



APPLICATION FOR PLANNING PERMISSION 18/00777/DPP, FOR SUBDIVISION OF EXISTING DWELLINGHOUSE TO FORM TWO DWELLINGHOUSES AND ASSOCIATED ERECTION OF PORCH AND EXTERNAL ALTERATIONS; ERECTION OF GARAGE; ERECTION OF NEW DWELLINGHOUSE AND ASSOCIATED WORKS AND FORMATION OF ACCESS POINTS AT 1 BRAESIDE ROAD, LOANHEAD

Report by Director of Education, Communities and Economy

1 SUMMARY OF APPLICATION AND RECOMMENDED DECISION

- 1.1 The application is for the subdivision of an existing dwellinghouse to form two dwellinghouses and associated erection of porch and external alterations; erection of garage; erection of new dwellinghouse and associated works and formation of access points at 1 Braeside Road, Loanhead. There have been 28 representations and consultation responses from the Scottish Civic Trust, Scottish Water, Loanhead and District Community Council, the Council's Archaeology Advisor, the Council's Environmental Health Manager and the Council's Policy and Road Safety Manager. The relevant development plan policies are DEV2, ENV1, ENV6, ENV11, ENV19, ENV20, ENV22 and ENV25 of the Midlothian Local Development Plan 2017. The recommendation is to refuse planning permission.**

2 LOCATION AND SITE DESCRIPTION

- 2.1** The application site comprises a large detached two-storey dwellinghouse dating from the mid to late 19thC. The principal elevation of the house is situated perpendicular to Braeside Road and faces south benefitting from views over the North Esk Valley. A subsidiary wing is attached to the rear (north) elevation of the building. There is a modern flat roofed rendered garage to the north of the house. The walls of the main house are finished with stone; the walls of the north wing are finished with render; the roofs are finished with slate; the windows are predominantly modern timber sash and case with some uPVC.
- 2.2** The house sits within a large site consisting of a large garden, of approximately 3360 sqm, on the northern portion of the plot and a field, of approximately 7430 sqm, on the southern portion of the plot. Braeside Road is a private unsurfaced road.

- 2.3 The site is within the Mavisbank Conservation Area. The southern portion of the site (the field) is within the North Esk Valley Special Landscape Area, the Mavisbank designed landscape and Green Belt.

3 PROPOSAL

- 3.1 It is proposed to sub-divide the existing dwellinghouse to form two dwellinghouses; one in the principal southern wing and the second in the subsidiary northern wing. The principal elevation of the house in the northern wing will face onto Braeside Road; an existing outshot attached to this elevation is proposed to be demolished and replaced with a two storey extension and a new porch will be formed. Full height bi-folding doors are proposed on the rear elevation and new window openings are proposed on the side (north) elevation. The extension is to be finished in a mix of white render and ashlar sandstone. The roof will be slate and the windows will be grey coloured aluminium units.
- 3.2 A semi-derelict timber summerhouse and a brick outbuilding, both of which are at the side of the main house, will be demolished and replaced with a new garage to serve the main house. The garage will abut the existing stone boundary wall that fronts onto Braeside Road. The garage will be flat roofed and will measure 5.9m wide at the front, 4.1m wide at the rear, 9.6m deep and 3.3m high. The walls will be clad with vertical timber (cedar) boards.
- 3.3 The existing garage to the north of the house is to be demolished and replaced with a two storey detached house measuring 8m wide, 11.5m deep, 5.7m high to the eaves and 7.1m high to the ridge of the roof. The walls will be finished in a mix of white render and ashlar sandstone; with zinc detailing panels. The roof will be finished with standing seam zinc. The windows will be grey coloured aluminium units.
- 3.4 The existing garden at the side of the house will be sub-divided with 2m high timber fences to create rear gardens for the 2 new houses. Vehicular access for both of the new houses will be taken from Braeside Road. The existing windows in the main house will be replaced with modern timber sash and case windows.
- 3.5 The design, scale, layout and finish materials for the buildings are the same as an application (reference number 18/00286/DPP) that was refused in 2018. The differences between the current application and the previous submission are as follows:
- A Supporting Planning Statement has been submitted;
 - A Transport Statement on Access has been submitted; and
 - The fence line of the property (18 Lasswade Road) to the east of the junction with Lasswade Road will be moved to provide a revised visibility splay to the east of the junction.

