

Development Management Sub Committee

Wednesday 7 October 2020

Application for Approval of Matters Specified in Conds 20/00618/AMC at Meadowbank Stadium, 139 London Road, Edinburgh. Application for approval of matters specified in condition 1 of 18/00154 PPP for the proposed redevelopment of surplus land at Meadowbank Sports Centre with mixed uses including residential and commercial, together with roads, landscaping, drainage and ancillary works.

Item number

Report number

Wards

B14 - Craigentinny/Duddingston

Summary

The purpose of the masterplan is to provide guiding principles for forthcoming detailed applications.

It is recognised that the proposed development will alter the character of the wider area, changing the area from spectator and sports ground to residential and mixed-use development of medium/high density. The townscape character of neighbouring streets will be altered through the introduction of increased height and density of buildings onto areas of the site that have generally been open or low-density buildings. Incidental views towards Arthur's Seat will also be obscured, and local views will be changed.

However, the masterplan controls building heights, retains the important existing trees and includes new planting and landscaped spaces. This will help to mitigate potential impacts and create a townscape character that is complementary to the existing area. The proposals for the landscape are innovative and exemplary. Likewise, the emphasis on active travel and reducing car use is supported in this accessible location.

Impacts on residential amenity have been considered, and informatives are recommended to ensure privacy to existing properties is maintained.

On balance, the masterplan has sufficiently demonstrated compliance with the policies of the Edinburgh Local Development Plan (LDP) and the Edinburgh Design Guidance, and it defines the parameters for forthcoming detailed applications.

Links

<u>Policies and guidance for this application</u>	LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN07, LEN08, LEN09, LEN12, LEN16, LEN20, LEN21, LEN22, LHOU01, LHOU02, LHOU04, LHOU06, LHOU07, LHOU10, LTRA01, LTRA02, LTRA03, LTRA09, OTH, NSGD02,
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Report

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Recommendations

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

Background

2.1 Site description

The site of the proposed development covers an area of approximately 10 hectares and was formerly occupied by the multi-purpose Meadowbank sports complex, including a stadium, running track, velodrome, grass and synthetic pitches, and indoor sports and leisure facilities. Most of these facilities have been removed from the site, and the new sports centre is currently under construction.

The site is defined on its southern edge by London Road. The southeast of the site is defined by an existing railway line with two 7-10 storey office buildings beyond. To the west, the site is bounded by Wishaw Terrace, with 4-5 storey tenement housing on the west side of the road and a line of mature Elm trees on the west side. To the northwest, the site is bounded by Marionville Road with 4 storey tenements on the north side and mature trees on the south side. The northern edge of the site is defined by 1-2 storey semi-detached houses with rear gardens adjoining the railway line forming the site boundary.

The site is currently accessed off London Road. At present there are no formal pedestrian routes through the site. There are a number of large mature trees along the western, southern and northern boundaries. This includes a number of mature Wheatley Elm trees.

The levels of the site are such that the site sits at lower levels than the railway lines, and slopes upwards from east to west.

To the south of the site lies Holyrood Abbey, Palace Gardens and Park, which are Scheduled Ancient Monuments, within a conservation area and form part of Historic Gardens.

2.2 Site History

11 December 2018 -Full planning permission granted for the proposed redevelopment of existing Sports Centre site to provide new Sports Centre facilities and ancillary works (application reference: 18/00181/FUL).

11 December 2018 - Planning permission in principle granted for proposed redevelopment of existing Sports Centre site to provide new Sports Centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping, drainage and ancillary works (application reference: 18/00154/FUL).

11 November 2016 - Proposal of Application Notice submitted for proposed redevelopment of existing sports centre site to provide new sports centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping drainage and ancillary works. (application reference: 16/05747/PAN).

Relevant Adjacent Developments

12 August 2020 - Application for Matters Specified in Conditions application was granted for condition 2 (Reserved Matters) a) no. of residential units to be developed, b) no. of student housing bedrooms to be developed, f) location & extent of uses, g) layout design & heights, h) sustainability measures, i) drainage, j) waste management & recycling, k) noise protection measures, l) air quality mitigation, n) floor levels, o) lighting, p) landscaping q) masterplan framework and Condition 4 (Surface Water Management & Flood Risk Assessment) (application reference: 19/04557/AMC)

10 November 2016 - Planning Permission in Principle was granted for the redevelopment of the adjacent St Margaret's House for up to 21,500 square metres of mixed use development including residential, retail/commercial, hotel and student accommodation (application reference: 14/05174/PPP).

Other Relevant History

A full history of previous committee decisions by various committees is available in the Finance section at the end of this report.

Main report

3.1 Description of the Proposal

This is an application for approval of matters specified in condition 1 of 18/00154/PPP. It refers to the redevelopment of the land at Meadowbank Sports Centre with mixed uses including residential and commercial, together with roads, landscaping, drainage and ancillary works.

Condition 1 of planning permission 18/00154/PPP states that:

Prior to the submission of any applications for the approval of matters specified in conditions (as required by condition 2), a Masterplan for the entire site shall be submitted for the approval by the Planning Authority.

The Masterplan shall include a plan identifying individual sub-sites and phasing, including the site for the sports centre. Hereafter, reference to sub-sites in subsequent conditions relates to the identified sub-sites within this phasing plan.

The Masterplan shall include the following details:

- evidence that it has been prepared with: (a) substantial consultation with the local community and relevant stakeholders; and (b) the input from a working group comprising of representatives from the local community and other relevant stakeholders and chaired by a ward councillor or alternative party, as agreed by the Planning Authority.*
- all details relevant pertaining to the sports centre site;*
- the total number of residential units;*
- the location of individual plots or development phases;*
- the location and size of retail/health/community facilities;*
- existing and proposed site levels;*
- details of scale, density, massing, heights, built form, frontages;*
- open space, landscaping and SUDS;*
- connectivity and access, including the link from the site to Restalrig Road South;*
- pedestrian, cycle and vehicular links, including works to facilitate active travel;*
- works relating to the relocation of pedestrian crossings and installation of new crossings;*
- details of the implementation of a programme of archaeological and historic interpretation for St Margaret's Well and St Margaret's Locomotive Works and Locomotive Turntable;*
- Location of recycling facilities;*
- standards for car parking and cycle parking and*
- a phasing plan for the delivery of open space and pedestrian/cycle routes.*

The Masterplan shall be accompanied by the following supporting information:

- If more than 700 units are proposed, an updated Transport Assessment, the scope of which will be agreed with Planning and Transport prior to the submission of the Masterplan;*
- a Design and Access statement, detailing the layout, streets and spaces, accessibility, safety and security, sustainability and energy efficiency;*
- an updated Landscape and Visual Impact statement;*
- details of management and maintenance of the landscaping, SUDS and open space;*
- an Energy Statement (as per SEPA's letter of 28 February 2018);*
- surface water management strategy; and*
- a layout plan which identifies the location of the combined heat and power building.*

To support the application, and to satisfy this condition, a design and access statement and masterplan document was submitted. This outlined the approach that was taken to community consultation, as well as the masterplan details.

The documents to be approved under this AMC comprise the submitted plans, cross-referenced with the document titled 'Masterplan and Design and Access Statement'. These documents are intended to set the parameters for the submission of future detailed applications, and these future applications will be expected to conform to these plans and the document.

The detailed elements of the masterplan within the context of condition 1 of the planning permission in principle are:

All details relevant pertaining to the sports centre site

The plans that were granted under the previous planning permission (18/00181/FUL) were submitted for the sports centre for this part of the condition. This part of the development is currently under construction as per the details of the previous planning permission.

The total number of residential units and the development plots

It is proposed that the total number of units across the site is 596. These are all residential units, as following community consultation, no students housing is proposed. This is split up across three sub-sites;

Site A is located to the immediate west and north of the sports centre ground and is proposed to contain 128 units.

Site B forms the largest sub-site in terms of area. It is located to the east of the sports centre ground and is proposed to contain 226 units.

Site C is the site around the entrance from London Road and is proposed to contain 242 units.

In addition, there are eight units/areas identified for potential non-residential uses including retail/health/community facilities.

The Location and Size of Retail/Health/Community Facilities

The retail/health/community facilities are located primarily in site C, around the frontage with London Road. Here, there is 1670 square metres and it is anticipated that it may include health facilities. On Site A, there is a small unit of 146 square metres. Site B contains 1176 square metres of commercial floorspace.

Existing and Proposed Site Levels

The existing site levels vary across the site from approximately 24.9m AOD to 29.5m AOD. Due to previous uses of the site, there is a soil heap at the eastern end, which means that the site sits approximately seven metres higher than Restalrig Road. Similarly, the railway embankment on the northern part of the site is approximately 10 metres above the houses on Marionville Avenue.

The proposed site levels will not be altered to a great extent. However, there is a new connection proposed between the site and the roundabout at Restalrig Road/Marionville Avenue. Due to the ground level difference, a new footpath will require to be cut into the existing ground.

Details of Scale, Density, Massing, Heights, Built form, Frontages

In order to provide flexibility within the masterplan area for any forthcoming detailed applications, the masterplan outlines a range of heights for each block within each sub-site. This roughly translates to storey heights, and across the site there is a range of 2-7 storeys.

