens will be grassed with an area of timber decking. 1.8 metre high, close boarded timber fencing will be used to separate the back gardens of the proposed dwellings and the communal access path to Plots 1 to 4. Each townhouse will have four bedrooms. Plot 1 will have a gross internal floor area of 170.8 square metres and Plots 2 - 6 will all have a gross internal floor area of 165.4 square metres.

The dwellings will be finished in smooth, off white render with concrete tiles to the pitched parts of the mansard roof and single ply membrane to the flat parts. Each property will have dormer windows on the sloping parts of the mansard roof on both the south east and north west elevations. The dormer windows will be clad in metal. The front, south east elevations of each property will have a glass and metal balustrade at first floor level. All doors and windows will be timber.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the proposal is acceptable in principle;
- b) the proposal is acceptable in regards to the spatial characteristics of the neighbourhood;
- c) the proposal is acceptable in design;
- d) the proposal will have an adverse impact on neighbouring amenity;
- e) the proposal will provide sufficient amenity for future occupiers;
- f) the proposal raises any concerns in relation to transport;
- g) there are any other material considerations; and
- h) any material comments made in representations have been addressed.

a) Principle

Policy Hou 1 in the Edinburgh Local Development Plan (LDP) supports the delivery of housing on suitable sites in the urban area, provided proposals are compatible with other policies in the Plan.

The application site is designated urban area as defined by the LDP. The principle of residential development is acceptable in this location. The proposal complies with Policy Hou 1.

b) Spatial Character

Policy Hou 2 seeks the provision of a mix of housing types and sizes to meet a range of housing needs, including for families, having regard to the characteristics of the area surrounding a site and its accessibility. Policy Hou 4 states that the Council will seek an appropriate density of development on a site having regard to its character and accessibility. There is a need to create an attractive residential environment and safeguard living conditions within the development, as stated in Policy Hou 4. The Edinburgh Design Guidance (EDG) states that in new suburban developments, the Council encourages the efficient use of land and a mix of housing types.

The proposal is for six terraced town houses within a predominantly residential area. The plot is sufficiently large enough to accommodate these townhouses and their provision is encouraged by the EDG, which recognises that having a range of different dwelling types in an area improves social sustainability.

The density of the housing proposed in this application is higher than the density of surrounding houses. However, the development is of a domestic scale and can be inserted into the site without having a detrimental impact on the wider amenity or character of the area.

The footprint of the proposed development differs from the wider established spatial character of the area. However, in the context of the sites immediate vicinity on the south side of Queensferry Road, there are existing anomalies in development density and spatial arrangement. There are two, higher density flatted complexes on Cammo Crescent, directly across from the application site and also a range of terraced properties to the north west of the site at Strathalmond Park, Strathalmond Court and Strathalmond Green. In comparison with the properties located to the east and south of the site, where there is a more rigid spatial pattern of large detached plots with defined boundaries, the application site is in an area that has developed more fluidly, which has a varied character and arrangement of properties.

As a result, the increased density of development proposed on this site is acceptable and will not have a detrimental impact on the spatial character of the immediate area, which is already diverse.

The development is located in close proximity to the existing amenities of the Whitehouse Road Local Centre as defined by the LDP and Queensferry Road, which is an arterial route to and from the city centre and Queensferry. The application site is in an accessible location and will deliver family housing, as sought in Policy Hou 2.

The proposal complies with Policy Hou 2 and Policy Hou 4 in the LDP and the EDG.

c) Design

Policy Des 1 in the LDP states that planning permission will not be granted for poor quality or inappropriate design or for proposals that would be damaging to the character or appearance of the area around it. Policy Des 4 states that planning permission will be granted for development where it is demonstrated that it will have a positive impact on its surroundings, including the character of the wider townscape and landscape, having regard to the height and form of the development, its scale and proportions, its position on site and any materials and detailing.

– *Height, Form, Scale and Proportions*

The townhouses will be three storeys high. Despite having a third level of living accommodation, the proposed townhouses are still of a domestic scale and relate well to the existing roof ridges of neighbouring properties. The topography of the site, slopping downhill on Cammo Road, means that the townhouses are stepped down and are only marginally taller than the neighbouring properties to the west and north.

Given the location of the proposed townhouses at the corner of Cammo Road and Queensferry Road, the change in building height in relation to the more traditional two storeys is supported by the EDG. The EDG states that modest increases in building heights at nodes such as transport intersections of arterial and other significant roads will be supported.

