

Development Management Sub Committee

Wednesday 23 May 2018

**Application for Planning Permission 18/00390/FUL
At 139 Craigleith Road, Edinburgh, EH4 2EH
Change of use from petrol filling station to residential.
Erection of eight 3 storey new build dwellings with private
parking on site (as amended).**

Item number	7.1
Report number	
Wards	B05 - Inverleith

Summary

The proposal is acceptable in scale, form and design and it will not have a detrimental impact on the character and appearance of the area. It will not have an unacceptable impact on residential amenity and future occupiers will have reasonable levels of amenity. A legal agreement is required to secure contributions towards education and to redetermine sections of the footway and carriageway. There are no material considerations that would outweigh this conclusion. It is recommended that the application is granted, subject to legal agreements being concluded.

Links

<u>Policies and guidance for this application</u>	LDPP, LDES01, LDES04, LDES05, LEN12, LEN21, LEN22, LHOU01, LHOU03, LHOU04, LTRA02, LTRA03, LTRA04, LDEL01,
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Report

Application for Planning Permission 18/00390/FUL At 139 Craigleith Road, Edinburgh, EH4 2EH Change of use from petrol filling station to residential. Erection of eight 3 storey new build dwellings with private parking on site (as amended).

Recommendations

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

Background

2.1 Site description

The application site comprises of an existing petrol filling station located on the northern side of Craigleith Road. The area is predominately residential with two-storey terraced houses to the north, east and west. Craigleith Road bounds the site immediately to the south with further residential properties beyond. Craigleith Retail Park is situated beyond the residential properties to the north west of the site. The site is surrounded on three sides by roads- Craigleith Road to the south and Craigleith Hill to the west and north.

The site is bound on its north and west side by a 1.8 metre high fence, with vegetation and a number of trees partially screening the filling station from the neighbouring properties.

2.2 Site History

21 December 2015- Planning permission in principle granted for change of use of petrol filling station to residential (application number 14/02316/PPP).

21 November 2017- Planning application for a change of use from petrol filling station to residential. Erection of ten 3 storey new build dwellings with private parking on site withdrawn (application number 17/04038/FUL).

Main report

3.1 Description Of The Proposal

The application seeks planning permission for a residential development comprising of a terrace of eight three storey units on the site of the existing filling station.

The units will have four bedrooms and provision for one private parking space to the front. The development includes front and rear balconies on the first and second floors.

The external materials proposed will include buff traditional clay facing brickwork with strips of metal cladding in a matt pearl beige colour. The windows are to be aluminium framed to match the colour of the metal cladding.

The existing garage forecourt has a separate access and egress. It is proposed that the development will retain and tighten the access/ egress and access road, thus resulting in a private road parallel to Craigleith Road. To provide a landscape buffer and physical separation, the applicant is proposing to erect an approximate 500mm high raised planter with small trees/soft landscaping behind the width of the existing island bus shelter to the front.

A private footpath is to run along the sides and rear of the development to provide individual rear access to bring waste collection to the front of the development.

The following documents were submitted in support of the application and are available to view on the Planning and Building Standards Online Services:

- Design Statement;
- Tree Survey;
- Land Quality Risk Assessment; and
- Remediation Method Statement.

Scheme One

The original drawing was revised to amend the development layout to the front and to darken the proposed cladding for the elevations.

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the principle for the development is acceptable;
- b) the scale, form and design of the proposal is acceptable and whether it will have a positive impact on its surroundings;

- c) the proposal will provide a suitable living environment for future occupiers;
- d) the proposal will impact on neighbouring amenity;
- e) the proposal address issues of road safety;
- f) the proposal will impact on existing trees;
- g) the proposal will impact on school infrastructure;
- h) any other material considerations;
- i) equalities and human rights have been addressed; and
- j) any matters raised in representations have been addressed.

a) Principle

Policy Hou 1 of the Edinburgh Local Development Plan (LDP) allows new housing development on suitable sites within the urban area provided it is compatible with other policies. Planning Permission in Principle for eight housing units on the site was granted in December 2015. Therefore, the principle of residential development on this site is still acceptable, subject to compliance with other policies.

b) Development Design

Policy Des 1 (Design Quality and Context) requires development to create or contribute towards a sense of place, drawing upon the positive characteristics of the surrounding area.

