

Full Planning Application 05/01007/FUL
at
102 Telford Road
Edinburgh
EH4 2NF

Development Quality Sub-Committee
of the Planning Committee

28 June 2006

Supplementary Report

This application was previously considered by Committee on **10 May 2006**.

An addendum is included at the end of Section 3 of this report.

1 Purpose of report

To consider application 05/01007/FUL, submitted by Miller Homes.. The application is for: **Erection of affordable housing development.**

It is recommended that this application be **GRANTED** subject to the conditions below.

2 The Site and the Proposal

Site description

The application relates to the west site of the Telford College Campus situated on the east side of Telford Road. The site is bounded to the north, by Telford Road a double lane carriageway, with post-war residential terraced properties situated on the opposite side of the road. To the east, the site is bounded by the Western General Hospital and to the south, 1940's type bungalows of Craighleith Hill Crescent/Green. A two story office building with a fenced off

depot area adjoins the site to the west with a pastiche style public house beyond.

The site is currently occupied by a three storey flat roof, brick building situated to the north east of the site with associated car parking to the south west.

The site does not lie within a conservation area nor are there any listed buildings.

Site History

June 1994 - application ref. no. 94/00740/FUL - planning permission granted for change of use from offices (Class 4) to educational (Class 15)

August 1994 - application ref. no. 94/01637/ADV - advertisement consent granted for the display of a free standing sign board

November 2004 - application ref. no. 04/03021/FUL - demolish existing building and provide affordable (key workers) residential development - application withdrawn

January 2006 - application ref. no. 05/03190/FUL - Demolish existing building and redevelop to form 39 flatted dwellings - application under consideration.

Description of the Proposal

The application is for the demolition of the existing three storey building and the redevelopment of the site with 40 affordable (key workers) residential flats. The development will take the form of two four/five storey buildings of a contemporary design. The two blocks will run parallel to each other with a courtyard amenity space between.

The larger block to the north-east, running parallel to Telford Road, faces onto this central landscaped courtyard. It will extend to five storeys in part and will have a mix of one and two bedroom flats. The smaller of the two blocks to the south-west of the site will extend to four storeys in part and will comprise of both one and two bedroom flats. Both buildings will have flat roofs finished in zinc cladding. The buildings themselves will be finished in reconstituted stone, zinc cladding and white proprietary render. Window openings will have a vertical emphasis and will be formed from a dark grey aluminium window system. It is also proposed to incorporate satin finished stainless steel balustrades.

Amenity space is provided by the central landscaped courtyard with 7 surface carparking spaces to the south-west of the site. Refuse and recycling storage will also be located at the end of the site.

The site will be accessed via Craighleith Hill Crescent.

3 Officer's Assessment and Recommendations

Determining Issues

- 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, are there any compelling reasons for approving them?

ASSESSMENT

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

- a) This is an acceptable location for this type of residential development;
- b) It is of appropriate scale, form and design,
- c) It will afford a satisfactory level of residential amenity and whether there will be any adverse impact on neighbouring residential amenity;
- d) There will be any road safety or traffic implications.

a) The site is in an area allocated for Housing and Compatible Uses in the Local Plan and therefore a residential development is acceptable in principle, in compliance with other Local Plan policies.

The application is part of an overall strategy for the Telford College Campus sites namely the main South campus on Crewe Road South, the North Campus at Crewe Road North and the West Campus at Telford Road, which is the subject of this application. The Urban Design Statement for the Telford main Campus site was approved by the Planning Committee on 3 June 2004. In consultation with the Housing it was agreed that affordable housing provision would be 20% across the three Telford College Campus sites (South, West and North). This was agreed despite the current policy requiring 15% on the South and West campuses and the North campus being within Pilton Ward where there is no affordable housing requirement. The West campus on Telford Road has been identified in the design statement for affordable housing allied to the Western General Hospital (key workers accommodation).

An application for 346 residential units on the main South campus is considered in a separate report (reference number 04/02467/FUL).