The height, form, scale and proportions of the proposed development is acceptable.

– *Position of Building*

The proposed townhouses are stepped forward slightly when compared with the existing building line on Cammo Road. However, when looking at the position of the development in a wider context, this step forward does not have a detrimental impact on the spatial character of the area.

The front door of the existing villa on site faces on to Queensferry Road. The proposed townhouses have been positioned on site to face Cammo Road. This means that there will no longer be an active front facing Queensferry Road.

However, the design of the gable fronting Queensferry Road has incorporated a mix of window and door detailing to create more visual interest. The gable has also been designed to mimic the shape of the existing villa front by positioning the entrance door of Plot 1 on the side with a built out porch.

The position of the development on site is acceptable.

– *Materials and Detailing*

The existing buildings in the area typically have rendered finishes of varying colours, slate roofs and brick boundary walls.

The proposal utilises a palette of colours and materials in keeping with the character and appearance of the immediate area surrounding the site. This includes the use of off-white render on the walls and orange concrete roof tiles.

There are a number of other dormer windows in the vicinity and mansard roofs and as such, they are acceptable as part of this design.

Having regard to the character of the surrounding area, the proposal is of an appropriate design. The development will have a positive impact on its surroundings and is acceptable in terms of height, form, scale, proportions, position, materials and detailing. The proposal complies with Policy Des 1 and Policy Des 4 in the LDP and the EDG.

d) Neighbouring Amenity

Policy Des 5 in the LDP states that planning permission will be granted for development where it is demonstrated that the amenity of neighbouring developments is not adversely affected. Consideration must be given to neighbouring properties to ensure that there are no unreasonable noise impacts or loss of daylight, sunlight or privacy and immediate outlook.

The townhouses have been positioned so that reasonable levels of daylight and sunlight to neighbouring buildings and gardens north and west are maintained. The spacing between the townhouses and the existing buildings is acceptable.

To the streetward side of a development, privacy to some degree is already compromised by the fact that people in the street can come relatively close to the windows of dwellings. The properties on the streetward side of the application site will be, at their nearest point, approximately 32 metres away from the proposed townhouses. This is a sufficient distance, which will ensure that the privacy of neighbours living there is protected.

There are a number of windows present on the gable of the development beside 2 Cammo Road. Both daylight and privacy to gables and side windows is not protected, as stated in the EDG. However, all the gable windows proposed are all located in non-habitable rooms.

The proposal will not have an adverse impact on neighbouring amenity and complies with Policy Des 5 in the LDP and the EDG.

e) Amenity for Future Occupiers

Policy Des 5 in the LDP states that planning permission will be granted for development where it is demonstrated that future occupiers will have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy and immediate outlook.

The proposed townhouses will achieve reasonable levels of daylight. The windows to the front and back of the properties are relatively large and tall and as such, will ensure that daylight can penetrate within them into all habitable rooms. The orientation of the townhouses will ensure that reasonable levels of sunlight will hit the front and back of the properties at different times throughout the day.

The EDG states that a property with three or more bedrooms must have a minimum internal floor area of 91 square metres. The six townhouses will all have up to four bedrooms. Plot 1 will have a gross internal floor area of 170.8 square metres and Plots 2 - 6 will all have a gross internal floor area of 165.4 square metres. All of the townhouses will have an internal floor area in excess of the minimum standard set by the EDG.

Each townhouse will have an individual, private garden. Policy Hou 3 in the LDP states that planning permission will be granted for development that makes adequate provision for green space to meet the needs of future residents. Each back garden is longer than 9 metres and the smallest garden has a total area of 45 square metres. Adequate green space will be provided for future occupiers.

A clear distinction has been made between the private gardens, using 1.8 metre high timber board fencing. This is an acceptable treatment to separate back gardens as stated in the EDG. The existing stone boundary wall surrounding the application site on the Queensferry Road side will also be retained.

The proposal is acceptable in terms of daylight, sunlight, privacy and outlook for future occupiers and complies with Policy Des 5 in the LDP and the EDG.

f) Transportation Issues

Policy Tra 2 in the LDP deals with private car parking and states that planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in Council Guidance.