4 BACKGROUND

- 4.1 Planning permission (03/00963/FUL) was granted in 2004 for the installation of replacement windows at Braeside House, Braeside Road, Loanhead.
- 4.2 In 2009 an application for the erection of 2 dwellinghouses at land at Braeside House, 1 Braeside Road, Loanhead was refused. The reasons for refusal were as follows:
1. *The proposed development would result in an intensification of use of the existing junction of Braeside Road and Lasswade Road which has inadequate visibility splays on both sides of it, therefore posing a road safety hazard.*
 2. *In terms of their positioning, number, size, height and combined massing the proposed two houses and detached garages would be a cramped development, out of keeping with the density of development within this part of the Conservation Area. Thereby and also in terms of their height, external wall finish, bargeboards, fascia boards and UPVC rainwater goods and in the case of the house on plot 2 its architectural form, the proposed two houses would be an intrusive and incongruous development, harmful to the setting of Mavisbank designed landscape and out of keeping with the character and visual amenity of Mavisbank Conservation Area.*
 3. *For the reasons set out in 2 above the proposed development is contrary to the provisions of Midlothian Local Plan Policies HOUS3, RP20, RP22 and RP25.*
 4. *The proposal is contrary to Midlothian Local Plan Policy RP5 (Woodland, Trees and Hedges) and Policy RP20 (Conservation Areas) as the development would lead to the direct loss of a mature larch and a beech hedge, to the detriment of the landscape setting of Mavisbank designed landscape and Mavisbank Conservation Area.*
 5. *The proposed development is contrary to adopted Midlothian Local Plan Policy RP7 (Landscape Character) as the development would be detrimental to the landscape character of the area.*
 6. *Windows in the north elevation of the proposed houses and the shared driveway of the proposed houses would have the potential for significant harmful overlooking and loss of privacy to the existing residence of Braeside House.*

7. *For the reasons set out in 6 above the proposed development is contrary to the provisions of the Midlothian Local Plan Policies RP20, HOUS3 and DP2.*
 8. *It has not been established whether development of the site is likely to endanger protected species or wildlife.*
 9. *It has not been demonstrated that the requirements of Policy NRG3 have been complied with.*
- 4.3 Planning application 18/00286/DPP for the subdivision of existing dwellinghouse to form two dwellinghouses and associated erection of porch and external alterations; erection of garage; erection of new dwellinghouse and associated works; and formation of associated vehicular access points at 1 Braeside Road, Loanhead was refused in June 2018. The location, design, scale and finish materials of the buildings were the same as the current application. The reason for refusal was:

Road safety is a material consideration in the assessment of the proposal. The proposed development would result in an increase in the use of the existing substandard junction where Braeside Road joins Lasswade Road and this will have a significant detrimental impact on road safety.

- 4.4 The application has been called to Committee by Councillor Parry to allow full discussion and scrutiny of the application.

5 CONSULTATIONS

- 5.1 The **Scottish Civic Trust** has objected to the proposal. The grounds for objection are as follows:
- The proposed plot sizes are too small and the massing of the buildings are too great. The density imbalance of the proposal is therefore detrimental to the character of the Loanhead edge of the Mavisbank Conservation Area;
 - The boundary treatments to Braeside Road will detract from the character and appearance of the conservation area and to the setting of the listed building at Hillwood;
 - Due to the width and length of Braeside Road there are safety issues at both the Lasswade Road junction and at the two proposed new vehicle driveways. Trying to address this concern has negatively influenced the developments proposed boundary treatments to the detriment of the sites sensitive location; and
 - The impact of the development on views across the valley of the North Esk has not been satisfactorily mitigated.
- 5.2 **Scottish Water** does not object to the application. There is currently sufficient capacity at the Glencorse Water Treatment Works to supply

water for the development. There is currently sufficient capacity at the Edinburgh Waste Water Treatment Works to service the foul water requirements for the development.