The character of Craigleith Road is the mature mix of 1850's and 1940's, two storey, detached and terraced houses, with gardens to the front and rear. Craigleith Hill to the north of the site is a cul de sac of 1960s terraced houses. However, the predominant character is the Victorian terraces on the south side of Craigleith Road. The terraces have a strong visual presence of gardens and boundary walls to the front and, parking for these properties are controlled on street.

Policy Des 4 (Development Design-Impact on Setting) requires development to have a positive impact on its surroundings. The proposal, in its contemporary form seeks to replicate the terraced style of housing to the east of Craigleith Road with the inclusion of a small front garden. The layout will comprise of parking parallel to the front of the units and an access road parallel to Craigleith Road. This type of layout is uncharacteristic of the area and would result in the visual presence of a street dominated by cars. However, the development will be set back from the street to align with the neighbouring building lines and the erection of a 500mm high raised planter with soft landscaping will act as a visual buffer in order to lessen the impact of the proposal on character and appearance of the streetscene.

Policy Hou 4 (Housing Density) encourages higher densities within the City Centre and other areas, providing that a good level of public transport accessibility exists or is to be provided. In established residential areas, proposals will not be permitted if it will have an unacceptable damage to local character, environmental quality or residential amenity.

The residential density between No.155 and 133 Craigleith Road equates to 17.54 units/ha. The proposed residential density equates to 52.28 unit/ha, higher than the existing density on Craigleith Road.

Whilst the development will exceed the height of the adjacent property at 137 Craigleith Road, the proposal will largely sit below the ridgeline height of buildings immediate to the site. The development is contemporary in form and design, set back from the street frontage where it will not form as an overwhelming addition to the streetscene.

The proposal is distinctive in character and appearance due to the limited palette of materials proposed. The materials are appropriate in terms of providing a striking contrast without detriment to the character and appearance of neighbouring buildings. The quality of the materials will help to secure the proposals long term visual success.

The proposal complies with Policy Des 1, Des 4 and Hou 4 in the LDP.

c) Living Amenity

Policy Des 5 (Development Design-Amenity) requires future occupiers to have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook. In addition, Policy Hou 3 (Private Green Space in Housing Development) requires the adequate provision of green space to meet the needs of future residents.

The minimum floor space requirement for three bedrooms or more with enhanced storage designed for growing families is 91 sqm. The total footprint for the proposed houses is 147.5 sqm and this exceeds the space requirement for a four bedroom unit.

The proposed rear garden will approximately 30sqm in footprint, incorporating provision for bins and cycle storage. Given that the rear gardens will be north facing with a depth of 7 metres, the gardens and the rear balconies will be limited in its capacity to receive sunlight. Therefore, future occupiers will have limited garden amenity for a range of functions.

Future occupiers will have adequate levels of privacy as the windows on the proposal are positioned approximately 24 metres away from the neighbouring properties to the rear and 37.6 metres from the front.

The proposal broadly complies with policy Des 5 and Hou 3 in the LDP and Edinburgh Design Guidance.

d) Neighbouring Amenity

Edinburgh Design Guidance states that the pattern of a development in an area will help to define appropriate distance between buildings and consequential privacy distances.

The proposed windows will be positioned approximately 24 metres away from the neighbouring properties to the rear on Craigleith Hill and 37.6 metres to the front on Craigleith Road. The proposed balconies to the first and second floor will be set back from the building, resulting in a greater distance to neighbouring properties. The first floor balcony to the rear will align with the building line of neighbouring property at 137 Craigleith Road and the balconies will not result in overlooking.

The positioning of the development will not result in the loss of sunlight to the windows of neighbouring properties or result overshadowing to neighbouring gardens. In addition, the positioning of the proposed 1.6 metres high fence along the northern and eastern section of the site will not impact on neighbouring amenity.

The proposal will not impact on the immediate outlook of neighbouring properties.

The proposal complies with policy Des 5 Development Design- Amenity in the LDP.

e) Access, Road Safety and Parking

The proposal is to retain and tighten the existing one way access and exit layout associated with the former petrol station. Therefore, a sum of £2,000 is required to redetermine sections of footway and carriageway.