The applicants have agreed to a Section 75 Agreement to provide this affordable housing.

b) The area is characterised by a variety of different building forms with large scale hospital buildings to the north-east and smaller, residential properties to both the north-west and to the south. The development is of a contemporary design and form, introducing clean lines and massing and softening these by layering the façade to introduce a domestic scale. The proposal uses high quality modern materials, including reconstituted stone sits comfortably in this context.

The layout of the proposals directly responds to the importance of Telford Road by addressing the main façade towards it, and taking two pedestrian entry points from it. The building is setback to see building line which in future can transform Telford Road into a more urban street. A setback to the street is incorporated to acknowledge the residential nature of the street and achieve residential amenity in a street which is likely to remain a main vehicular route.

The building layout, with front and rear blocks, creates permeable side boundaries which take cognisance of future development opportunities on adjacent land. The design introduces modelling to all elevations in response to the present high visibility of the site. With the future redevelopment of the adjoining land it is anticipated that the gables will be partially obscured, the elevation to Telford Road establishing a scale for future development.

The massing steps down to the rear to acknowledge the hierarchy of scale within the site, and create an integrated transition to the low rise dwellings to the south. The more modest scale to the rear will ensure that the space between the new blocks creates an attractive, generously proportioned amenity space.

The modern design and the materials are acceptable in this location. The massing and building layout are well considered and will set an appropriate standard for any further changes on Telford Road.

c) The buildings are orientated around a landscaped semi-private courtyard. The block situated to the north of the site faces onto this courtyard while the living accommodation of the second block faces south with open views. The smaller scale of the second block allows for more natural light to circulate around the site, and given that the majority of flats are dual aspect, the proposed development will provide a good level of amenity both internally and externally.

Due to the topography of the site and the siting and orientation of the buildings, there will be no effect on daylighting and sunlight enjoyed by neighbouring residential properties.

The proposed development maintains a satisfactory privacy distance within the site and as such will not result in overlooking or loss of privacy to neighbouring dwellings.

d) Transport has raised no objections to the proposals. Car ownership tends to be lower in of affordable housing developments and this is recognised in

the car parking standards by lower minimum standards for these types of development. The standards require 25% parking provision in this instance. The development, however, proposes 7 surface car parking spaces, which equates to 17.5%. There is, however, ample on-street parking to the west on a cul-de-sac which currently accesses the site. This is currently not used by any local residents and could accommodate any overspill from this development. The proposed parking provision is therefore adequate and a minor departure from the approved standards is justified.

There has been concern raised by local residents in relation to the access being taken from Craigleith Hill Crescent. Transport consider this proposal satisfactory. The existing access to the site from Telford Road is acceptable for its current use, however, it is inappropriate to access housing through an industrial area and should be via other housing if possible. Any increase in traffic flow along Craigleith Hill Crescent will be negligible due to the lower car ownership in affordable housing developments. Parking controls have also recently been introduced at Craigleith Hill Crescent which has alleviated parking issues. Given this, it is not expected that the proposal will introduce any further parking problems.

In conclusion, the proposed affordable housing development is acceptable in principle on this site. The design and finish is appropriate to this site and it will provide a good level of amenity for inhabitants. It will not unduly impact on neighbouring residential amenity nor will it introduce any adverse traffic or road safety implications.

It is recommended that Committee approves this application subject to conditions relating to site investigations, materials, landscaping, waste management, noise attenuation, as well as a legal agreement for financial contributions towards the Edinburgh Tram Scheme and for a Traffic Regulation Order for the opening of the access into the development.

FURTHER ASSESSMENT

This application was considered at the Development Quality Sub-Committee on 10 May 2006. The Committee continued the application to request the following:

- 1) For a site visit;
- 2) To clarify parking restrictions proposed for the area;
- 3) For more detailed elevational and contextual presentation material;
- 4) To consider whether the mix of units proposed is appropriate.

- 1) This was undertaken on 11 May 2006.

2) All restrictions are now in place and there are no more proposed for this area. There is no residents parking zone here. Peripheral parking is restricted as there is a single yellow line on one side halfway down Craigleith Hill Crescent and then on the other half with parking only permitted between the driveways which have white protection markings.

An additional 3 surface carparking spaces have now been included within the site which equates to 25% (a total of 10 spaces). Car parking provision now satisfies the requirement as set down by the approved parking standards.