- 5.3 **Loanhead and District Community Council** object to the application as the development will result in an increase in traffic from a quiet private road coming onto the A768. In addition, the Community Council also supports other objections raised by representors in relation to the proposal's impact on the character of the Mavisbank Conservation Area.
- 5.4 The Council's **Archaeology Advisor** does not object to the application subject to a condition being attached to any grant of planning permission securing a programme of archaeological (Historic Building Recording (Basic) and Monitored Soil Strip) work.
- 5.5 The Council's **Environmental Health Manager** does not object to the application subject to a condition being attached to any grant of planning permission securing a scheme to deal with any possible contaminated land issues.
- 5.6 The Council's **Policy and Road Safety Manager** has road safety concerns over any development which would result in an increase in traffic levels using the junction onto Lasswade Road and recommends that the application be refused. The response notes that:

As a private, un-adopted road, Braeside Road does not form part of the Midlothian adopted road network and repair and maintenance of this road will be the responsibility of the road owner and may be shared by the properties which take access from it. The road, although wide, does not have any separate pedestrian facilities and its junction with Lasswade Road has limited visibility for drivers waiting to join the main road. A minimum 4.5m by 70m visibility splay would normally be required for a new junction onto this class of road and the present junction falls well below this standard. Given the relatively low level of traffic using the junction a reduced visibility splay of 2.4m by 70m has been determined as the most appropriate level of visibility however the present junction layout falls below this level.

A Transport Statement has been produced by the applicants Transportation Consultant (Andrew Carrie Traffic & Transportation Ltd) which reviews the operation of the existing junction. This document indicates that a realignment of the boundary fence at 18 Wadingburn Road would result in the required 2.4m by 70m visibility splay being achieved on the eastern side of the junction however no improvements on the western side appear to be achievable.

While not meeting current design standards, the present junction does appear to be coping with the level of traffic currently using it. This proposal would result in the number of dwellings accessed from

Braeside Road increasing from 3 to 5 with a subsequent increase in the number of daily vehicle movements through the junction. While the proposed alterations to the boundary fence would result in improvements to driver visibility on the eastern side of the junction the substandard sightlines on the western side remain unchanged and as such I would still recommend that this application be refused.

6 REPRESENTATIONS

- 6.1 There has been 28 representations received consisting of; 21 objections on behalf of 16 different households, an objection on behalf of the Lasswade District Civic Society and 6 representations from 4 different households in support of the application.
- 6.2 The grounds of objection are as follows:
- Detrimental impact on the character of the conservation area;
 - The development detracts from the character of Braeside House;
 - The development detracts from the character of Braeside Road;
 - Detrimental impact on the setting of the three listed buildings at Hillwood;
 - The loss of trees and shrubs will have a detrimental impact on the character of the area;
 - The design and finish materials of the house and extension are out of character with the conservation area;
 - The density of the development is out of character with the conservation area;
 - Detrimental impact on the character of the Special Landscape Area;
 - Insufficient provision of private open space;
 - Insufficient space between the houses;
 - The proposal is not compatible with the conservation area appraisal;
 - Braeside Road is a private road jointly owned by the owners of Braeside House, Eskfauld Lodge and Hillwood. The consent of all parties may be necessary to allow access over the road;
 - Construction traffic will have a detrimental impact on the surface and condition of Braeside Road;
 - The sewage pumping station that serves Braeside Road has insufficient capacity to serve the development;
 - The proposal will have a detrimental impact on the privacy of the house and garden at Hillwood;
 - The junction of Braeside Road and Lasswade Road has poor visibility and cannot accommodate an increase in use;
 - If permission is granted it will encourage further development on the remaining ground at the application site;
 - Detrimental impact on the designed landscape at Mavisbank House;
 - Detrimental impact on the regionally important nature conservation site in the valley of the North Esk;

- The original layout of Braeside Road was designed to ensure that the three original houses did not overlook each other, the proposal is contrary to this design;
- The appearance of the garage could be improved by painting it rather than demolishing it; and
- The Leylandii trees could be removed without the need for development.

6.3 The grounds for support are as follows:

- There will be a limited increase in the built footprint on the site when compared to the existing house and garage;
- The proposal does not affect the backdrop to the fields or grounds of Mavisbank;
- The proposal is unlikely to be visible from the southern side of the valley;
- The proposal will not be visible from within the valley;
- The north wing of the house is a self-contained annexe that has in the past been sub-let;
- The design of the house compliments and sensitively reflects elements of the existing buildings;
- The demolition of the existing unsightly double garage is welcomed;
- The trees and shrubs to be removed are overgrown or diseased;
- The junction with Lasswade Road currently functions safely and the proposed development will result in only a slight increase in traffic;
- The alterations to the visibility splay to the east of the junction will improve the safety of the junction;
- Removal of the Leylandii trees will improve the appearance of the area;
- The junction is safer than existing junctions in the centre of Lasswade; and
- The alterations to the north wing of the house will improve its appearance.