For the interests of safety, a swept-path diagram is required to demonstrate that a vehicle can enter and exit the development in a forward gear. In addition, the applicant needs to demonstrate that accesses and associated accesses are large enough, and of shape to accommodate any vehicles that are likely to use it, with particular reference to refuse collection and emergency services. A condition is therefore required.

There is no requirement to submit a traffic impact assessment for an eight bed unit in this location. The proposal will not have a significant impact on traffic levels.

The Council's parking standards requires a maximum of one parking space for a four bedroom residential bedroom within zone 3. The site is located in the extended Controlled Parking Zone and future occupiers will be eligible for one residential parking permit per property. The proposal will provide a maximum of eight parking spaces and 24 cycle parking spaces and this complies the Council's 2017 parking standards. In addition, the level of car parking is justified by the proposed developments proximity to bus stops and local facilities including Craigleith Retail Park.

Although there is no requirement to provide electric charging points or motorcycle parking, Environmental Protection has requested the charging points to be provided and this is added as an informative.

f) Trees

There are existing trees to the rear of the site which lies outwith the application boundary. The trees are not protected and the roots are constrained to an extent by the make-up of the existing footpath and the existing petrol stations concrete platform. It is proposed to retain and maintain these group of trees which will continue to provide a visual buffer to the development site.

The trees overhang the site considerably and may require to be taken back to the boundary line. However, there is nothing to prevent this operation from being carried out immediately. The development would be set back from the group of trees and this will negate any impacts on the trees.

The submitted Tree Survey advises that works to the site can be carried out without damaged to the retaining trees.

The proposal complies with policy Env 12 Trees in the LDP.

g) School Infrastructure

Policy Del 1 Developer Contributions and Infrastructure Delivery in the LDP states that where necessary and relevant to mitigate any negative additional impact on infrastructure, proposals will be required to make a contribution towards education.

The site falls within Sub-Area CB-3 of the 'Craigroyston Broughton Education Zone'. The Council has assessed the impact of the proposed eight units on the identified education infrastructure actions and current delivery programme. The education infrastructure actions identified are appropriate to mitigate the cumulative impact of development that would be anticipated if application is minded to be approved.

The proposed development is therefore required to make a contribution sum of £52,288 towards the delivery of these actions based on the established 'per house' and 'per flat' rates appropriate for this part of the Zone.

h) other material considerations

Environmental Protection

The proposed change of use is positive given the potential impact on amenity that filling stations can have on residential amenity. However, Craigleith Road is a busy city centre route and Environmental Protection has some concerns over the potential impact on amenity that traffic noise could have on the proposed dwellings; an informative is recommended. Environmental Protection also has concerns over the existing use of the site as a filling station as this may have resulted in ground contamination from underground fuel storage. A condition is recommended to ensure the site is suitable for the proposed use.

i) Equalities and Human Rights

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

j) Comments

Material Representations - Objections

- Proposal is contrary to the LDP - Addressed in Section 3.3 (a-h).
- Inappropriate scale, form and design and, materials; density too high and overdevelopment of the site and too modern, solar panel will add additional height - Addressed in Section 3.3 (b).
- Will detract the visual frontage of Craigleith Road and is not compatible with the neighbourhood character and appearance - Addressed in Section 3.3 (b).
- Impact on neighbouring amenity in terms of loss of privacy, daylight, noise and overshadowing, outlook - Addressed in Section 3.3 (c).
- One parking space per four bedrooms is unrealistic and no overspill parking is provided - Addressed in Section 3.3 (e).
- Impact on traffic and congestion - Addressed in Section 3.3 (e).
- Loss/ impact on trees and tree survey is incomplete with no mention of Leylandii and other trees on the east boundary - Addressed in Section 3.3 (f).
- No need for rear access for waste if waste is to be collected at the front - waste bins are to be stored within the rear gardens and a private footpath is to provide access to the front for bin collections.

Material Representations - Support

- Complies with LDP;
- Complies with Edinburgh Design Guidance;
- High quality development, improvement to area and will be in-keeping with the adjacent Victorian terraces;
- Will not impact on neighbouring amenity;
- Need for housing; and
- Appropriate redevelopment of a brownfield site.