3) The applicants have submitted further details showing more detailed contextual information. This includes sections/elevations through Telford Road, site sections and 3D sketched views along Craigleith Hill Crescent.

4) The mix of units comprises entirely one and two bed flats. This is due to the fact that the development is aimed at key workers. This also adds to the mix of housing types in the immediate area, which is largely made up of individual houses. In this instance, for this small development, this mix is considered appropriate.

At the site visit further points of clarification were also sought regarding the choice of access, the building line and the scale of the development in its context.

The access from Telford Road is used for casual parking by commercial operators at present. This means vehicles cannot pass along the access. This combined with a bend at the west end of the access could result in vehicles reversing onto Telford Road. Mixing commercial and residential traffic in this situation would not be in the best interests of highway safety. It is more appropriate to utilise the access off Craigleith Hill Crescent.

The building line is further towards Telford Road than the existing building on site. The existing building appears to have been positioned to allow the access road to continue further to the north east, creating a parallel access similar to that occurring on the north west side of the road. This did not happen on this side of the road, therefore making the building line a more arbitrary element. The development is positioned in a similar relationship to a development recently granted planning permission on the north west side of the road, on the site of a former fire station, ensuring an appropriate set-back from Telford Road.

The development, at five storeys in height, reflects the scale of adjacent hospital buildings, domestic storey heights being less than those of commercial buildings. The applicant has provided images which show that the development sits comfortably in the context both of the single houses of Craigleith Crescent and the larger buildings associated with the Western General Hospital and this part of the south side of Telford Road. The plans indicate a datum level for future development, this does not reflect any approvals at present and does not set a precedent; these plans were indicative and will not form part of any approval.

Addendum

This application was considered at the Development Quality Sub-Committee meeting on 28 June 2006. The Committee continued the application again to request further information on the relative merits of the proposed access and a possible alternative access from Telford Road.

The applicants commissioned Transport Consultants, McIlhagger Associates to conduct a parking survey on the streets that lead to the site in order to assess the likely impact of any overspill parking from the development. Upon completion of the survey work a report was written and submitted to City Development for consideration.

The report confirmed that both Craigleith Hill Crescent and the unnamed service road access from Telford Road are both heavily parked during the day. Parked vehicles increase from 07:30, remaining fully parked all day before vehicles begin to move away from approximately 17:30. It seems that most of these vehicles are employees at the Western General Hospital and some may also be from the Securicor premises. Transport officers agree with the findings.

Any overspill parking from a new residential development will be easily accommodated on either of these streets in the evening without causing any road safety or access implications. During the day Craigleith Hill Crescent is controlled by single yellow lines and access protection markings also delineate the presence of driveways. This street is already at capacity during the day and therefore no increase in daytime parking here will be detectable. The unnamed access road from Telford Road is also at capacity during the day and again any overspill residential parking will not be detectable. It should be noted that any overspill parking that remains during the day will probably displace commuter parking to streets in the surrounding area.

The choice of where a new resident decides to park will depend on the management and demand for the 10 spaces provided on site and also the direction in which the resident approaches their home. If the resident feels that they are unlikely to get a space in the residents parking bays on site, then they are most likely to park on the unnamed access road if travelling from the Telford Road direction. It is a significant distance to continue on into Craigleith Hill Crescent when approaching from Telford Road - from Crewe Toll to the site via Crewe Road South and Craigleith Hill Avenue is approximately 1686 metres whereas the distance from Crewe Toll to the site via Telford Road is 968 metres, just over half the distance.

The question has also arisen regarding which road should be used for access to the development. Following early discussions with the applicant it was clear that they wished to submit an application that gained vehicular access from Craigleith Hill Crescent. Transport therefore had to consider this proposal and make a recommendation based on this. The following points have been considered carefully and the following recommendations have been made based on these:

1. The application complies with the Council's approved parking standards.

2. Craigleith Hill Crescent is a public road and is wide enough to accommodate parked vehicles and safe traffic movements.

3. The unnamed access road from Telford Road, although the existing point of access for the site, is not ideal for residential use. At present this road is congested with parked vehicles but these vehicles tend to arrive in the morning and leave in the evening. Conflicting vehicle movements are infrequent. This would not be the case with residential use on the site.