7 PLANNING POLICY

7.1 The development plan is comprised of the Edinburgh and South East Scotland Strategic Development Plan (June 2013) and the Midlothian Local Development Plan, adopted in November 2017. The following policies are relevant to the proposal:

Midlothian Local Development Plan 2017 (MLDP)

7.2 Policy **DEV2: Protecting Amenity within the Built-Up Area** states that development will not be permitted where it would have an adverse impact on the character or amenity of a built-up area.

7.3 Policy **ENV1: Protection of the Green Belt** advises that development will not be permitted in the Green Belt except for proposals that;

- A. are necessary to agriculture, horticulture or forestry; or
 - B. provide opportunities for access to the open countryside, outdoor sport or outdoor recreation which reduce the need to travel further afield; or
 - C. are related to other uses appropriate to the rural character of the area; or
 - D. provide for essential infrastructure; or
 - E. form development that meets a national requirement or established need of no other site is available.
- 7.4 Any development proposal will be required to show that it does not conflict with the overall objectives of the Green Belt which is to maintain the identity and landscape setting of Edinburgh and Midlothian towns by clearly identifying their physical boundaries and preventing coalescence.
- 7.5 The policy states that housing will normally only be permissible where it is required for the furtherance of an established Green Belt activity. The applicant will be required to show the need for the new dwelling is permanent; cannot be made within an existing settlement; and that the occupier will be employed full-time in the associated countryside activity. A planning condition limiting the occupancy of the house is likely to be attached in the event of approval.
- 7.6 Policy **ENV6: Special Landscape Areas** states that development proposals will only be permitted where they incorporate high standards of siting and design and where they will not have significant adverse effect on the special landscape qualities of the area.
- 7.7 Policy **ENV11: Woodland, Trees and Hedges** states that development will not be permitted where it could lead directly or indirectly to the loss of, or damage to, woodland, groups of trees (including trees covered by a Tree Preservation Order, areas defined as ancient or semi-natural woodland, veteran trees or areas forming part of any designated landscape) and hedges which have a particular amenity, nature conservation, biodiversity, recreation, landscape, shelter, cultural, or historical value or are of other importance.
- 7.8 Policy **ENV19: Conservation Areas** states that development will not be permitted within or adjacent to conservation areas where it would have any adverse effect on its character or appearance.
- 7.9 Policy **ENV20: Nationally Important Gardens and Designed Landscapes** states development should protect, and where appropriate enhance, gardens and designed landscapes. Development will not be permitted which would harm the character, appearance and/or setting of a garden or designed landscape as identified in the *Inventory of historic Gardens and Designed Landscapes*.

- 7.10 Policy **ENV22: Listed Buildings** does not permit development which would adversely affect the character or appearance of a listed building, its setting or any feature of special architectural or historic interest.
- 7.11 Policy **ENV25: Site Assessment, Evaluation and Recording** requires that where development could affect an identified site of archaeological importance, the applicant will be required to provide an assessment of the archaeological value of the site and of the likely impact of the proposal on the archaeological resource.

National Policy

- 7.12 Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 places a duty on planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
- 7.13 Historic Environment Scotland Policy Statement 2016 and Scottish Planning Policy (SPP) provide guidance with regard the protection and management of the historic environment. Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Their designation provides the basis for the positive management of an area. A proposed development that would have a neutral effect on the character or appearance of a conservation area (i.e. does not harm the conservation area) should be treated as one which preserves that character or appearance. The Policy Statement and SPP also indicate that the planning authority should consider the design, materials, scale and sitting of any development, and its impact on the character of a conservation area and its setting.

8 PLANNING ISSUES

- 8.1 The main planning issue to be considered in determining these applications is whether the proposals comply with development plan policies unless material planning considerations indicate otherwise. The representations and consultation responses received are material considerations.