The masterplan is supported by a massing strategy, which outlines that on Site A, the massing relates to the existing tenements and new-build developments to the west of the site and is proposed to be between four and six storeys. It is proposed that there is a frontage along Marionville Road and Wishaw Terrace, although the blocks are broken into a series of five separate blocks. A small commercial unit is proposed on the ground floor at the corner of London Road and Wishaw Terrace.

On Site B, the massing is reduced to two and three storeys along the boundary with the railway, rising to seven storeys on the southern part of the site. There are residential frontages proposed along the key pedestrian/cycle route through the site.

Site C is the highest part of the site and the development proposed in this location is broken up to create a series of fingers along London Road. It is proposed that the buildings could be between four and seven storeys. Active frontages are proposed at the ground floor units along London Road, as well as within the site where there is a residential active frontage.

Open Space, Landscaping and SUDS

The proposals include a landscape strategy, focussing on the open space provision, landscaping and SUDS. As a first principle, the proposals seek to retain as many of the existing trees and vegetation around the site as possible. This includes the Wheatly Elm trees.

The key landscape elements include the formation of an urban parklet around and beneath the Wheatly Elms (along Wishaw Terrace); the creation of a new Turntable Park (0.2 hectares), and the London Road Frontage; the retention and addition to the planting along Piershill railway edge as a wildlife corridor; active travel links to Lochend Park, Holyrood Park and Restalrig, and; opportunities for informal play, edible plants and rain gardens.

To enable the development, a number of trees are proposed to be removed. This includes a group of Leylandii along Wishaw Terrace, a group of sycamores within the site near London Road, and four rowan trees to enable the delivery of Turntable Park. There is also a group of self-seeded scrubs, four sycamores and a willow proposed to be removed at the far eastern part of the site.

Connectivity and Access (including the link from the site to Restalrig Road South)

To support the proposals, an access strategy was included within the design and access statement. This set a fundamental principle of allowing the site to be designed as a people-priority development where vehicle movement is kept to a minimum. The masterplan is proposing new pedestrian/cycle access from Restalrig Road into the site, as well as pedestrian/cycle access from Marionville Road. The strategy also set out that the main vehicle access is taken from London Road, for use by both the sports centre and the rest of the masterplan area. In addition, a new turning/drop-off area is proposed within Site C for the commercial units. A narrow gateway feature is proposed to discourage car users into the masterplan area, however there are 22 accessible spaces proposed throughout the site to allow for this parking. Generally, vehicle access is limited to accessible users, delivery drivers, refuse and emergency vehicles.

There is also parking provision afforded to the proposed healthcare unit, where four drop-off spaces are indicated. There is also capacity for undercroft parking of up to 18 spaces to the lower ground floor of Site C for patient and staff parking.

It is proposed that cycle storage is set at 200% or greater, within a range of different bike stores to accommodate the various vehicle types. This will be a mix of storage within apartment blocks, as well as integrated and free-standing external stores.

The design of individual homes would also consider cycle use in order to make sure there is adequate storage for all items including cycle helmets and carriers.

In relation to pedestrian crossings, there are a number of areas where improvements have been identified. On London Road, the new access will include a dedicated cycle way and a new 4-way traffic light system with a push-button for cyclists. Restalrig roundabout is also identified for improvements including a new toucan crossing, the delineation of cycle lanes and landscaping improvements.

It is anticipated that the phasing of these works will coincide with the development of the relevant phase.

Details of the Archaeological and Historic Interpretation for St Margaret's Well and St Margaret's Locomotive Works and Locomotive Turntable

It is proposed that a new park is formed around the locomotive turntable, and that information boards across the site provide public information on the locomotive works and St Margaret's Well.

Location of recycling facilities

It is proposed that a communal storage strategy will serve the different elements of the proposals. Sites A and B will be provided with large communal bin stores for both domestic and commercial waste and recycling. Refuse storage within Site C is proposed to be integrated into the lower ground floor layouts.

Supporting Statements

The following documents have been submitted in support of this application;

- Design and Access Statement;
- Transport Assessment;
- Drainage and Flood Risk Assessment;
- Energy Strategy Report;
- S1 Sustainability Statement;
- Landscape Masterplan, and;
- Landscape and Visual Impact Assessment;

These are available to view on the Planning and Building Standards Online Service.

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 matters proposed are compliant with the planning permission in principle
- b) the design, scale and layout are acceptable;
- c) the proposal is detrimental to the amenity of neighbours or occupiers of the new development;
- d) the proposed landscape arrangements are appropriate;
- e) access arrangements are acceptable in terms of road safety and public transport accessibility;
- f) the flooding and drainage arrangements are acceptable;
- g) the proposal is sustainable;
- h) there are any other material considerations and
- i) there are material representations to be addressed.

a) Compliance with Planning Permission in Principle

The masterplan document sets out the framework for the proposals. It reflects the technical requirements of condition 1 of the planning permission in principle.

Further to the technical requirements of condition 1, there was also a requirement to evidence that the masterplan has been prepared with: (a) substantial consultation with the local community and relevant stakeholders; and (b) the input from a working group comprising of representatives from the local community and other relevant stakeholders and chaired by a ward councillor or alternative party, as agreed by the Planning Authority.

With regards to this part of the condition, there has been a number of consultation events held since the granting of the planning permission in principle. This comprised a total of 15 events, including six workshops and nine drop-in events over four locations. Over 600 questionnaires were returned, and 70 Place Standard forms were completed. A sounding board was also formed. This included residents and representatives from the local community, elected members, church representatives and community councillors. The board met six times over the past year and was chaired by an independent chairman.

With regards to condition 1, the supporting technical and consultation information submitted with the application is acceptable insofar as the information satisfies the requirements of the condition. An analysis of the technical information is made later in this section.

b) Design, Scale and Layout

The design policies (Des 1 - Des 8) in the LDP sets the framework for assessing the design of planning applications.

Policy Des 1 (Design Quality and Context) states that planning permission will be granted for development where it is demonstrated that the proposal will create or contribute towards a sense of place. Design should be based on an overall design concept that draws upon positive characteristics of the surrounding area. 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, particularly where this has a special importance.

Policy Des 2 (Co-ordinated Development) states that planning permission will be granted for development which will not compromise the effective development of adjacent land, or the comprehensive development and regeneration of a wider area.

Policy Des 4 (Development Design: Impact on Setting) states that development will be permitted where it is demonstrated that it will have a positive impact on its surroundings, including the character of the wider townscape and landscape, and impact on existing views, having regard to height and form; scale and proportions; position of buildings; materials and detailing.

LDP Policy Des 7 (Layout Design) states that planning permission will be granted for development where it meets a number of criteria relating to issues of the layouts of buildings, streets, footpaths and taking an integrated approach to new streets, and whether the development will encourage walking, cycling and the use of public transport.

LDP Policy Hou 4 (Housing Density) is also relevant in this instance. This policy states that the Council will seek an appropriate density of development on each site, having regard to a number of criteria. These criteria relate to the characteristics of those of the surrounding area; the need to create an attractive residential environment and safeguard living conditions within the development; the accessibility of the site to public transport; and the need to encourage and support the provision of local facilities necessary to high quality urban living. Similarly, in established residential areas, proposals will not be permitted which would result in unacceptable damage to local character, environmental quality or residential amenity.

In assessing the design proposals of this masterplan against the policies, the site has been split into the three sub-sites for ease of reference.

Site A - Wishaw Terrace and Marionville Road

The proposals for Site A are intended to relate to the existing tenements and new-build developments to the west of the site. The built form is a series of blocks, each with a frontage along Wishaw Terrace and Marionville Road, set behind the existing trees, and wrapping around the sport centre track.

The masterplan indicates that the eaves height on Site A can range from four storeys (at the northern part of this site) to six storeys along Wishaw Terrace and onto London Road.

These heights are commensurate with the tenements opposite on Wishaw Terrace. While buildings of six storeys would be higher than the tenements, the proposed buildings will be set behind the existing trees. This provides opportunities for areas of public realm fronting Wishaw terrace, and this gives additional space to allow buildings to sit comfortably at up to six storeys. The blocks are also proposed to be broken up into five separate blocks, and this helps to reduce the overall massing and visual impact.

The incorporation of the existing trees on the site, coupled with the new areas of public realm, results in this part of the development creating a positive new sense of place along Wishaw Terrace and Marionville Road, in accordance with the design policies.

While this proposal will create a new residential frontage along Wishaw Terrace and Marionville Road with a direct relationship to existing residential properties, the set-back of the proposals behind the trees, and the distance between the existing and new properties, means that the layout and density of Site A is appropriate.

Site B - Internal to the Site between the Railway Lines

The topography of the site, and the heights of surrounding buildings (both existing and proposed under the adjacent planning permission for St Margaret's House - 19/04557/AMC) means that this part of the site has landscape and visual capacity for taller buildings along the southern boundary. Conversely, the level differences along the railway line to the north, and the presence of the bungalows along Marionville Avenue to the north, means that there is less capacity for higher buildings along this boundary.

This is reflected in the proposals, where the new buildings on the northern boundary are within the range of two to five storeys. It is shown that the building form would be two storey gables facing the northern boundary, rising higher towards the central road. Along the southern boundary (to the rear of Meadowbank House and St Margaret's House), it is proposed that the buildings could be between three storeys (at the far eastern end) to seven storeys along the southern boundary.