Car Parking Standards are set out in the EDG. The application site is located within Zone 3 and is permitted a maximum of two car parking spaces per dwelling, inclusive of garage space. Each townhouse has both a private garage and a front driveway, giving a total of two parking spaces. Cycle storage can be provided within the private garages. The proposal complies with the maximum standard set in the EDG and Policies Tra 2 and Tra 3 in the LDP.

The Roads Authority were consulted and raised no objections to the application, provided a number of informatives were attached.

The application raises no issues in respect of transport.

g) Other Material Considerations

Children and Families

This site falls within Sub-Area W-1 of the 'West Education Contribution Zone'. The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme. The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed. The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

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

The total infrastructure contribution required is £88,815. The total land contribution required is £19,650. This gives a total contribution of £108,465.

A legal agreement is recommended to secure the required contribution.

h) Material Comments

The material comments made in the 33 objections:

- the proposal is not in keeping with the spatial character of the area; addressed in Section 3.3 b).
- the proposal is unacceptable in terms of mass, scale and height; addressed in Section 3.3 c).
- the proposal is over development of the site; address in Section 3.3 b).
- the building is positioned in front of the established building line on Cammo Road; addressed in Section 3.3 c).

- the proposal will adversely affect the amenity of neighbours in terms of privacy, lighting, overlooking; addressed in Section 3.3 d).
- the car parking provision and access taken from Cammo Road is contrary to safe road design and will cause hazard to the safety of pedestrians and drivers; the Roads Authority were consulted and raised no objections to the application, as stated in Section 3.3 f).
- a gable end facing Queensferry Road is unacceptable and the gable is featureless; addressed in Section 3.3 c).
- the terraced nature of the development is unacceptable in a villa area; addressed in Section 3.3 b).
- the proposal will have an adverse impact on traffic and pollution in the area; the Roads Authority were consulted and raised no objections to the application, as stated in Section 3.3 f).
- the roof is not in keeping with the area; addressed in Section 3.3 c).
- the style of housing is not characteristic of the area; addressed in Section 3.3 b) and 3.3 c).
- the property will be less than 9 metres from the boundary at 599 Queensferry Road; addressed in Section 3.3 d).
- the bin should not be collected from Queensferry Road; the bins will be collected from Cammo Road as per the drawings.

The non-material comments made:

- the removal of trees and shrubs along the site boundary before this application was submitted has affected the landscape; this matter has been dealt with in the Enforcement Case 17/00685/EOPDEV.
- the existing house is not in a deteriorating condition; the property is not subject to any statutory protection and therefore the condition of the property is not a material planning concern in this case.
- the development will cause existing house values to fall; this is not a material concern in planning terms.

The material comments made in the 11 representations that support the application:

- the properties will complement the area in terms of their design;
- the properties provide more family homes for the area; and
- the properties have their own parking spaces rather than relying on on-street.

The non-material comments:

- the existing property on site is in a deteriorating condition; the property is not subject to any statutory protection and therefore the condition of the property is not a material planning concern in this case.

Conclusion

The principle of residential development on this site is acceptable. The proposal will not have a detrimental impact on the spatial character of the area and is of an appropriate design quality. There will be no adverse impact on the amenity of existing neighbours and a satisfactory level of amenity will be provided for the future occupiers of the townhouses. The proposal raises no issues in respect on transport. The proposal complies with the Edinburgh Local Development Plan and relevant non-statutory Guidance.

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

3.4 Conditions/reasons/informatives

Informatives

It should be noted that:

1. The works hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. Consent shall not be issued until a suitable legal agreement has been concluded to make a financial contribution to Children and Families to alleviate accommodation pressures in the local catchment area.

The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.

3. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
4. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
5.
 - 1) Car parking for the proposed development to be provided generally in accordance with the approved planning drawings;
 - 2) Off-street parking space should comply with the Council's Guidance for Householders dated 2017 (see http://www.edinburgh.gov.uk/info/20069/local_plans_and_guidelines/63/planning_guidelines including:

- a. Off-street parking should be a minimum of 6m deep and a maximum of 3m wide;
- b. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
- c. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;
- d. Any gate or doors must open inwards onto the property;
- e. Any hard-standing outside should be porous;
- f. The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point

3) Parking provision for Electric Vehicles should be considered for this development. That is, charging facilities or the ducting and infrastructure to allow electric vehicles to be readily accommodated in the future;

Note:

- 1. It is noted that the proposals will affect an existing street lighting column. The applicant is advised to seek guidance in this regard with the City of Edinburgh Council's North West Locality Team.
 - 2. It is noted that the proposals will potentially affect existing telecoms infrastructure. The applicant is advised to liaise with the relevant telecoms provider(s) in this regard.
 - 3. The application has been assessed against the, "Edinburgh Design Guidance October 2017," parking standards as Zone 3. Each dwelling comprises 6 habitable rooms. Accordingly, the current standard permits a maximum of 2 parking spaces per dwelling - a total of 12 spaces (inclusive of garage space) for the development.
 - 4. The current parking standards require a minimum provision for 3 bicycles (per dwelling) to be stored at the development. It is considered that sufficient storage space is provided either by the integral garage or the private rear gardens associated with each dwelling.
6. The provision of a full recycling service is mandatory in Scotland, so developers must make provision for the full range of bins (either individual containers for each property, or communal bins for multiple properties). These must be stored off street at all times, except on the day of collection (in the case of individual bins).

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

It is usually most appropriate for townhouses to have individual kerbside collections. This provides each property with landfill (140 litres); mixed recycling (240 litres), glass (box), food bin and kitchen 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.

The application notes that, "external hard-standings will be provided for individual wheeled bins for residual and garden waste." The space provided needs to accommodate all the bins listed above, not just two, which fit in a space approximately 1085 x 2250mm.

It is acceptable for residents to present and collect containers to the kerbside on Cammo Road.

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:

This application is not subject to 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

Forty-four representations, including one from the Cramond and Barnton Community Council have been received regarding this application:

- thirty-three representations, including one from the Cramond and Barnton Community Council, object to the proposed development;
- ten comments have been received in support of the application; and
- one neutral comment has been received.

A summary of the matters raised by objectors and supporters can be found in Section 3.3 h) of the main report.

Background reading/external references

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

Statutory Development

Plan Provision

Local Development Plan, Urban Area

Date registered

15 March 2018

Drawing numbers/Scheme

01 - 03, 04A, 05 - 18,

Scheme 1

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Rachel Mushet, Trainee Planning Officer

E-mail: rachel.mushet@edinburgh.gov.uk Tel:

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

LDP Policy Des 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 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 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.

Relevant Non-Statutory Guidelines

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

Appendix 1

Application for Planning Permission 18/01100/FUL At 597 Queensferry Road, Edinburgh, EH4 8EA Demolition of existing house and garage and erection of six new terraced townhouses.

Consultations

The Roads Authority

ROADS AUTHORITY ISSUES

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

1. *Car parking for the proposed development to be provided generally in accordance with the approved planning drawings;*
2. *Off-street parking space should comply with the Council's Guidance for Householders dated 2017 (see http://www.edinburgh.gov.uk/info/20069/local_plans_and_guidelines/63/planning_guidelines_including):*
 - a. *Off-street parking should be a minimum of 6m deep and a maximum of 3m wide;*
 - b. *Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);*
 - c. *A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;*
 - d. *Any gate or doors must open inwards onto the property;*
 - e. *Any hard-standing outside should be porous;*
 - f. *The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point*
3. *Parking provision for Electric Vehicles should be considered for this development. That is, charging facilities or the ducting and infrastructure to allow electric vehicles to be readily accommodated in the future;*

Note:

1. *It is noted that the proposals will affect an existing street lighting column. The applicant is advised to seek guidance in this regard with the City of Edinburgh Council's North West Locality Team.*

2. It is noted that the proposals will potentially affect existing telecoms infrastructure. The applicant is advised to liaise with the relevant telecoms provider(s) in this regard.
3. The application has been assessed against the, "Edinburgh Design Guidance October 2017," parking standards as Zone 3. Each dwelling comprises 6 habitable rooms. Accordingly, the current standard permits a maximum of 2 parking spaces per dwelling - a total of 12 spaces (inclusive of garage space) for the development.
4. The current parking standards require a minimum provision for 3 bicycles (per dwelling) to be stored at the development. It is considered that sufficient storage space is provided either by the integral garage or the private rear gardens associated with each dwelling.

Communities and Families

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (January 2018), taking account of school roll projections. To do this, an assumption has been made as to the amount of new housing development which will come forward ('housing output'). This takes account of new housing sites allocated in the LDP and other land within the urban area.

In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (January 2018).