Principle of development

- 8.2 The northern portion of the application site, where the development is proposed, is situated within the built-up area of Loanhead where there is a presumption in favour of appropriate development. The application site is situated within a predominantly residential area where the proposed residential development would be compatible to the neighbouring land uses subject to the details of the proposed development complementing the character of the area and protecting the amenity of existing neighbouring properties.

- 8.3 The southern portion of the site (the field) is within the North Esk Valley Special Landscape Area, the Mavisbank designed landscape and Green Belt where there is a more restrictive approach to development. However, no development is proposed in this area of the site.

Layout, Design and Finish Materials

- 8.4 Development within the garden plot of the application site is at present focussed on an area within the north west corner of the garden. The proposal continues this concentration of development, with minimal changes to the footprint of the north wing, the retention of the existing detached house and new garage replacing an existing building. While the new house and garage would result in an increase in building footprint when compared to existing, the density of development would continue to be in keeping with the character of the existing plot. The open space to the south of the existing house would remain undeveloped, unlike the 2009 proposal (09/00461/DPP) which was refused; and the majority of the open space to the east of the house would remain undeveloped, although new boundaries would be introduced. In the overall context of the conservation area the increase in density would be minimal.
- 8.5 Both new houses would have a noticeably smaller footprint and street frontage when compared to the original main house and they would both have lower eaves and ridge heights. The scale and form of both new houses would ensure that they would appear as visually subservient to the original main house and would not have a detrimental impact on its character and setting. The new houses would be further away from the listed building at Hillwood than the modern houses on the northern side of Lasswade Road and the positioning of the existing buildings within Hillwood's plot would ensure that the proposed development would not have a detrimental impact on the setting of the listed buildings within that plot.
- 8.6 The proposed design of the semi-detached house (the existing annexe) and the new detached house are obviously modern without being overtly contemporary. There is no common style for housing within the surrounding area, new development has generally followed traditional scale and form while including contemporary detailing and finish materials; the proposed development is in keeping with that tradition. The proposed palette of finish materials is in keeping with the character of the designs.
- 8.7 The proposed houses have generous private gardens well in excess of most modern houses. The side elevation of the proposed detached house is 21m from the rear elevation of the house at 18 Lasswade Road; this comfortably exceeds the minimum 16m gable to rear separation distance that Midlothian Council ordinarily seeks to secure in such situations. The front elevation of the proposed detached house would be 40m from the closest point of the house at Hillwood; while the detached house would provide some views of the house and garden at

Hillwood from its upper windows any reduction in privacy could not be considered significant enough to warrant refusal of the application.

Road Safety and Access

- 8.8 Braeside Road is a private road owned jointly by the three large 19thC properties which access onto it. The road is unsurfaced and does not have any pedestrian footway, although there is a grass verge down one side of the road. Including the verge the width of the road varies from 8.7m wide at its narrowest point to 11.3m at its widest. The property to the west of the junction has a 2m high stone boundary wall which runs along Braeside Road and continues round the corner and along Lasswade Road. The property to the east of the junction has a 1.8m high timber fence along its boundary with Braeside Road and then continues along Lasswade Road. The junction has sub-standard levels of visibility which are significantly below the standards that would be expected for a junction of this type.
- 8.9 The most recent application (18/00286/DPP) did not propose any improvements to the visibility splay and was refused for the following reason:
- Road safety is a material consideration in the assessment of the proposal. The proposed development would result in an increase in the use of the existing substandard junction where Braeside Road joins Lasswade Road and this will have a significant detrimental impact on road safety.*
- 8.10 The current application is for the same development as the previous application. With a view to addressing the reason for refusal of the previous application the applicant has appointed a transportation consultant to examine the site and prepare a report on the access. The report considers policy guidance on visibility splays; the visibility splays that can be delivered at the application site; and the road safety context of the proposal.
- 8.11 The Council's Policy and Road Safety Manager has advised that the Council, as Roads Authority, would expect a new junction at this location to provide a visibility splay of 2.4m by 70m. The submitted report queries whether the Council should be seeking such a visibility splay and points out that such a visibility splay comes from a previous version of the Council's Development Standards for Roads. The Council's adoption of the National Roads Development Guide means that the visibility splays set out in the Scottish Government's policy statement Designing Streets represent the current visibility splay standards. Using the guidance set out in Designing Streets would mean that a junction at this location should provide a visibility splay of 2.4m by 43m.