As noted above, there is capacity within the site to have taller buildings. This is due to the topography of the site and the presence of existing tall buildings. It has been demonstrated, through the submission of proposed sections, that the development would sit comfortably at this scale within the site. The sections show that the relationship between the houses on Marionville Avenue and the proposed buildings on the site is not incongruous within an urban context. While new buildings on the site would sit at a higher level than those on Marionville Avenue, the intervening gardens, landscaping, railway line and tree planting, along with the gable-end orientation of the new buildings, means that the development is appropriate in terms of scale and massing in this location.

In relation to LDP Policy Hou 4 (Housing Density), this part of the site achieves approximately 110 units per hectare. This is commensurate with the existing tenements, as well as the planning permission at St Margaret's House. Although the density is higher than the more suburban-scale properties to the north on Marionville Avenue, the design, layout and general accessibility of the site means that the increased density is not inappropriate within this site.

As noted above, LDP Policy Des 7 (Layout Design), states that planning permission will be granted for development where it meets a number of criteria relating to issues of the layouts of buildings, streets, footpaths and taking an integrated approach to new streets, and whether the development will encourage walking, cycling and the use of public transport.

Within Site B, the layout has been considered in terms of the existing constraints on movement and permeability, as well as physical constraints of the site. In terms of permeability, a new pedestrian/cyclist-only connection is proposed from the site to Restalrig Road. This would change the character of this section of road in a positive way. At present, it is not a welcoming or safe environment for pedestrians or cyclists, being a narrow road with a narrow pedestrian footway under a railway bridge. However, opening up a new access would create opportunities for pedestrians and cyclists to traverse the site, connecting to London Road and the cycle networks beyond. This would be a benefit to this part of the city in terms of active travel.

Therefore, the general layout within the site, coupled with the benefits that this proposal would bring to this part of the city, means that it is in accordance with the design policies, and specifically LDP Policy Des 7.

Site C - Entrance Frontage onto London Road

The heights in this part of the site are proposed to range between four and seven storeys. The form of the development shown is a series of linked fingers, perpendicular to London Road, and will include a mix of commercial and residential developments.

The section diagrams show that the buildings along this frontage would sit within the context of the new sports centre building, as well as being viewed along London Road towards the new development at St Margaret's House. Here, there is capacity to have higher buildings, and this would be appropriate in urban design terms along the key frontage. The frontage is broken by a series of south-facing landscape courtyards, and this would add new landscaping along this road, which would tie in with the new landscaping associated with the sports centre.

The buildings in Site C are particularly important as they are required to have several frontages: the London Road frontage; the new access frontage; and the frontage into the site and towards the new internal park. The plans show how this could be achieved, and what uses could inhabit the ground floors in order to provide active frontage on all sides.

The layout and massing of the buildings on Site C are therefore acceptable in principle.

Landscape Impact

As well as analysis provided in the design and access statement, a Landscape and Visual Impact Assessment (LVIA) has been submitted to assess the impact of the proposed development on city and local views, as per the requirements of LDP Policy Des 4 (Development Design - Impact on Setting). This LVIA considers potential cumulative views from many points across this development.

The Edinburgh Design Guidance identifies a series of key views across the city. This helps assess the impact of proposals on the skyline and is supported by LDP Policy Des 11 (Tall Buildings - Skyline and Key Views).

In this instance, the site is within viewcones of views E8 (London Road, Meadowbank - Calton Hill) and E9a (Lochend Park, upper level and Lochend Road South to Arthur's Seat).

It is therefore important to assess the proposals against the impact on these views, as well as local views and city views.

The LVIA contains a series of viewpoints, showing images of the existing site and images of the proposed massing of the new buildings.

In the long views, the site is visible from a number of locations, including Arthur's Seat, Calton Hill and Lochend Park. In most of these views, the site is visible, but the development does not have a significant adverse impact on the views.

However, there are two viewpoints where the impact of the development is greatest from a landscape impact viewpoint. These are Viewpoint 3: Holyrood Park, Duke's Walk and Viewpoint 7: Marionville Avenue at Marionville Crescent.

Viewpoint 3 shows that the development site is a visual endpoint in the view from Duke's Walk down Meadowbank Terrace. At present, there are views northwards towards the Firth of Forth and the foreground is currently trees and landscaping. The development (particularly the proposed frontage along London Road at Site C) will prevent this view from being maintained. The development will introduce a different view from this location, however if the buildings are sensitively designed and finished in appropriate material, this view would not be adversely affected; it would just be altered. Furthermore, the character of the new buildings will be consistent with the local built environment and while there is an impact in terms of the open nature of the site, there is not a strong landscape connection between the application site and Holyrood Park from this view, so the overall landscape impact would be minimal.

On balance, it is recognised that this viewpoint will be changed, and the buildings will need to be designed to a high quality in order to be an appropriate visual endpoint.

Viewpoint 7 shows the view from Marionville Avenue from the junction with Marionville Crescent. This view shows the proposals and the units along the northern boundary of the site are prominent from this viewpoint. The perspective given in the LVIA are of grey blocks without any articulation, so it is a crude representation of the possible appearance of the buildings. While there is little doubt that buildings will appear prominent in these views, the landscaping on the site and sensitive design of the buildings in further detailed applications, will demonstrate how the buildings could sit within the context.

It is recognised that the proposed development will alter the character of parts of Meadowbank, changing the area from spectator and sports ground to residential and mixed-use development of medium/high density. The townscape character of neighbouring streets will be altered through the introduction of increased height and density of buildings onto areas of the site that have generally been open or low-density buildings. Incidental views towards Arthur's Seat will also be obscured. However, the masterplan controls building heights, retains existing trees and includes new planting and landscaped spaces. This will help to mitigate potential impacts and create a townscape character that is complementary to the existing area.

Design Conclusion

The scale and massing of the proposal have been carefully considered. At present, the scale and massing and urban grain of the site and in the surrounding area is somewhat varied. There is a predominance of four storey traditional tenemental form along the southern edge of London Road and Wishaw Terrace, along with the nearby single storey properties of Marionville Avenue, contrasting with the significant massing of St Margaret's House and Meadowbank House, which sit at nine storeys and eight storeys in height.

The LVIA undertaken for the site concludes that the scheme will have no adverse impacts on key city views. It is noted that the development will have some impacts on local views. At this stage, however, it should be noted that there has been no formal submission of the elevational treatments of the proposed development, and this can have a significant impact on how the development could sit within the streetscape. The LVIA has been carried out to industry standards, but this can often be a crude representation of how a building might appear, as opposed to seeing the design of a detailed scheme. It is considered that appropriately designed elevations can help to mitigate the impact on sensitive views.

At a local level, it is recognised that the proposals will change the character of the site, creating a more urban character. However, this change will enable the site to be developed in the most efficient way, providing a sustainable reuse of the site. The creation of a stronger street frontage, and the opportunity for new areas of public realm to be created will have a positive impact on this part of the city and will be an improvement on the current relationship between the site and London Road.

Furthermore, the proposed buildings will provide a reasonable stepping down of height when viewed in the context of the proposed development at St Margaret's House, and will act as a stepping stone between London Road and the lower density development along Marionville Avenue to the north of the site.

On balance, it is considered that the building height and massing as proposed will not have an adverse impact on the existing tenements to the west or south, or the houses to the north. The planning permission in principle supports a level of density and building height on this site which responds effectively to the surrounding context and it is considered that this scheme achieves this objective. The proposed height and massing are therefore considered to be appropriate for the setting and are acceptable in terms of LDP policies and Edinburgh Design Guidance.

c) Amenity of Neighbours and Future Occupiers

LDP Policy Des 5 (Development Design - Amenity) states that planning permission will be granted for development where it is demonstrated that a number of criteria are met. These criteria include that the amenity of neighbouring developments is not adversely affected and that future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook.

Existing Neighbours

The properties which will be impacted most by the development are located to the immediate west of the site on Wishaw Terrace/Marionville Road, and those to the north on Marionville Avenue. The properties to the west (particularly those in upper flats) enjoy uninterrupted views across the site towards Arthur's Seat, and similarly, the houses to the north benefit from an open aspect. These outlooks and levels of amenity will be altered as a result of the development. Therefore, the scale of the impact requires careful consideration.

Sunlight and daylight

As part of the proposals, a daylighting analysis, as outlined in the Edinburgh Design Guidance for Daylighting, Sunlight and Privacy, has been conducted. Sections following the 25-degree method of protecting sunlight to existing buildings has been drawn to ensure that the development will not adversely impact the daylight afforded to existing properties. Sunpath diagrams have also been submitted and illustrate a minimal impact on any existing residential property. The most affected properties are those on Wishaw Terrace and Marionville Road due to the proximity of the site. However, the distance between properties, the existing tall trees and the orientation of the properties along Wishaw Terrace or Marionville Road means that there will be no adverse impact on the sunlight or daylight levels to these properties.

Privacy

The distance between the closest proposed block of houses (block A3) and existing properties on Marionville Road is approximately 18 metres. Block A3 comes closer to the footway on Marionville Road than the rest of the blocks due to a pinch-point on the running track behind, but this block benefits from having an area of defensible space between the building and the footway. This distance of 18 metres is acceptable in terms of affording adequate privacy to existing properties, however an informative is recommended to ensure that this distance is not compromised in further detailed applications.