Non-Material Representations

- The Craigleith Hill side along the boundary fence was landscaped by Miller in 1964 and is on the original site plan belonging to and is part of Craigleith hill. It enhances residential amenity and is maintained by the council - Landownership is a civil matter and planning does not resolve maintenance issues.
- Reference to the previous Planning Permission in Principle where the two storey and 8 units was more appropriate - Each applications are assessed on their own merits.
- Oversubscription of schools and doctors in the area - The proposal is for a small scale housing development and this does not carry significant material weight.
- Loss of parking - Planning does not control the rights to parking on the street.
- Letters of support do not appear to come from those who were neighbourly notified and are not directly affected by the proposal - Neighbours were notified and the application was advertised on the weekly list in accordance with the statutory publicity requirements. This does not preclude members of the public from commenting on a planning application.
- The proposal does not accord with the principles of permission 14/02316/PPP- The current proposal is separate application for planning permission.

- Referral to objections relating to previous planning application that was withdrawn (17/04038/FUL) - comments to current applications should be submitted in full.
- Landownership issues/incorrect boundary markers - This is a civil matter that is not resolved through the planning system.
- No mention of a security fence along the full extent of east boundary, adjacent to 137 Craigleith road. This would prevent potential intruders entering rear gardens of homes on Craigleith Road.
- Greed of the developers - Not relevant.

Community Council

The Craigleith/ Blackhall Community Council did not request to be a statutory consultee but it objected on the follow grounds:

- Reference to the Planning Permission in Principle;
- Proposed three storey and the design will not sit comfortable with its surroundings and adjacent semi-detached properties;
- Flat roof design is uncharacteristic of properties on Craigleith Road;
- Will impact on neighbouring amenity in terms of daylight and privacy;
- Balconies on the first and second floor impractical and of no amenity value due to being located on the shaded side of the building; and
- Individual rear access to Craigleith Hill- this is incorrect, the proposal is for a single shared access.

Conclusion

In conclusion, the proposal is acceptable in scale, form and design and it will not have a detrimental impact on the character and appearance of the area. The proposal will not have an unacceptable impact on residential amenity and future occupiers will have reasonable levels of amenity. A legal agreement is required to secure contributions towards education and to redetermine sections of the footway and carriageway. There are no material considerations that would outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Prior to occupation of the development, the 500mm high raised planter and the planting of small trees to the front of the development, facing Craigleith Road shall be implemented.
2. Prior to the commencement of construction works on site:
 - (a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

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

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

3. Prior to works commencing on the site, details of swept path analysis shall be submitted to and approved in writing by the Planning Authority. The layout detail and evidence of how vehicles will navigate the altered junctions shall be provided.
4. Sample/s of the proposed brickwork and zinc cladding shall be submitted to and approved in writing by the Planning Authority before work commences on site.

Reasons:-

1. In order to provide a visual buffer and to safeguard the residential character of Craigleith Road.
2. In order to ensure that the site is suitable for the proposed use.
3. In order to assess these matters in more detail and to ensure pedestrian movements as priority.
4. In order to enable the Head of Planning to consider this/these matter/s in detail.

Informatives

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded to make a financial contribution to the following:
 - a) Children and Families to alleviate accommodation pressures in the local catchment area.
 - b) The sum of £2,000 made payable to the City of Edinburgh Council, in order to redetermine sections of footway and carriageway as necessary for the development.

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.

2. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.

3. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
4. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
5. All car parking spaces shall be served by an operational 7KW (type 2) electric vehicle charging point prior to the occupation of the site.
6. No development should take place until a scheme for protecting all bedrooms and living rooms of the residential development against road traffic noise has been developed. The scheme should be designed in accordance with BS8233:2014 'Sound Insulation and Noise Reduction for Buildings - Code of Practice' to attain the following internal noise levels:

Bedrooms - 30dB LAeq, T and 45dB LAfmax
Living Rooms - 30 dB LAeq, D

T - Night-time 8 hours between 2300 - 0700
D - Daytime 16 hours between 0700 - 2300

The agreed scheme should be implemented in full, prior to use being taken up.

7. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved.

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

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

Neighbours were notified of the application on 15 February 2018 and the proposal attracted 32 letters of representations, which twenty three were letters of objections and eight were support. One general letter of comment was also received.