- 8.12 Notwithstanding this fact the report sets out the adjustments (moving the fence approximately 1m Southwards from its existing line) to the line of the fence at 18 Lasswade Road that would be necessary to deliver a 2.4m by 70m visibility splay to the east of the junction, a plan is included showing this visibility splay. The report states that the applicant has agreed terms with the owner of 18 Lasswade Road and would be able to deliver the improvements to the visibility splay in the eastern direction. The householders at 18 Lasswade Road have submitted representations in support of the application and indicated that they have no objection to the fence being moved.
- 8.13 The report acknowledges that the wall to the west of the junction is listed (it surrounds the listed buildings at Hillwood) and that agreement cannot be secured with the owners of the wall to facilitate any alterations. Five objections have been submitted by and on behalf of the owners of Hillwood. The report suggests that a 2m setback from the junction will provide adequate visibility to the west, although it would not deliver the 70m distance required by the Council's Policy and Road Safety Manager.
- 8.14 It should be noted that Designing Streets states that a setback distance of 2.4m should "normally be used in most built-up situations". A 2m setback may be considered acceptable "in some very lightly-trafficked and slow speed situations", however such a setback will mean that the front of some vehicles will protrude slightly into the carriageway of the road that is being joined. Lasswade Road is a busy road that forms the main approach into Loanhead from the east; it cannot be considered to be lightly-trafficked and slow speed. The current junction layout does not provide adequate visibility to the west.
- 8.15 The accident records for Lasswade Road indicate that the junction is functioning safely at present however this reflects the low usage of the junction due to the limited number of properties that have access to Braeside Road. The sub-division of the existing house would result in one additional house, when compared to the existing situation; and the erection of a new house would add a further additional house. While the addition of two houses may seem insignificant it must be considered in the context of existing usage; the proposed development would result in an increase of 66% in the number of houses accessing Braeside Road. In the context of the current low use this represents a significant increase in the use of the junction.
- 8.16 The current junction between Braeside Road and Lasswade Road is of a sub-standard quality and any proposal that results in a significant increase in the use of the junction poses a risk to road safety. Without improvements to visibility to both the west and east Braeside Road cannot support any development that will result in a significant increase in use of the junction.

Loss of trees

- 8.17 The proposed development would result in the felling of two mature Holly trees and a Cypress tree at the side of the house; a line of Leylandii along the boundary with 18 Lasswade Road; and a 10 year old Maple tree within the garden to the east of the north wing. The location of the Maple tree within the garden means that there are limited views of it from public areas out with the garden. The Leylandii are an unattractive non-native species that add little to the character of the area. The trees to the side of the house are visible in views south along Braeside Road from Lasswade Road, however the visual termination of views down Braeside Road is provided by a group of trees (Beech, Rowan and Cherry) at the southern end of the road; these trees are protected by a tree preservation order and would be unaffected by the proposed development. Were the planning authority minded to grant the proposal replacement planting could be secured by condition.

Biodiversity

- 8.18 The Council screens all planning applications against a range of biodiversity constraints such as Nature Conservation Sites, areas of Ancient Woodland and areas with recorded sitings of protected species. If the screening process identifies constraints within an application site the Council may ask an applicant to submit reports demonstrating that the constraints have been considered and, if necessary, mitigation measures prepared. Where appropriate mitigation measures will be secured via condition. The biodiversity screening process did not identify any biodiversity constraints that apply to this application site. The boundary of the Mavisbank Local Biodiversity site is 95 metres south of the existing house.

Conclusion

- 8.19 While the design, layout and finish materials of the proposal are acceptable, the substandard visibility at the junction of Braeside Road and Lasswade Road is an overwhelming material consideration that outweighs any policy support in favour of the development. Without improvements to visibility to both the west and east Braeside Road cannot support any development that will result in a significant increase in use of the junction; and therefore the application is recommended for refusal.

9 RECOMMENDATION

- 9.1 It is recommended that planning permission be refused for the following reason:

Road safety is a material consideration in the assessment of the proposal. The proposed development would result in an increase in the use of the existing substandard junction where Braeside Road joins Lasswade Road and this will have a significant detrimental impact on road safety.