In addition to Marionville Road, representations have been received from residents at Marionville Avenue, to the north of the site over the railway line. There is concern that the new units will affect levels of privacy, particularly from the taller blocks. The distance from the closest houses to the new properties is almost 60 metres, and the new blocks have been orientated in order to have gable ends facing the northern boundary. Impacts on privacy will therefore be minimal.

Immediate Outlook

As part of the LVIA, a Residential Visual Amenity Assessment (RVAA) was carried out. The purpose of an RVAA is to provide an informed, well-reasoned answer as to whether the effect of the proposed development on residential visual amenity is of such a nature and/or magnitude that it potentially might affect living conditions or residential amenity.

The LVIA and RVAA examined the impact of the proposal on the privacy and outlook of the existing residents. Images were taken from inside properties/gardens along Wishaw Terrace and Marionville Avenue in order to assess the magnitude of the impact.

The RVAA that was carried out for the proposed development focused on the neighbouring residential properties and concluded that, while the LVIA has identified some localised visual prominence of the proposed development, this does not give rise to adverse effects of a scale as to be sufficiently adverse or out of scale as to affect the habitability of a property. The design mitigation measures will mean that the relative building height, the retention of existing trees and the designed planting of landscape areas will minimise adverse visual impacts.

To conclude, although there is a change in character of the site, and inevitably a change in the outlook, it is not inappropriate in terms of the context of the urban area, and the privacy levels are maintained.

Future Occupiers

Sunlight and Daylight

The sun path analysis shows that consideration has been given to the orientation of the new buildings. Further detailed analysis will be required for the individual blocks within the sub-sites, however at this stage, the sun path analysis shows adequate space between buildings to allow for sunlight and daylight penetration.

Privacy

Similarly, the development of the site shows areas where there are buildings closer than 18 metres. The detailed design stage will be required to show that there is no impact on privacy of future occupiers. This can be done through design measures such as offset windows.

Noise and Immediate Outlook

Blocks A1 - A5 (as indicated on the masterplan)

Due to potential noise and floodlighting issues, the proposed flats would have only closed plan kitchens, bathrooms or utility rooms facing the Sports Centre and running track/football pitch. This is to ensure that no habitable rooms would have a line of sight, thus mitigating against light glare and noise from the Sports Centre. This has been considered provisionally at this stage, however it is a matter for the future detailed applications which will be required to comply with this.

Blocks C1, B1 and B2

Based on the masterplan drawing, only non-habitable rooms such as closed plan kitchens, bathrooms and utility rooms should have a line of sight towards the Sports Centre site, as this is the only mitigation measure likely to ensure a reasonable standard of residential amenity for some of the properties. As above, this has been considered provisionally at this stage, but will be a matter for future phases of the design development. A design solution could be that the lift shaft and common stair could also be moved from central parts of the building to the facade overlooking the Sports Centre and facilities.

Cafe at Block A1 and C1 - Noise and Odour

It is recommended that a suitably sized void space is incorporated into the design of blocks A1 and C1 that will permit the installation of a kitchen ventilation extraction duct for the cafes; if required at any point in the future. In order to prevent cooking odour issues, the duct exhaust point must be 1 metre above eaves height within a 30-metre radius of the residential properties. Alternatively, it could be recommended that the cafes have a restricted cooking equipment condition.

This will be a constraint to any business using the space, especially if there is no option available to install a full height kitchen ventilation extraction system.

A Noise Impact Assessment (NIA) for the cafés and how they will impact on neighbouring residential accommodation will also be required with any detailed planning application for this part of the site.

Events Space, Block C1

Further information required on planning classification for this space, as depending on potential uses, there may be noise issues and therefore a NIA would be required.

Electrical Sub-Station Noise

The Electrical Sub-Station is positioned between blocks A2 and A3, but very close to A2 as well as at block B1 and B9. Due to the tonal nature of this noise, it requires to be controlled to ensure noise levels are no higher than the NR20 criterion inside residential accommodation, through a slightly open window. It is recommended that consideration is given to relocating the substations elsewhere on the site, further away from properties. A Noise Impact Assessment (NIA) will be required to be submitted with the full application specifying any mitigation measures required to achieve compliance with NR20 inside the most affected properties.

Conclusion

Due to the change in the character of the site, there will be impacts on the perceptions of existing residents. However, the proposal accords with LDP Policy Des 5 in relation to amenity.

d) Landscape Arrangements

LDP Policy Env 20 (Open Space in New Development) seeks to provide new publicly accessible and useable open space in new development. Policy Des 8 (Public Realm and Landscape Design) seeks that planning permission will be granted for development where all external spaces, features, civic spaces, footpaths, green spaces and boundary treatments have been designed as an integral part of the scheme as a whole. Policy Hou 3 (Private Green Space in Housing Development) requires that a minimum of 20% of the site area should be useable greenspace.

The landscape arrangements on this site comprise private spaces that will be required to serve the new developments, and new areas of publicly accessible open space in key locations.

The site is of archaeological significance containing two potential sites of national importance; St Margaret's Well and the Turntable for the former St Margaret's Locomotive Works. Accordingly, several of the PPP conditions refer to and deal with archaeology and heritage matters, and how to best interpret and include these sites within the proposals. Further to discussions over the potential protection of the locomotive turntable, detailed drawings and an Archaeology and Heritage Interpretation section of the Masterplan and Design and Access Statement have been submitted.

The statement and drawings show that the archaeological and heritage assets have been incorporated into the design of the new public open spaces within the site. This includes the creation of the new Turntable Park on the site of the former locomotive works turntable.

Similarly, the site benefits from large areas of existing landscaping and trees, particularly along the northern and western boundaries.

The heritage assets, coupled with the existing landscaping, as well as community consultation, has helped shaped the proposed landscape strategy for the site. It is proposed that there are seven key landscape areas; each with individual characters.

Historic Clockmill Lane is proposed to be reinstated through the site as an area of public realm and connectivity; Restalrig Raingarden at the far eastern end addresses the challenge of reducing ground levels by 7 metres to Restalrig Roundabout by having terraced gardens. The location here coincides with a surface water connection outlet point, and this has evolved into a sustainable and attractive strategy of addressing both surface water attenuation and creating a solution for ground level differences; Turntable Park is centred on the actual location of the railway turntable when the site was a significant railway yard in the 19th Century. It is the key open space serving the development; Lochend Link signifies the proposed connection on a north/south axis through the site, linking London Road to Lochend Park to the north; the Piershill edge along the northern boundary is an area of existing planting, and it is proposed that this planting will be supplemented to provide a robust and managed boundary and wildlife corridor; and lastly, the Wheatley Elms urban parklet is proposed to run along Wishaw Terrace and Marionville Road in the form of a linear park and improve ground conditions along the base of the trees as many of these trees are currently encased in asphalt.

Part of the landscape strategy also includes areas of an integrated playful landscape strategy, including waymarked routes for running, walking and non-traditional structures for multi-generational play.

These measures help to contribute towards making the site attractive and accessible. It should be noted that the North East Edinburgh Locality Open Space Action Plan (March 2017) identified a deficiency in homes with access to a good quality local greenspace (of over 500 square metres) to the immediate west of the site. There is also a small area within the site which has been identified as having no access to greenspace.

This proposal will help address this deficiency by providing new opportunities for accessible greenspace within the site.

In terms of the requirements of LDP Policy Hou 3, at least 20% of the site is useable green space.

Trees

As a first principle, LDP Policy Env 12 (Trees) seeks to retain trees on site, unless their removal is for arboricultural reasons. Where loss is required, replacement planting will be sought.

Within Site A, the 31 Wheatley Elms will be retained. In addition, 11 sycamore, eight poplars, four willows and three lime trees will be retained. Along the boundary with Marionville Road, it is proposed that the tree groups of *Leylandii* are removed. In addition, around 25 sycamore trees are proposed to be removed.

In Site B, it is proposed that four rowan trees are removed in order to accommodate Turntable Park.

As part of policy Env 12, the loss of trees is offset by the planting of new biodiverse native species, including birch, elm, apple, plum and whitebeam. These trees will be planted in various locations throughout the site, including along boundaries, along the London Road frontage and within the new streets within the development.

Therefore, the development is acceptable in terms of LDP Policy Env 12 (Trees).

Landscape Conclusion

These measures not only provide a high-quality landscape within the site, but also address concerns and requirements regarding the retention and conservation of the site's archaeological heritage. The landscape strategy is innovative and will provide large areas of new amenity for the existing and new communities. New areas of tree planting will benefit the biodiversity of the site and will offset the loss of tree groups requiring removal.

In terms of phasing of the landscape elements, it is recommended that these measures are implemented prior to the occupation of the properties in the relevant phase.

Accordingly, the proposal is acceptable on basis of LDP policies Env 20 and Des 8 and the Edinburgh Design Guidance.

e) Access Arrangements - Road Safety and Public Transport

To support the proposals, an access strategy was included within the design and access statement. This set a fundamental principle of allowing the site to be designed as a people-priority development where vehicle movement is kept to a minimum.