Residential development is required to contribute towards the cost of delivering these education infrastructure actions to ensure that the cumulative impact of development can be mitigated. In order that the total delivery cost is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established. These are set out in the draft Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery' (January 2018).

Assessment and Contribution Requirements

Assessment based on:

- 5 Houses (one of the proposed houses has been excluded as seen as replacement of existing house).
- This site falls within Sub-Area W-1 of the 'West Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme. The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed. The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

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

Total infrastructure contribution required:

£88,815

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

Total land contribution required:

£19,650

Note - no indexation to be applied to land contribution.

Archaeology Officer

The site occurs within an area of archaeologically potential with prehistoric crop-marked pit-alignments and enclosures having been recorded from 1950's RAF aerial photographs to the NE under the Braehead housing estate and flats. Although within an area of archaeological potential it is considered given the likely scale of disturbance caused by the pre-war house occupying the site, in this instance for disturbing significant archaeological remains is low.

Accordingly it has been concluded that there were no known archaeological implications in regards to this scheme.

Waste and Cleansing Services

Waste Management Responsibilities

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

Although there is no details of any commercial aspect, for completeness, it would be the responsibility of any third party commercial organisations using the site to source their own trade waste uplifts. Architects should however note the requirement for trade waste producers to comply with legislation, in particular the Waste (Scotland) Regulations which require the segregation of defined waste types to allow their recycling. This means there would need to be storage space off street for segregated waste streams arising from commercial activities.

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

Compliance with Waste Strategy (Domestic Waste Only)

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

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

It is usually most appropriate for townhouses to have individual kerbside collections. This provides each property with landfill (140 litres); mixed recycling (240 litres), glass (box), food bin and kitchen 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.

The application notes that, "external hard-standings will be provided for individual wheeled bins for residual and garden waste." The space provided needs to accommodate all the bins listed above, not just two, which fit in a space approximately 1085 x 2250mm.

It is acceptable for residents to present and collect containers to the kerbside on Cammo Road.

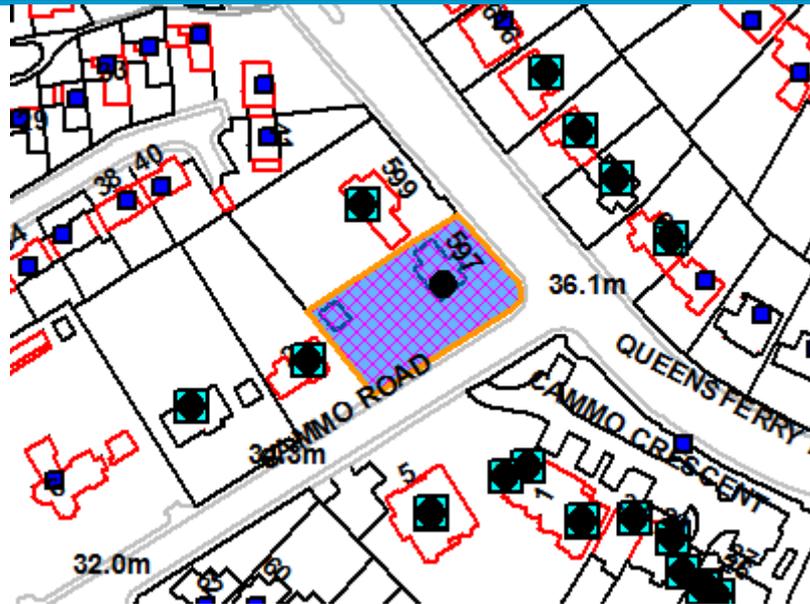
Developers can either source their own bins in line with our requirements, or can arrange for us to do so and recharge the cost - this will probably be most convenient for them.

Operational Viability

Developers need to ensure that services are accessible so that our collection crews can provide the service in a safe and efficient manner, taking account of turning circles, length and width of vehicles, distance bins must be pulled, surfaces, slopes and so on. Current plans do not show sufficient turning areas at the bin store, so this would need to be addressed at the earliest opportunity.

Obviously sufficient capacity must also be provided to allow successful collection of each segregated waste stream. Initial information on the requirements for waste services is available in the Architect's Instructions, which will be provided on request. I would recommend further contact with me to ensure adequate provision of segregated household waste bins include all of the above and suitable access for the refuse collectors is arranged.

Location Plan



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