Background reading/external references

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

Statutory Development

Plan Provision

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

Date registered

29 January 2018

Drawing numbers/Scheme

01A-11A, 12, 13A-19A and 20.,

Scheme 2

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Laura Marshall, Planning Officer

E-mail:laura.marshall@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 Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

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

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.

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

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

Appendix 1

Application for Planning Permission 18/00390/FUL At 139 Craigleith Road, Edinburgh, EH4 2EH Change of use from petrol filling station to residential. Erection of eight 3 storey new build dwellings with private parking on site (as amended).

Consultations

Flood Prevention

This information addresses our concerns and we have no further comment on this application.

Trees

The trees overhang the site considerably and will require to be taken back to the boundary line. While this is unfortunate and will leave the crowns with an imbalance there is nothing to prevent them from carrying this operation out immediately if they chose to do so. It would also not be reasonable to refuse the application for this reason. The roots are constrained to a certain extent by the makeup of the adjacent foot path and the make-up of the petrol stations concrete platform so this is not so much of a concern. The main concern is the symbiosis between the new owners of the property and the trees. Given the trees are north westerly there will be little in the way of overshadowing. The trees are a group formed a perfectly reasonable boundary screen to the fuel station. The set back and usage of the site now negates this. Would the loss of this group of trees (if they were to be lost, indications is that they are to remain now impact the character of the area and I would say no. Given what is proposed is compliant with ENV 12 so I can offer no material reasons to object to this submission.

Transport

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

1. The application proposes retaining the existing layout of the vehicular accesses. These accesses were designed to accommodate turning manoeuvres of large vehicle that are associated with the existing use of a petrol filling station. With the change of use to residential these accesses require alteration, which will need to consider pedestrian movements as the priority. Further layout detail and evidence of how vehicles will navigate the altered junctions will need to be provided for review and subject to further approval;
2. The applicant will be required to:
 - a. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;

3. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;

4. 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;

5. The applicant should be advised that:

as the development is located in the extended Controlled Parking Zone, they will be eligible for one residential parking permit per property in accordance with the Transport and Environment Committee decision of 4 June 2013.

See http://www.edinburgh.gov.uk/download/meetings/id/39382/item_7_7 (Category D - New Build);

Note:

1. The application has been assessed under the 2017 parking standards. These permit the following:

a. A maximum of 8 car parking spaces (level of car parking justified by the proposed developments proximity to bus stops and local facilities including Craigeleith Retail Park)

b. A minimum of 24 cycle parking spaces

c. Proposed development doesn't meet the minimum requirement for EV and accessible spaces (10+ dwellings)

d. No motorcycle parking required

Waste and Cleansing Services

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

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

Waste Management Responsibilities

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

Compliance with Waste Strategy (Domestic Waste Only)

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

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

For 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; and optionally garden waste bin (240 litres). 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.

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

Operational Viability

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

Children 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:

8 Houses

This site falls within Sub-Area CB-3 of the 'Craigroyston Broughton 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 contribution is provided by the developer, as set out below, Communities and Families does not object to the application.

Total infrastructure contribution required:

£52,288

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.

Environmental Protection

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

18/00390/FUL | Change of use from petrol filling station to residential. Erection of eight 3 storey new build dwellings with private parking on site. | 139 Craigleith Road

The applicant proposes the change of use of a petrol filling station to residential dwellings at 139 Craigleith Road. The site is bordered by other residential dwellings to the north, east and west with the Craigleith Road to the south. Environmental Protection has provided on a similar proposal for this site previously however that application (17/04038/FUL) was withdrawn.

The proposed change of use is positive given the potential impact on amenity that filling stations can have on residential amenity. However, Craigleith Road is a busy city centre route and Environmental Protection has some concerns over the potential impact on amenity that traffic noise could have on the proposed dwellings; an informative is recommended. Environmental Protection also has concerns over the existing use of the site as a filling station as this may have resulted in ground contamination from underground fuel storage. A condition is recommended to ensure the site is suitable for the proposed use.

The applicant has submitted a Ground Investigation Report which is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that a condition is attached to ensure that contaminated land is fully addressed.