The masterplan is proposing new pedestrian/cycle access from Restalrig Road into the site, as well as pedestrian/cycle access from Marionville Road. The Restalrig access would be beneficial in allowing pedestrian/cycle movement through the site, avoiding Smokey Brae/Restalrig Road. The new access from Marionville Road allows for additional pedestrian/cycle access and has been designed in order to maximise passive surveillance with overlooking by properties and good lighting.

The strategy also sets out that the main vehicle access is taken from London Road, for use by both the sports centre and the rest of the masterplan area. In addition, a new turning/drop-off area is proposed within Site C for the commercial units. A narrow gateway feature is proposed to discourage car users into the masterplan area, however there are 22 accessible spaces proposed throughout the site to allow for this parking. Generally, vehicle access is limited to accessible users, delivery drivers, refuse and emergency vehicles.

There is also parking provision afforded to the proposed healthcare unit, where four drop-off spaces are indicated. There is also capacity for undercroft parking of up to 18 spaces to the lower ground floor of Site C for patient and staff parking.

It is proposed that cycle storage is set at 200% or greater, within a range of different bike stores to accommodate the various vehicle types. This will be a mix of storage within apartment blocks, as well as integrated and free-standing external stores.

The design of individual homes would also consider cycle use in order to make sure there is adequate storage for all items including cycle helmets and carriers. There is also a proposed active travel hub in the corner unit of the block in Site C. The ambition is to provide bike service stations, communal bike pumps and repair stations, as well as e-bike charging stations.

In relation to pedestrian crossings, there are a number of areas where improvements have been identified. On London Road, the new access will include a dedicated cycle way and a new 4-way traffic light system with a push-button for cyclists. Restalrig roundabout is also identified for improvements including a new toucan crossing, the delineation of cycle lanes and landscaping improvements.

It is anticipated that the phasing of these works will coincide with the development of the relevant phase.

The Roads Authority has no objections subject to informatives relating to access and details for roads construction consent (RCC). These have been addressed in the informatives for the planning permission in principle and will be taken forward in detailed applications.

Notwithstanding, the Roads Authority has stated that the proposed zero level of parking may lead to overspill parking on surrounding roads. The Council is currently pursuing the introduction of parking controls as part of the first phase of a phased extension to the existing city centre controlled parking zone. Such controls are considered an important element in supporting the aspirations for a 'car free' development.

Therefore, the proposals are acceptable in terms of parking and access at this stage.

f) Flooding and Drainage

LDP Policy Env 21 (Flood Prevention) states that planning permission will not be granted for development that would increase a flood risk or be at risk of flooding itself.

In this instance, SEPA have indicated that there is no risk from fluvial flooding on the site. Areas of pluvial flooding (surface water) is the responsibility of the local authority.

Within Site A, the SEPA 1:200-year flood map shows that this parcel of land within the overall site boundary is at no risk of surface water flooding. It is proposed to fall levels on this area of the site from north to south with the western edge of this site following the steep gradient profile of Wishaw Terrace. The northern boundary looks onto Marionville Road where all surface water run-off from the road and footpaths is captured in road gullies, where it then discharges to the public sewer. Therefore there is no risk of flooding considered from this boundary.

The southern boundary will be bounded by a retaining wall to the sports centre (approximately 6-7 metres in height) where the site is at a higher level, therefore there is no risk of flooding from this boundary.

With regards to Sites B and C, the SEPA 1:200-year flood map identifies a medium risk of surface water flooding from the railway to the south and Marionville Avenue to the north.

This area of flooding centrally occurs due to a low point of land within the existing development boundary. It is proposed to raise levels within the development and maintain a fairly constant level centrally before gradually beginning fall towards the east corner.

Any flood risk from off-site flows from London Road is considered negligible due to the location of the existing stone boundary wall to the south. Any potential overland flow that enters the new access road from London Road will be collected by the access road gullies and discharged back into the drainage network.

In addition to the technical methods of dealing with surface water, it is proposed that it is supplemented by the use of swales, rain gardens and blue/green roofs in order to slow surface water run-off. The location of these are shown on the Rainwater Management Strategy which forms part of the Masterplan document.

Flood Planning are satisfied that development on this site would be acceptable on the basis that modelling outputs and overland flow paths are submitted as part of the future planning stages. This would be in addition to outputs from a Microdrainage (or equivalent) model.

Scottish Water have stated that it has no objection to the proposals, subject to further exploratory work on the underground assets (the pipeline). It is the responsibility of the developer to ensure that they can connect to the water and foul system.

At this stage, the proposal is acceptable in terms of Policy Env 21.

g) Sustainability

LDP Policy Des 6 (Sustainable Buildings) requires the incorporation of features that will reduce or minimise environmental resource use and impact.

A district heating scheme is shown for the site at the northern part of the site between the sports pitch and the proposed housing. This is intended to serve all the uses on the site and will also allow the sports centre to connect in and be used as a top up for the sports centre's system. An options appraisal is currently underway to determine the most efficient renewable energy source for the district heating system. It will also consider opportunities for the district heating network to serve other new developments in the area.

This would be in accordance with policy Des 6, and would be an example of good practice. A condition is therefore recommended in order to secure a site within the masterplan for the future use as an energy centre.

As this application is for a masterplan, no details have been submitted regarding the sustainability performance of individual buildings. This will be required in the submission of further applications. However, at this stage, it can be concluded that the principles of the district heating site is acceptable,

In addition, the site is well connected by public transport and is in a sustainable location. Further to the inclusion of a district heating scheme, a wider ethos has been presented by the applicant in terms of sustainable travel and minimising car use for the site. This means that the site will only have accessible parking spaces, and that a greater emphasis on cycling and walking is proposed. This is evident through the new pedestrian/cyclist-only access being created through to Restalrig Road, improvements for pedestrians and cyclists on Restalrig Road, and the emphasis on creating streets for people.

At this stage, the masterplan is in accordance with LDP Policy Des 6.

h) Other Material Considerations

The Impact on Network Rail's Infrastructure

Network Rail was consulted on the application and assessed the masterplan in relation to the existing railway infrastructure.

Network Rail raised concerns regarding the existing lineside access points, and the need for the developer to agree with Network Rail any proposed changes to this access.

Network Rail has a prescriptive right of access to the three lineside access points which provide maintenance and engineering teams safe and essential access to the East Coast Mainline to carry out critical maintenance and enhancement works. Any loss or change to this lineside access could have major impacts on the maintenance and enhancement of the infrastructure and in turn impact on the safe and reliable operation of local and long-distance train services on the wider rail network.

Any relocation or changes to this access must be fully agreed with Network Rail and the details of the agreed access must be shown on a plan.

Network Rail has also requested that additional information should be provided to understand the impacts of the development on the operational railway. To allow Network Rail's Asset Protection Engineers to fully assess that the proposed ground works for the Restalrig Rain Gardens area will not adversely affect the stability of the adjacent railway lines, detailed existing and proposed sectional plans showing the proposed levels in relation to the railway line must also be submitted.

Network Rail's Telecoms Engineers also have concerns that the proximity of the closest proposed residential blocks to the existing telecoms mast may have an impact on the operation of this infrastructure. Further assessment will have to be carried out by Engineers to determine what the impacts are and if any mitigation will be required.

All or part of this land was previously owned by Network Rail, or its predecessors and title obligations may exist that require development consent to be obtained from Network Rail. No building works may commence until such consent has been confirmed. This must be obtained by the applicant outwith the planning process. The developer must contact Network Rail's Asset Protection Engineers regarding this matter.

In addressing these issues, the applicant has been liaising with Network Rail and three meetings have taken place, alongside ongoing correspondence replying to any queries as they have arisen. With regards to the specific concerns, diagrams have been provided to Network Rail indicating line access points. Both the East Coast mainline and Powderhall lines are served by secure gates. Network Rail may wish to agree operational matters direct with the Council (e.g. how often they wish to use the gates), and a condition is recommended to address this issue.

With regards to the works at boundaries and the retaining walls, the first stage of investigations has taken place. Sample cores have been drilled into the Smokey Brae retaining walls and Network Rail have facilitated this process by providing permissions. A further stage of investigation is planned and the project engineer (Will Rudd Davidson) continues to liaise with Network Rail. Although it has since been confirmed that Network Rail do not own the walls on Restalrig Road/Smokey Brae, the applicants continue to seek their permission as other Network Rail infrastructure is in close proximity.

With regards to the antennae operation, there is a large Network Rail owned antenna close to the south east boundary and this has been investigated. Network Rail have carried out their own engineering analysis of signal strength and whether the masterplan design would interfere. Network Rail concluded that the proposal would not interfere.

There is a Basic Asset Protection Agreement (BAPA) between Network Rail and the applicants, and this continues to be in place and is allowing the investigation works at the retaining walls to move forward.

Nevertheless, conditions are recommended in order that further details are submitted with regards to the Restalrig Raingardens and the engineering solutions. Similarly, a condition is recommended to address the lineside access points. With regards to the telecomms apparatus, it will be monitored, and remedial action can be taken in the future if required.

The Energy Centre

An Energy Strategy Report has been submitted. It outlines the three options currently being considered: Ground Source Heat Pumps (GSHP), Wastewater Heat Recovery (WWHR) or a combination of both may also be suitable. The third option being considered is an Air Source Heat Pump (ASHP) system.