4. Any parking restrictions added to the access road in order to allow safe vehicle movements would result in significant numbers of parked vehicles being displaced into the surrounding streets.

5. The right turn in and out manoeuvres to and from the access road are difficult and indeed could be argued as dangerous. It has been observed that the vast majority of vehicles that exit this access road turn left onto Telford Road. This behaviour is possibly due to the commuting nature of their journey, arriving from the west in the morning and heading back west in the evening.

In summary, the access from Craigleith Hill Crescent is suitable for the proposed use, any overspill parking can be located at both sides of the development and is more likely to be dependant on the resident's direction of travel, rather than site access location. Therefore, Transport continue to offer no objections to the proposed access.

It is recommended that the Committee approves this application subject to the conditions previously stated.

Alan Henderson

Alan Henderson
Head of Planning and Strategy

Contact/tel	Emma Wilson- Wednesday, Thursday And Alternate Fridays Only on 0131 529 3634
Ward affected	08 - Craigleith
Local Plan	Central Edinburgh Local Plan
Statutory Development Plan Provision	Housing and Compatible Uses
Date registered	25 April 2005
Drawing numbers/ Scheme	1 - 2, 4 - 15, 17 Scheme 1

Advice to Committee Members and Ward Councillors

The full details of the application are available for viewing on the Planning and Building Control Portal : www.edinburgh.gov.uk/planning.

If you require further information about this application you should contact the following Principal Planner, Ian Dryden on 0131 529 3464. Email: ian.dryden@edinburgh.gov.uk.

If this application is not identified on the agenda for presentation, and you wish to request a presentation of this application at the Committee meeting, you must contact Committee Services by 9.00a.m. on the Tuesday preceding the meeting on extension 4229/4239. Alternatively, you may e-mail gavin.king@edinburgh.gov.uk or carol.richardson@edinburgh.gov.uk

Application Type Full Planning Application
Application Address: 102 Telford Road
Edinburgh
EH4 2NF
Proposal: Erection of affordable housing development.
Reference No: 05/01007/FUL

Consultations, Representations and Planning Policy

Consultations

Transport

Consent should not be issued until the Developer enters into a legal agreement to: -

1. Contribute £80,000 to the Edinburgh Tram Scheme (this figure is based on 40 flats the figure may be lower if there are less flats).
2. Contribute the full cost of a Traffic Regulation Order for the opening of the access into the development.

I have no objections to the application subject to the following conditions: -

1. 40 cycle spaces to be provided in secure and undercover racks and 2 spaces to be provided at the front door for visitors.

Note: - As I believe the Development is to be controlled by a charitable housing association the car parking level is to be 25% - this equates to 10 car parking spaces. Only 7 spaces have been provided within the development however on this particular occasion there is ample on-street parking on the west side of the site (not used by current residents) which can accommodate any overspill that may occur. Craighleith Hill Crescent has recently had parking control provided which has alleviated parking issues and therefore considering this and the negligible numbers involved no further parking problems are expected on the Crescent.

Environmental Health

Environmental Health has no objections to this proposal subject to the following conditions:

1. *The Development shall not commence until a scheme for protecting the residential development hereby approved from noise from Telford Road has been submitted to*

and approved in writing by the Head of Planning; all works which form part of the approved scheme shall be completed to the satisfaction of the head of Planning before any part of the development is occupied.

2. Prior to commencement of construction works on site:

a) A site survey (including intrusive investigation where necessary) 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 by the Head of Planning.

3. The design, installation and operation of the lift shall be such that any associated noise complies with NR20 when measured within any living apartment in the block of flats and no structure borne vibration is perceptible within any living apartment in the block of flats.

Housing

The Housing Department has worked with Planning to develop a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy for the city. The Affordable Housing Policy makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at Ward level other than for sites of over 500 units. In the Craighleith ward, in which this sites lies, the provision for affordable housing is 15%.

A number of issues require clarification by Planning. This is therefore an initial response based on the available information. I will provide a supplementary response when these issues have been addressed.