Reducing the need to travel and promoting the use of sustainable modes of transport are key principles as identified in the LPD. The LDP also states growth of the city based on car dependency for travel would have serious consequences in terms of congestion and air quality. An improved transport system, based on sustainable alternatives to the car is therefore a high priority for the Council and continued investment in public transport, walking and cycling is a central tenet of the Council's revised Local Transport Strategy 2014-19.

The site is well-situated in relation to the existing transport network. A series of footpaths, footways and usable cycle links exist in the surrounding area offering connections with the wider network. The site is well-located for access to public transport services with local bus routes serving the site well.

Environmental Protection encourage the developer to work with this department to produce an up-to-date Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts;

1. Keep Car Parking levels to minimum.
2. Car Club facilities (electric and/or low emission vehicles).
3. Provision of rapid electric vehicle charging facilities.
4. Public transport incentives for residents.
5. Improved cycle/pedestrian facilities and links.

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

The applicant must be aware that there are now requirements stipulated in the Edinburgh Design Guidance must be achieved. Edinburgh has made progress in encouraging the adoption of electric/hybrid plug-in vehicles, through deployment of extensive charging infrastructure. As plug-in vehicles make up an increasing percentage of the vehicles on our roads, their lack of emissions will contribute to improving air quality especially as this site is located in a city centre location furthermore their quieter operation will mean that a major source of noise will decrease. The Sustainable Energy Action Plan is the main policy supporting the Council's Electric Vehicle Framework. Increasing the number of plug-in vehicles and charging infrastructure in Edinburgh will provide substantial reductions in road transport emissions.

Environmental Protection would recommend that 7Kw electric vehicle charging provision will be required for all residential properties with rapid chargers located at some communal parking spaces. Information on chargers is detailed in the Edinburgh Design Standards Technical Information Design Standards.

Environmental Protection are satisfied that the impacts of this proposed development will be limited. The applicant must keep the numbers of car parking spaces to a minimum, committed to good cycle provisions, electric vehicle charging facilities and supported with a travel pack.

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

Condition

- Prior to the commencement of construction works on site:

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

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

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

Informative

- All car parking spaces shall be served by an operational 7Kw (type 2) Electric Vehicle charging point prior to the occupation of the site.

• No development should take place until a scheme for protecting all bedrooms and living rooms of the residential development against road traffic noise has been developed. The scheme should be designed in accordance with BS8233:2014 'Sound Insulation and Noise Reduction for Buildings - Code of Practice' to attain the following internal noise levels:

Bedrooms - 30dB LAeq, T and 45dB LAfmax

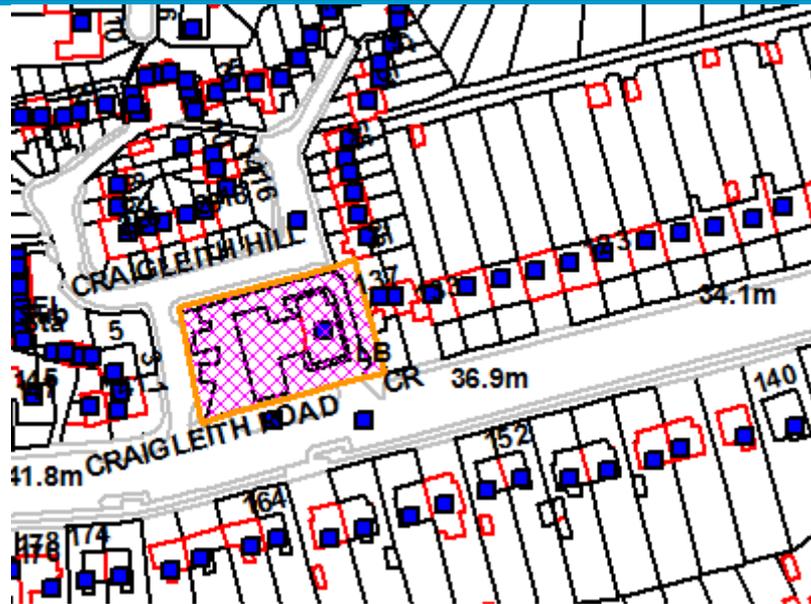
Living Rooms - 30 dB LAeq, D

T - Night-time 8 hours between 2300 - 0700

D - Daytime 16 hours between 0700 - 2300

The agreed scheme should be implemented in full, prior to use being taken up.

Location Plan



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