However, whatever option is chosen, the report advises that a suitable top-up and back-up systems will also be required. These would consist of Combined Heating and Power Units (CHP) and more traditional high efficiency gas fired boilers.

If a combustion plant is selected and the capacity is above 366kW, a chimney height calculation as per the Clean Air Act will be required. However, if the combustion plant is rated between 1 and 50 MW (net rated thermal input) the plant will require to be registered with or have a permit from SEPA. This is required under the The Pollution Prevention and Control (Scotland) Regulations 2012 which were amended in December 2017 to transpose the requirements of the Medium Combustion Plant Directive (MCPD -Directive (EU) 2015/2193 of 25 November 2015 on the limitation of emissions of certain pollutants into the air from medium combustion plants). The purpose of the MCPD is to improve air quality. Environmental Protection will require that secondary abatement technology is incorporated into any plant above 1MW (accumulative assessment).

Whichever system is selected, a NIA will be required that demonstrates (with or without mitigation measures) compliance with the NR25 criterion inside residential accommodation through an open window. The NIA should be based on worst case scenario operating conditions when the top-up CHP is required to operate. An assessment of the back-up system under worst case scenario operating conditions will also be required.

This issue can be addressed in any relevant detailed application, and an informative is recommended on this basis.

Air Quality

As part of the Planning Permission in Principle, it was advised that the developer should produce an up-to-date Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts;

- Keep car parking levels to minimum;
- Car Club facilities (electric and/or low emission vehicles);
- Provision of rapid electric vehicle charging facilities;
- Public transport incentives for residents, and;
- Improved cycle/pedestrian facilities and links.

The Scottish Government in the 'Government's Programme for Scotland 2017-18' has an aspiration to encourage 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.

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 the roads, their lack of emissions will contribute to improving air quality especially as this site is located near an Air Quality Management Area (AQMA).

The proposal aims to limit the car use and the ethos of the development of the site is to promote active travel. Environmental Protection is satisfied that the air quality impacts of this proposed development will be limited.

The proposal is therefore in accordance with LDP Policy Env 22 (Pollution and Air, Water and Soil Quality).

i) Representations

Material Objections

- General non-support for buildings on the site (addressed in 3.3a);
- Cumulative impact with other developments in the area (addressed in 3.3b);
- Too many units, too dense (addressed in 3.3b);
- Too high (particularly along Wishaw Terrace, as well as the northern boundary) (addressed in 3.3b);
- Noise from railway line (addressed in 3.3c);
- Impact on sunlight/daylight (addressed in 3.3c);
- Impact on privacy (addressed in 3.3c);
- Loss of trees and landscaping (addressed in 3.3d);
- Traffic problems, and the need to reduce the speed limit on Restalrig Road (addressed in 3.3e);
- Active travel connectivity unclear between Holyrood Park and Lochend Park (addressed in 3.3e);
- Impact on existing parking, and parking pressures generally within the site (addressed in 3.3e);
- Flooding issues (addressed in 3.3f), and;
- Impact on air quality (addressed in 3.3i).

Non-material comments

- Loss of stadium;
- Loss of view to Arthur's Seat from property on Marionville Road;
- Impact on property values;
- There should be more affordable housing;
- Student accommodation should not be on the site;
- Inappropriate location for affordable housing.

Conclusion

The purpose of the masterplan is to provide guiding principles for forthcoming detailed applications.

It is recognised that the proposed development will alter the character of the wider area, changing the area from spectator and sports ground to residential and mixed-use development of medium/high density. The townscape character of neighbouring streets will be altered through the introduction of increased height and density of buildings onto areas of the site that have generally been open or low-density buildings. Incidental views towards Arthur's Seat will also be obscured, and local views will be changed.

However, the masterplan controls building heights, retains the important existing trees and includes new planting and landscaped spaces. This will help to mitigate potential impacts and create a townscape character that is complementary to the existing area. The proposals for the landscape are innovative and exemplary. Likewise, the emphasis on active travel and reducing car use is supported in this accessible location.

Impacts on amenity have been considered and informatives are recommended to ensure privacy is maintained.

On balance, the masterplan has sufficiently demonstrated compliance with the policies of the Edinburgh Local Development Plan (LDP) and the Edinburgh Design Guidance, and it defines the parameters for forthcoming detailed applications.

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

3.4 Conditions/reasons/informatives

Conditions: -

1. Network Rail have a prescriptive right of access to the three lineside access points. Any relocation or changes to this access must be fully agreed with Network Rail and the details of the agreed access must be shown on an amended plan to be submitted for approval prior to the commencement of works on that phase of the site.

2. To allow Network Rail's Asset Protection Engineers to fully assess that the proposed ground works for the Restalrig Rain Gardens area will not adversely affect the stability of the adjacent railway lines, the applicant shall provide detailed existing and proposed sectional plans showing the proposed levels in relation to the railway line, to be submitted for approval prior to the commencement of any works on that phase of the site (Site B).
3. For each phase of the development, as shown within the Masterplan and Design and Access Statement, the delivery of the infrastructure and landscaping shall be installed prior to the occupation of that phase.

Reasons: -

1. In the interests of railway safety and maintenance.
2. In the interests of railway safety and maintenance.
3. To ensure the delivery of the landscaping and infrastructure.

Informatives

It should be noted that:

1. Blocks A1 - A5

It is understood from discussions with the developer at the Landscape and Constraints meeting that the proposed dwellings would have only closed plan kitchens, bathrooms or utility rooms on the façades facing the Sports Centre and running track / football pitch. This is to ensure that no habitable rooms would have a line of sight, thus mitigating against light glare and noise from the Sports Centre.

Blocks C1, B1 and B2

It is unknown what mitigation measures, are proposed to protect the amenity of residents in these blocks from both light glare from the Sports Centre, football pitches / running track and car park, as well as noise.

Based on the masterplan drawing, it is considered that only non-habitable rooms such as closed plan kitchens, bathrooms and utility rooms shall have a line of sight towards the Sports Centre site. As this is the only mitigation measure likely to ensure a reasonable standard of residential amenity for some of the properties. The lift shaft and common stair could also be moved from central parts of the building to the façade overlooking the Sports Centre and facilities.

For Blocks B1 and B2, the position and design of the Energy Centre in terms of height and width, could be optimised to provide a barrier for both noise and light glare. This could form the mitigation to protect amenity for some of the properties that would otherwise be affected by noise and light glare.

There was also discussion at the Landscape and Constraints meeting about the use of a bund and barrier to assist in mitigating noise and light issues from the Sports Centre and football pitch. However, this does not appear on the masterplan drawing.

Café at Block A1 and C1 - Noise and Odour

It is recommended that a suitably sized void space is incorporated into the design of blocks A1 and C1 that will permit the installation of a kitchen ventilation extraction duct for the cafés; if required at any point in the future. In order to prevent cooking odour issues, the duct exhaust point must be 1m above eaves height within a 30m radius of the residential properties. Alternatively, it shall be recommended that the cafés have a restricted cooking equipment condition. This will be a constraint to any business using the space, especially if there is no option available to install a full height kitchen ventilation extraction system.

A Noise Impact Assessment (NIA) for the cafés and how they will impact on neighbouring residential accommodation will also be required with the full planning application.

Events Space, Block C1

Further information required on planning classification for this space, as depending on potential uses, there may be noise issues and therefore a NIA would be required.

Energy Centre

An Energy Strategy Report has been submitted. It outlines the three options currently being considered: Ground Source Heat Pumps (GSHP), Wastewater Heat Recovery (WWHR) or a combination of both may also be suitable. The third option being considered is an Air Source Heat Pump (ASHP) system.

However, whatever option is chosen, the report advises that a suitable top-up and back-up systems will also be required. These would consist of Combined Heating and Power Units (CHP) and more traditional high efficiency gas fired boilers. However, a Climate Emergency has been declared by the Scottish Government and they have amended the Climate Change Bill to set a 2045 target for net zero emissions. The City of Edinburgh Council has recently set an even more ambitious target for the city to become carbon neutral by 2030.

Therefore, this development represents an opportunity for a zero carbon rather than low carbon-based energy system for the development.

I recommend that the Energy Strategy Report be updated to present zero carbon back up and top up options. Biomass should not be considered due to the impact on local air quality.

If a combustion plant is selected and the capacity is above 366kW, a chimney height calculation as per the Clean Air Act will be required. However, if the combustion plant is rated between 1 and 50 MW (net rated thermal input) the plant will require to be registered with or have a permit from SEPA. This is required under the The Pollution Prevention and Control (Scotland) Regulations 2012 which were amended in December 2017 to transpose the requirements of the Medium Combustion Plant Directive (MCPD -Directive (EU) 2015/2193 of 25 November 2015 on the limitation of emissions of certain pollutants into the air from medium combustion plants). The purpose of the MCPD is to improve air quality. Environmental Protection will require that secondary abatement technology is incorporated into any plant above 1MW (accumulative assessment).

Whichever system is selected, a NIA will be required that demonstrates (with or without mitigation measures) compliance with the NR25 criterion inside residential accommodation through an open window. The NIA should be based on worst case scenario operating conditions when the top-up CHP is required to operate. An assessment of the back-up system under worst case scenario operating conditions will also be required.