In pre-application discussions with this Department, the applicant had requested that the affordable housing requirement from both the southern and western campuses be located within the western campus. Whilst this is acceptable in principle, a number of matters require clarification.

1. Overall numbers: According to our records, 392 units are proposed between this site and the Telford College South Campus site (04/04267/FUL). If this remains the situation, 59 affordable units are required in total. On that basis, as the proposal currently makes provision for only 40 affordable units and there is no undertaking that the balance will be provided on the southern campus, the application is contrary to policy and I therefore recommend refusal.

2. The AHP requires that the type of affordable housing provided should reflect the house types proposed across the site. If the applicant wishes us to consider this application in parallel with that for the southern campus, the affordable housing should reflect the mix of the proposals as a whole. This may be a consequence of the applicant seeking to confine the affordable housing provision within the west campus. As it stands, the Director of Housing therefore recommends refusal.

In order to provide a finalised response, please ask the applicant to confirm:

* The total number of units proposed in this application plus 04/04267/FUL (southern campus);

* The mix of units proposed in application 04/04267/FUL (southern campus);

* The form of affordable tenure proposed and the extent to which discussions have taken place with an RSL on the suitability of the units proposed both in terms of size and location. Note: it is our strong preference that applicants work with an RSL;

* The timescale for the project.

Further response from the Director of Housing

Context

Miller Homes owns the three former Telford campus sites in N Edinburgh (north campus; south campus and west campus). The AHP may only be applied to the west and south sites (at 15%) as the north campus lies in a 0% ward. However, at the beginning of the disposal process, Planning prepared a development brief for the south campus which required that 20% of units there be affordable.

The current proposals are for 346 units on the south campus and 40 units on the west campus (Total = 386). Based on the Planning Brief, the policy position is that 20% of the 346 units of the south campus be affordable i.e. 69 units in total. This Department supports this figure as the affordable housing requirement for the three Telford campuses.

It is understood that the Council has approved in principle to dispose of City Park (home of Spartan's FC) to Miller Homes. As part of this disposal, Millers will relocate the Spartans ground to the playing fields which form part of the aforementioned Telford North campus. This will create a new match ground and grandstand for Spartans, two training pitches and a new all-weather pitch (the latter to be run by Edinburgh Leisure and available to the local community). If this proceeds Millers will develop City Park for housing with an estimated capacity of about 100 units. City Park is located in Ward 9 (Pilton), a 0% ward in terms of the existing AHP. The Council is not in a position to require affordable housing there.

The City Park development will also unlock the development potential of West Whinnelstrae, a Council-owned site immediately to the east of the football ground. West Whinnelstrae has already been identified for disposal to a housing association

for affordable housing but has been unable to proceed to implementation because it is landlocked.

Proposal to Deliver the Affordable Housing Requirement for the Telford Campuses

The following is the position which I understand has been agreed corporately. It is acceptable to the Director of Housing.

The requisite 69 affordable units or 20% of the total (whichever is greater) accruing from the south campus will be delivered as follows:

40 on the Telford West Campus

20 (or about two thirds of the remainder required) on City Park

9 (or about one third of the remainder required) on West Whinnelstrae.

This Department agreed some time ago that the requisite number of affordable units could be provided at a single location or on more than one site as the AHP allows for opportunities to achieve economies of scale by pooling contributions at a single location. It is my understanding that Millers preference is not to locate affordable housing on the south campus and this Department does not object to this proposal subject to the conditions set out below.

In order to secure the provision of the affordable units as set out in points 1-3 above, it should be a condition of planning consent for this application that Millers enter into an appropriate Section 75 agreement which identifies the location of the affordable units in Telford West campus, City Park and West Whinnelstrae and secure access to West Whinnelstrae. This agreement should also address those issues of tenure mix and triggers for delivery for affordable housing which are standard to most Section 75s involving affordable housing.

Education - Children and Families

It is unlikely that this development would generate additional children for the catchment schools. Accordingly, I have no objection to this development.

Scottish Water

No objections

Representations

The application was advertised on 13 May 2005. 45 letters have been received, 2 of which were out of time, objecting to the proposed development, the grounds of which are summarised below:

- Overlooking and loss of privacy;
- Traffic congestion and road safety implications;
- Insufficient carparking provision;
- Inappropriate design not in keeping with the surrounding area;

- Overdevelopment of the site;
- Loss of residential amenity.