Dr Mary Smith
Director of Education, Communities and Economy

Date: 15 January 2019

Application No: 18/00777/DPP

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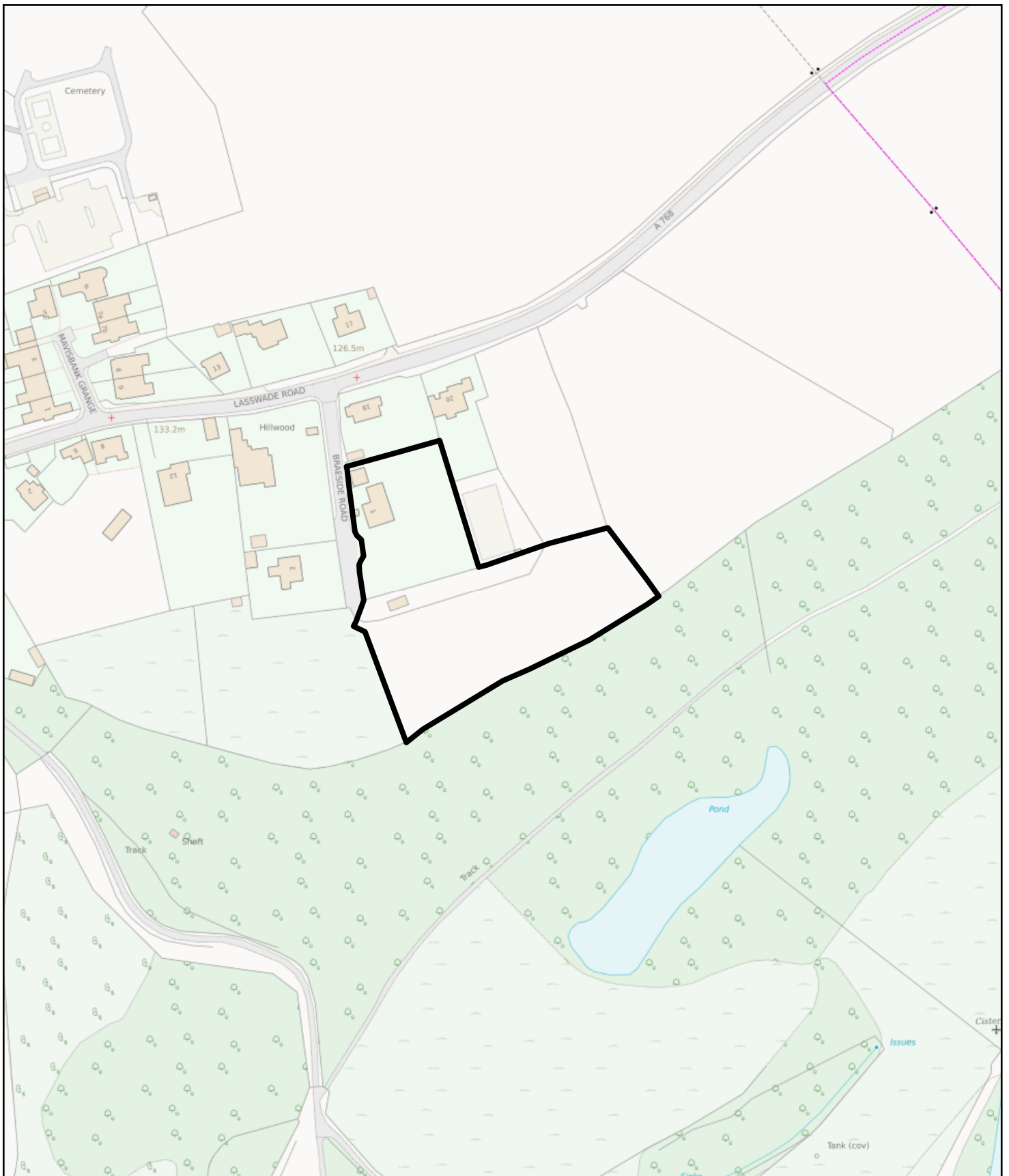
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Background Papers: 18/00286/DPP



**Education, Economy
& Communities**
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Subdivision of existing dwellinghouse to form two dwellinghouses and associated erection of porch and external alterations; erection of garage; erection of new dwellinghouse and associated works and formation of access points at 1 Braeside Road, Loanhead

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