Electrical Sub-Station Noise

An Electrical Sub-Station is positioned between blocks A2 and A3, but very close to A2 as well as at block B1 and B9. Due to the tonal nature of this noise it requires to be controlled to ensure noise levels are no higher than the NR20 criterion inside residential accommodation, through a slightly open window. It is recommended that consideration is given to relocating the substations elsewhere on the site, further away from properties. A Noise Impact Assessment (NIA) will be required to be submitted with the full application specifying any mitigation measures required to achieve compliance with NR20 inside the most affected properties.

2. Due to the tonal nature of the noise from the electrical sub-station, it requires to be controlled to ensure noise levels are no higher than the NR20 criterion inside residential accommodation, through a slightly open window. It is recommended that consideration is given to relocating the substations elsewhere on the site, further away from properties. A Noise Impact Assessment (NIA) will be required to be submitted with the detailed application specifying any mitigation measures required to achieve compliance with NR20 inside the most affected properties.
3. For the avoidance of doubt, the distance between the proposed properties at block A3 as shown on the masterplan and the existing properties on Marionville Road will be a minimum distance of 18 metres.

Financial impact

4.1 The financial impact has been assessed as follows:

At a Full Council meeting in March 2008, it was agreed that new build at Meadowbank was the best option for the future of this sport centre and stadium, and agreed to commission an appraisal for a new facility (found in the Minutes here: http://www.edinburgh.gov.uk/meetings/meeting/792/city_of_edinburgh_council)

These option appraisals were advanced, and in January 2015 the Council's Corporate Policy and Strategy Committee agreed feasibility studies, funding options and design studies for the demolition of the existing centre and its replacement with a new facility meeting current standards. A detailed business case, funding options and technical reviews were also undertaken along with extensive consultation with the existing users of the facility, and related sports bodies and organisations (minute found here: http://www.edinburgh.gov.uk/meetings/meeting/3585/corporate_policy_and_strategy_committee).

A report to the City of Edinburgh Council in March 2016 confirmed and agreed the strategy for the redevelopment of the existing Meadowbank complex which included a commitment to the provision of a new sports centre and associated facilities and the release of three sites for other development to generate funding for the new sports centre. The Council agreed that two of the sites released would be for future residential development and the third site for commercial development. (minute at: http://www.edinburgh.gov.uk/meetings/meeting/3894/city_of_edinburgh_council).

A subsequent update on the project was provided to the Council's Culture and Sports Committee on 14 December 2016 and this was referred to the meeting of the full Council on 9 February 2017. These update Reports were agreed, and it was noted that the funding package for the replacement sports centre relies on cross-funding and capital receipts from the proposed housing and commercial development on the surplus sites (http://www.edinburgh.gov.uk/meetings/meeting/4094/culture_and_sport_committee and http://www.edinburgh.gov.uk/meetings/meeting/4124/city_of_edinburgh_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

The application was advertised on 18 February 2020 and 51 comments were received. This comprised 50 letter of objection and 1 letter of general comment.

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

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

**Statutory Development
Plan Provision**

The site is within the Urban Area in the Local Development Plan (LDP). Parts of the site are also designated open space.

The railway line running along the site's northern boundary is safeguarded for potential future passenger services with an associated potential rail halt.

Date registered

10 February 2020

Drawing numbers/Scheme

01-12, and the document titled 'Masterplan and Design, and Access Statement, January 2020'.,

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

Contact: Lesley Carus, Team Leader
E-mail:lesley.carus@edinburgh.gov.uk

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

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

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

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

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

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

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

LDP Policy Env 7 (Historic Gardens and Designed Landscapes) protects sites included in the national Inventory of Gardens and Designed Landscapes and other historic landscape features.

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

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

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

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

LDP Policy Env 20 (Open Space in New Development) sets out requirements for the provision of open space in new development.

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

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

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

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

LDP Policy Hou 7 (Inappropriate Uses in Residential Areas) establishes a presumption against development which would have an unacceptable effect on the living conditions of nearby residents.

LDP Policy Hou 10 (Community Facilities) requires housing developments to provide the necessary provision of health and other community facilities and protects against valuable health or community facilities.

LDP Policy Tra 1 (Location of Major Travel Generating Development) supports major development in the City Centre and sets criteria for assessing major travel generating development elsewhere.

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

Other Relevant policy guidance

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

Appendix 1

Application for Approval of Matters Specified in Conds 20/00618/AMC

**At Meadowbank Stadium, 139 London Road, Edinburgh
Application for approval of matters specified in condition 1 of 18/00154 PPP for the proposed redevelopment of surplus land at Meadowbank Sports Centre with mixed uses including residential and commercial, together with roads, landscaping, drainage and ancillary works.**

Consultations

SEPA 5 March 2020

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

1. Flood risk

1.1 As the flood risk assessment (FRA) relates to surface water and not fluvial flooding we have no comments to make, as the responsibility for surface waste flooding lies with the planning authority. Please refer to the guidance in our website.

2. Energy Statement

2.1 We acknowledge the receipt of the Energy Statement. We will not audit Energy Statements or Feasibility Studies (the responsibility for this lies with the planning authority) but expect them to be undertaken to demonstrate full consideration of how the proposed development can contribute towards Scotland's climate change targets in line with our Public Body Duties under the Climate Change (Scotland) Act 2009 to act "in the way best calculated to help deliver the emissions reduction targets and the statutory Adaptation Programme" and in a way we consider is most sustainable."

3. Water environment

3.1 Planning authorities have been designated responsible authorities under the Water Environment and Water Services (Designation of Responsible Authorities and Functions) Order 2006. As such authorities are required to carry out their statutory functions in a manner that secures compliance with the objectives of the Water Framework Directive (i) preventing deterioration and (ii) promoting improvements in the water environment in order that all water bodies achieve "good ecological status by 2015 and there is no further deterioration in status. This will require water quality, quantity and morphology (physical form) to be considered.

Surface water

3.1 We expect surface water from all developments to be treated by SUDS in line with Scottish Planning Policy (Paragraph 268) and, in developments of this scale, the requirements of the Water Environment Controlled Activities Regulations (CAR). SUDS help to protect water quality and reduce potential for flood risk. Guidance on the design

and procedures for an effective drainage system can be found in Scotland's Water Assessment and Drainage Assessment Guide.

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

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

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

Waste water

3.5 The waste water to be connected to public sewer is acceptable. The applicant should consult with Scottish Water (SW) to ensure a connection to the public sewer is available and whether restrictions at the local sewage treatment works will constrain the development.

3.6 We recommend that the applicant keeps in regular contact with SW to ensure such a connection is available at the time of development of the site, as SW facilities may have accepted discharge from other developments before construction commences at this site.

3.7 It should be noted that should a connection to the public sewer not be achievable then we would be required to be re-consulted as any private waste water discharge would require authorisation under Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR). Given the size of the development SEPA would have concerns over such an authorisation, which could in turn potentially constrain development at the site.

4. Construction site licence

4.1 The development however require a Construction Site Licence as the site is 4ha. See further details in the regulatory requirements section below.

5. Sustainable waste management

5.1 Scottish Planning Policy Paragraph 190 states that All new development including residential, commercial and industrial properties should include provision for waste separation and collection to meet the requirements of the Waste (Scotland) Regulations." In accordance with this policy, the relevant Local Development Plan and the Scottish Government Planning and Waste Management Advice, space should be designated within the planning application site layout to allow for the separation and collection of waste, consistent with the type of development proposed. This includes provision to separate and store different types of waste, kerbside collection and centralised facilities for the public to deposit waste for recycling or recovery (bring systems). Please consult the council's waste management team to determine what space requirements are required within the application site layout.

Scottish Planning Policy (Paragraph 192) states that planning authorities should consider requiring the preparation of sites management plans for construction sites. In the

interests of seeking best practice and meeting the requirements of Scottish Planning Policy, we recommend that a site waste management plan (SWMP) is submitted, showing which waste materials are going to be generated and how they are going to be treated and disposed.

5.2 All wastes should be handled in accordance with the "waste management duty of care - residual contamination should be dealt with through the local authority planning and contaminated land departments.

6. Contaminated land

6.1 Advice on land contamination issues should be sought from the local authority contaminated land specialists because the local authority is the lead authority on these matters under Part IIA of the Environmental Protection Act 1990 except for matters relating to radioactively contaminated land or special sites.

7. Air quality

7.1 The local authority is the responsible authority for local air quality management under the Environment Act 1995, however we recommend that this development proposal is assessed alongside other developments that are also likely to contribute to an increase in road traffic. This increase will exacerbate local air pollution and noise issues, particularly at busy junctions and controlled crossing points. Consideration should therefore be given to the cumulative impact of all development in the local area in the ES or planning submission. Further guidance regarding these issues is provided in NSCA guidance (2006) entitled Development Control: Planning for Air Quality.

7.2 If the proposed development is in close proximity to or within an Air Quality Management Area, an air quality assessment should also be included to ensure compliance with the appropriate air quality standards. Air Quality Management Areas are designated for areas which have levels of air pollution that exceed recommended exposure limits that have been set to protect human health.

Caveats and detailed advice for the applicant

8. Flood risk

8.1 We refer the applicant to the Planning Authority as this case is related to surface water flooding.

9. Energy Statement

9.1 Set out in the paragraphs below, for the applicant, are links to relevant sources of information and guidance with regards feasibility assessments and energy statements.