Full copies of the representations made in respect of this application are available in Group Rooms or can be requested for viewing at the Main Reception, City Chambers, High Street.

Planning Policy

CENTRAL EDINBURGH LOCAL PLAN - The site lies within an area of Housing and Compatible Uses which is mainly residential areas within which the residential character and amenities are to be safeguarded.

Relevant Policies:

Policy CD10 (NEW DEVELOPMENT - OBJECTIVE) encourages new development of the highest possible architectural and urban quality.

Policy CD11 (NEW DEVELOPMENT - GENERAL) sets out general design requirements for new development, and requires particular attention to be paid to main approach roads to the city centre.

Policy CD12 (HEIGHT CONTROL) protects the city's historic skyline and views from adverse high development.

Policy CD15 (INFILL DEVELOPMENT) sets out design requirements for new infill development.

Policy CD17 (MATERIALS) sets out requirements for materials in new developments and seeks a greater use of stone, roofing slate and other traditional materials in appropriate cases.

Policy GE12 (LANDSCAPING) requires development proposals to include provision for landscaping of high quality and new open spaces where appropriate.

Policy GE13 (OPEN SPACE IN NEW HOUSING) sets out requirements for open space provision for major housing developments.

Policy H1 (HOUSING DEVELOPMENT) encourages the provision of new residential accommodation, in conjunction with other land uses if necessary to maintain the mixed use character, its locality, and sets out criteria for assessing development proposals in predominantly residential areas.

Policy H7 (HOUSING DIVERSITY) sets out policy objectives for achieving a mix of house types and sizes in new developments.

Policy H8 (SPECIAL NEEDS HOUSING) supports the provision of housing to meet special needs and sets out accessibility requirements for new housing development.

Policy H11 (HOUSING AMENITY) establishes a presumption against new development and changes of use likely to introduce increased levels of traffic or activity to the detriment of residential amenity or to the reasonable prospects of further residential development where this is an objective of the Local Plan.

Policy T8 (CYCLE PARKING) requires new development to provide cycle parking facilities in accordance with agreed standards and on suitable sites to contribute to the network of safe routes.

Policy T15 (PRIVATE CAR PARKING) requires all new development to comply with car parking standards set out in the Development Control Handbook, including provision for people with disabilities, and requires car parking to be designed to minimise visual intrusion.

Non-statutory guidelines 'DAYLIGHTING, PRIVACY AND SUNLIGHT' set criteria for assessing proposals in relation to these issues.

Non-statutory guidelines on 'AFFORDABLE HOUSING' sets out the requirements for the provision of affordable housing within housing developments.

Non-statutory guidelines on 'HIGH BUILDINGS AND ROOFSCAPE' supplement local plan policies on building height and roof design, and provide policy guidance on these matters.

Non-statutory guidelines on 'OPEN SPACE REQUIREMENTS IN NEW DEVELOPMENT' set the required standards for open space provision.

Non-statutory guidelines on 'MOVEMENT AND DEVELOPMENT' establish design criteria for road and parking layouts.

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

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Conditions/Reasons associated with the Recommendation

Recommendation

It is recommended that this application be **GRANTED**

Conditions

1. The development hereby permitted shall be commenced no later than five years from the date of this consent.
2. i) Prior to the commencement of construction works on site:
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning and Strategy, 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 Head of Planning and Strategy.
- 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 to the satisfaction of the Head of Planning and Strategy.
3. The development shall not commence until a scheme for protecting the residential development hereby approved from noise from Telford Road has been submitted to and approved in writing by the Head of Planning & Strategy; all works which form part of the approved scheme shall be completed to the satisfaction of the Head of Planning & Strategy before any part of the development is occupied.