9.2 Our Development Management Guidance and associated Background Paper can be found on our website. The Background Paper sets out why SEPA comments on this matter and adds background to our position for both development plan and development management stages of planning. On page 28/ paragraph DM.13 there are links to example approaches in English Local Authorities on District Heating, feasibility assessments and energy statements.

9.3 The Scotland Heat Map is available and includes information on heat demand and potential heat supply, as well as existing and in-development heat networks.

9.4 Through Stratego, Scottish Futures Trust have been providing information on funding models for developing district heating networks. Information on the relevant presentation can be found here.

9.5 *Scottish Enterprise may also have useful information or contacts on this matter which can be viewed [here](#) and [here](#).*

9.6 *The Chartered Institute of Building Services Engineers (CIBSE) published a Code of Practice document which outlines essentially a project management approach towards developing a district heating network. It details every stage from design and layout of the network, product and material choice to ongoing maintenance and management of an operational network.*

10. *Other*

10.1 *Please note the other advice provided in the sections for the Planning Authority. Regulatory advice for the applicant*

11. *Regulatory requirements*

11.1 *Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).*

11.2 *Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011. Proposed crushing or screening will require a permit under The Pollution Prevention and Control (Scotland) Regulations 2012. Consider if other environmental licences may be required for any installations or processes.*

11.3 *A Controlled Activities Regulations (CAR) construction site licence will be required for management of surface water run-off from a construction site, including access tracks, which:*

is more than 4 hectares,

is in excess of 5km, or

includes an area of more than 1 hectare or length of more than 500m on ground with a slope in excess of 25

See SEPA's Sector Specific Guidance: Construction Sites (WAT-SG-75) for details. Site design may be affected by pollution prevention requirements and hence we strongly encourage the applicant to engage in pre-CAR application discussions with a member of the regulatory services team in your local SEPA office.

11.4 *Below these thresholds you will need to comply with CAR General Binding Rule 10 which requires, amongst other things, that all reasonable steps must be taken to ensure that the discharge does not result in pollution of the water environment. The detail of how this is achieved may be required through a planning condition.*

11.5 *Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in your local SEPA office*

Police Scotland 5 March 2020

I write on behalf of Police Scotland regarding the above planning application.

We would welcome the opportunity for one of our Police Architectural Liaison Officers to meet with the architect to discuss Secured by Design principles and crime prevention through environmental design in relation to this development.

Network Rail 30 March 2020

In regard to this Approval Of Matters Application, we have assessed the Masterplan and other documentation which has been submitted in support of this application and must object on a number of points which are detailed below:

Network Rail have a prescriptive right of access to the three lineside access points which provide our maintenance and engineering teams safe and essential access to the East Coast Mainline to carry out critical maintenance and enhancement works. Any loss or change to this lineside access could have major impacts on the maintenance and enhancement of our infrastructure and in turn impact on the safe and reliable operation of local and long-distance train services on the wider rail network. Any relocation or changes to this access must be fully agreed with Network Rail and the details of the agreed access must be shown on an amended Masterplan.

We have also identified that insufficient information has been provided to understand the impacts of the development on the operational railway. To allow our Asset Protection Engineers to fully assess that the proposed ground works for the Restalrig Rain Gardens area will not adversely affect the stability of the adjacent railway lines, detailed existing and proposed sectional plans showing the proposed levels in relation to the railway line must also be submitted.

The developer should also be aware that Network Rail's Telecoms Engineers have concerns that the proximity of the closest proposed residential blocks to our existing telecoms mast may have an impact on the operation of this infrastructure. Further assessment will have to be carried out by our Engineers to determine what the impacts are and if any mitigation will be required.

If the above issues are not addressed, they could have an impact on the safe and reliable operation of the railway. We strongly recommend that the processing of the application is halted until this information is provided. If the information is not provided Network Rail must object to the application.

The following matter should also be noted by the developer:

All or part of this land was previously owned by Network Rail, or its predecessors and title obligations may exist that require development consent to be obtained from Network Rail. No building works may commence until such consent has been confirmed. This must be obtained by the applicant outwith the planning process. The developer must contact our Asset Protection Engineers regarding this matter.

Network Rail further response 17 September 20

As discussed, we would be happy to remove our objection to this application if the previous issues raised regarding the lineside access points and the ground works for the Restalrig Rain Gardens could be addressed by the way of conditions for the approval of these matters.

Scottish Water 25 February 20

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

Water

*This proposed development will be fed from GLENCORSE Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water. The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Waters website at the following link
www.scottishwater.co.uk/business/connections/connecting-your-property/newdevelopment-process-and-applications-forms/pre-development-application*

Foul

*This proposed development will be serviced by EDINBURGH PFI Waste Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water. The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Water's website at the following link
www.scottishwater.co.uk/business/connections/connecting-your-property/newdevelopment-process-and-applications-forms/pre-development-application*

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

Infrastructure within boundary

According to our records, the development proposals impact on existing Scottish Water assets. The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team directly at service.relocation@scottishwater.co.uk.

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

Scottish Water Disclaimer

It is important to note that the information on any such plan provided on Scottish Waters infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation.

Drinking Water Protected Areas

A review of our records indicates that there are no Scottish Water drinking water catchments or water abstraction sources, which are designated as Drinking Water

Protected Areas under the Water Framework Directive, in the area that may be affected by the proposed activity.

Surface Water

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

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification taking account of various factors including legal, physical, and technical challenges. However it may still be deemed that a combined connection will not be accepted. Greenfield sites will not be considered and a connection to the combined network will be refused.

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

General notes:

Scottish Water asset plans can be obtained from our appointed asset plan providers:

Site Investigation Services (UK) Ltd

Tel: 0333 123 1223

Email: sw@sisplan.co.uk

www.sisplan.co.uk

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.

If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.

Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.

The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

Please find all of our application forms on our website at the following link <https://www.scottishwater.co.uk/business/connections/connecting-your-property/new-development-process-and-applications-forms>

Next Steps:

Single Property/Less than 10 dwellings

For developments of less than 10 domestic dwellings (or non-domestic equivalent) we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a Pre-Development Enquiry Form to be submitted (for example rural location which are deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

10 or more domestic dwellings:

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

Trade Effluent Discharge from Non Dom Property:

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/ourservices/compliance/trade-effluent/trade-effluent-documents/trade-effluent-noticeform-h>

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off. For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains. The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection.

The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer.

Roads Authority 22 September 2020

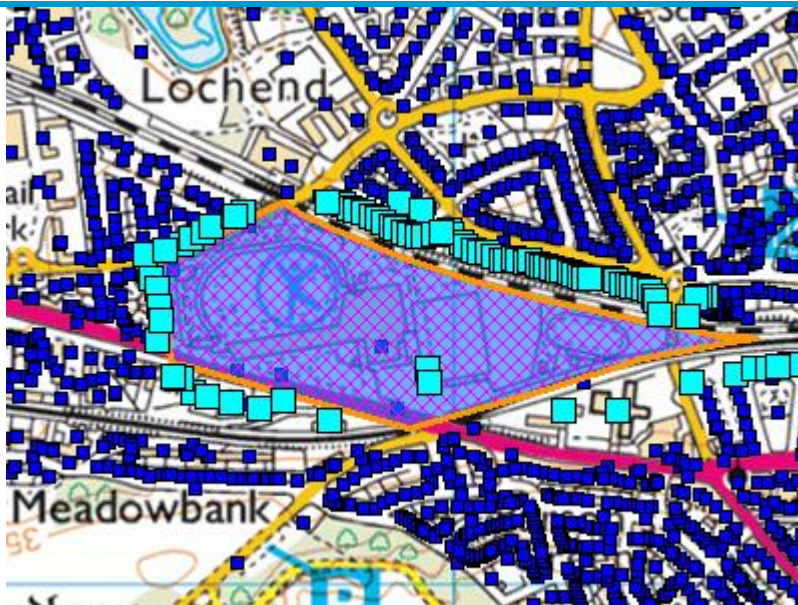
No objections to the application subject to the following being included as conditions or informatives as appropriate:

- 1. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that the proposed road layout is not agreed at this stage and a number of elements of the layout will require detailed design and drawings to be submitted in relation to Road Construction Consent, including details of proposed works outside the site boundary;*
- 2. Traffic orders relating to access, parking, cycle tracks, redetermination and other traffic management will be required prior to implementation on site. The applicant should note that these orders require statutory process and are open to objection. Their implementation cannot, therefore, be guaranteed;*
- 3. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*
- 4. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*
- 5. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*
- 6. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
- 7. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;*
- 8. 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;*
- 9. Electric vehicle charging outlets for the disabled parking and car club spaces to be provided at a rate of 1 in 6 spaces.*

Note:

- a) The development does not propose to provide car parking for general use. A total of 22 disabled parking spaces and 6 car club spaces are to be provided within the development. A further 18 spaces are proposed for surgery staff and visitors;
- b) The proposed zero level of parking may lead to overspill parking on surrounding roads. The Council is currently pursuing the introduction of parking controls as part of the first phase of a phased extension to the existing city centre controlled parking zone. Such controls are considered an important element in supporting the aspirations for a 'car free' development;
- c) Cycle parking is proposed to be provided within the development at a level of approximately 2 spaces per property. These are proposed within secure and under cover locations.

Location Plan



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