4. The design, installation and operation of the lift shall be such that any associated noise complies with NR20 when measured within any living apartment in the block of flats and no structure borne vibration is perceptible within any living apartment in the block of flats.
5. Prior to the commencement of works on site, details of access to and space for waste management facilities, including recycling, shall be submitted to and approved in writing by the Head of Planning and Strategy. Thereafter, the requirements agreed shall be implemented to the satisfaction of the Head of Planning and Strategy, prior to the occupation of the development hereby approved.
6. Sample/s of the proposed materials shall be submitted to and approved in writing by the Head of Planning & Strategy before work commences on site.
7. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site.
8. 40 cycle spaces shall be provided in secure and undercover racks and 2 spaces shall be provided at the front door for visitors prior to the occupation of the development hereby approved.

Reasons

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
2. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
3. In order to protect the amenity of the occupiers of the development.
4. In order to protect the amenity of the occupiers of the development.
5. In order to enable the Head of Planning & Strategy to consider this/these matter/s in detail.
6. In order to enable the Head of Planning & Strategy to consider this/these matter/s in detail.
7. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
8. In order to comply with the Council's parking standards.

INFORMATIVES

It should be noted that:

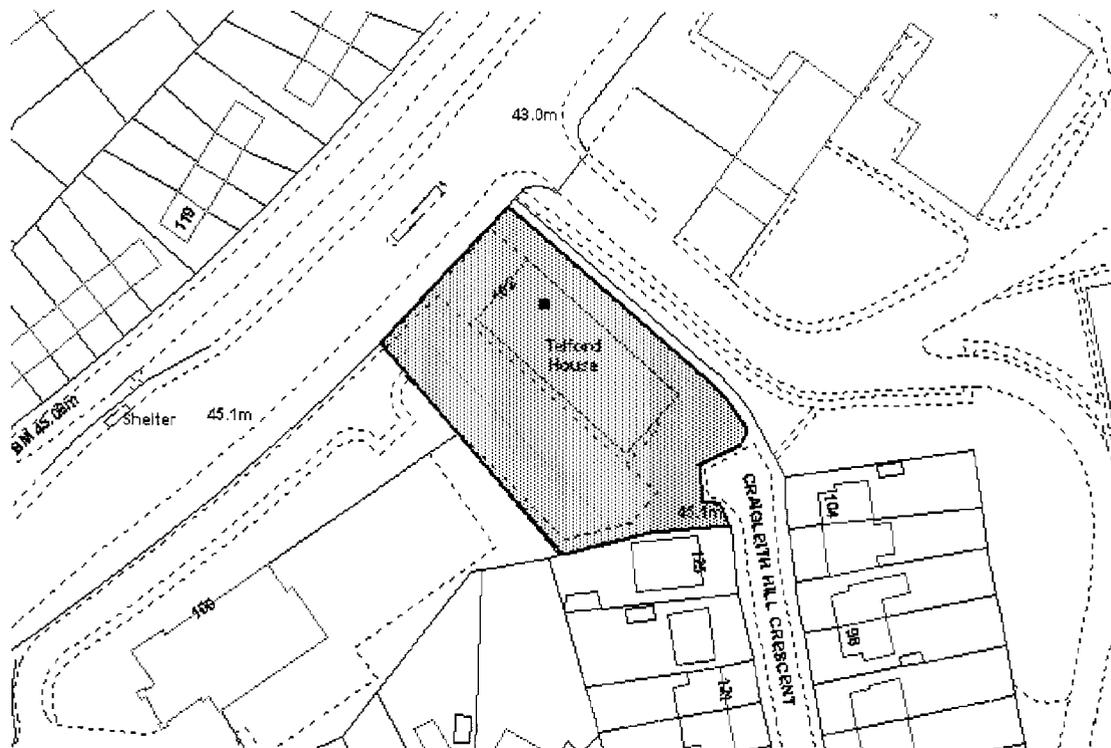
1. Prior to the issue of this consent the applicants shall enter into a suitable legal agreement with the Council with regards to:
 - ensure the development provides affordable housing units that accord with the Council's definition of affordable housing;
 - a financial contribution of £80 000 towards the Edinburgh Tram Scheme (this figure is based on 40 flats the figure may be lower if there are less flats).;
 - the provision of a financial contribution to cover the full costs of a Traffic Regulation Order for the opening of the access into the development.

End

Application Type Full Planning Application

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Reference No: 05/01007/FUL



Location Plan

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