

# Development Management Sub Committee

Wednesday 12 September 2018

## Application for Planning Permission 18/02497/FUL At Boroughmuir High School, 26 Viewforth, Edinburgh Change of use and conversion of former Boroughmuir High School to form residential accommodation. Demolition of existing outbuildings and erection of new residential block.

Item number	7.1
Report number	
Wards	B10 - Morningside

### Summary

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Whilst the proposal broadly complies with the policies in the Edinburgh Local Development Plan there are policy infringement relating to the lack of open space, car parking layout and the design of the new build block. However, the constraints and planning history of the site are relevant material considerations which on balance, outweighs these infringements. The proposal will not have a deleterious impact on the character and setting of the listed building and it will not adversely impact on the character and appearance of the conservation area. It will not adversely affect neighbouring amenity and future occupiers will have satisfactory levels of amenity. Adequate car and cycle parking will be provided.

### Links

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<a href="#">Policies and guidance for this application</a>	LDPP, LDES01, LDES02, LDES03, LDES04, LDES05, LDES12, LEN02, LEN03, LEN05, LEN06, LEN09, LEN12, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU05, LTRA02, LTRA03, LTRA04, NSG, NSGD02, OTH, CRPMAR,
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# Report

## **Application for Planning Permission 18/02497/FUL At Boroughmuir High School, 26 Viewforth, Edinburgh Change of use and conversion of former Boroughmuir High School to form residential accommodation. Demolition of existing outbuildings and erection of new residential block.**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The site is the former Boroughmuir High School and is located on the east side of Viewforth, between Westhall Gardens, Admiral Terrace and Viewforth Square. The main building is a three storey with a basement and attic, symmetrically designed with a rectangular double quadrangle-plan, incorporating Renaissance and Byzantine influences. The building was designed by John Alexander Carfrae, 1911-14.

There are three single storey annexes within the site.

The surrounding area is predominately residential with a mix of tenement and terraced houses.

The building is category B listed (date of listing: 12/12/1974, reference: LB30040).

This application site is located within the Marchmont, Meadows and Bruntsfield Conservation Area.

#### **2.2 Site History**

28 April 2017 - Planning permission refused for the change of use and conversion of Boroughmuir High School to form residential accommodation. Demolition of existing outbuildings and erection of new residential block, (application number 16/04581/FUL).

28 April 2017 - Listed building consent granted for the conversion of Boroughmuir High School to form residential accommodation. Demolition of existing outbuildings and erection of new residential block (as amended) (application number 16/04580/LBC).

28 April 2017 - Conservation area consent granted for the demolition of existing outbuildings (application number 16/04579/CON).

14 August 2017 - DPEA appeal against 16/04581/FUL dismissed (refused) on grounds of the affordable housing block design.

31 May 2018 - Application submitted for listed building consent for alterations for conversion of former Boroughmuir High School to form residential accommodation. Demolition of existing outbuildings (application number 18/02493/LBC).

## **Main report**

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### **3.1 Description Of The Proposal**

#### **Proposal**

This application is a resubmission in response to the previous refused application, the appeal of which was dismissed.

The application seeks planning permission to alter and convert the former Boroughmuir High School into residential use and to erect a new residential block with associated parking, landscaping and bin stores. Three existing outbuildings are to be demolished. A total of 104 residential units, 98 private car parking spaces and 233 private cycle parking spaces are to be provided.

The school building will comprise 87 residential units with 87 private car parking spaces allocated. A provision of 199 cycle parking is to be delivered within the basement level of that block. There will be a mix of 15 x one bed, 47 x two bed and 25 x three bed flats.

Alterations to the main school building will include the erection of metal walkways within the existing courtyards for access; to extend the height of some windows on the front and rear elevations; and to reinstate windows following the demolition of an outbuilding to the rear.

The new build block will be five storeys in height with nine residential units. The first four floors will be finished in natural sandstone block and the fifth floor will be finished in vertically aligned powder coated metal panels. The roof will be set back from the eaves and hipped on all sides and will be slated to match the adjoining tenement. The windows will be framed in timber with powder coated metal Juliet balconies.

The affordable housing is to be located within the new build block and in the annex of the listed building. The proposed affordable units are a mix of 17 affordable rented delivered by Link HA, with the remaining nine units to be delivered as a commuted sum. The mix will comprise 12 x one bed and 5 x two bed units. There will be 11 private car parking spaces allocated for these affordable units and a provision of 34 cycle parking spaces.

An additional provision of 20 cycle parking spaces within the site for visitors is proposed.

The delivery of two city club car spaces on the roadside of Viewforth is proposed.

It is proposed to remove 5 trees within the site (Whitebeam and Cherry).

## Supporting Statement

The applicant has submitted the following information in support of the application:

- Design and Access Statement;
- Preliminary Environmental Report;
- Daylighting Assessment;
- Preliminary Bat Assessment;
- Transport Statement;
- Affordable Housing; and
- Surface Water Management Plan.

These documents are available to view via the Planning and Building Standards online services.

### **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 harm the character or appearance of the conservation area? If they do, there is a strong presumption against granting of consent.

In considering whether to grant consent, special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. For the purposes of this issue, preserve, in relation to the building, means preserve it either in its existing state or subject only to such alterations or extensions as can be carried out without serious detriment to its character.

Do the proposals comply with the development plan?

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

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

### **3.3 Assessment**

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

- a) the principle of residential development is acceptable in this location;
- b) the demolition/removal of modern additions are acceptable;
- c) the development design will detract from the character or appearance of the conservation area;
- d) the proposal will affect the setting and character of the listed buildings;

- e) the proposal will impact on neighbouring amenity;
- f) the proposal address issues of road safety;
- g) the proposal will impact on existing trees;
- h) any other material considerations;
- i) equalities and human rights have been addressed; and
- j) any matters raised in representations have been addressed.

a) Principle

Policy Hou 1 of the Edinburgh Local Development Plan (LDP) allows new housing development on suitable sites within the urban area provided it is compatible with other policies.

The site is an urban area as designated in the LDP and is located within an established residential neighbourhood. Therefore, the principle of residential development on this site is acceptable, subject to compliance with other policies in the LDP.

Policy Hou 5 of the LDP states that planning permission will be granted for the change of use of existing buildings in non-residential use to housing, provided that a satisfactory residential environment can be achieved; housing would be compatible with nearby uses; appropriate open space, amenity and car and cycle parking standards are met; and the change of use is acceptable having regards to other policies in the plan. This is addressed in each turn below.

*Residential Amenity*

With the exception of Unit 8 within the school block, the proposed mix of units, including the affordable housing, complies with the minimum internal floorspace specified in the Edinburgh Design Guidance and will provide a satisfactory level of living amenity space. The floor space will have a range of 54 sqm to 162 sqm. Unit 8 will have a floor space of 49 sqm which falls below the minimum 52 sqm standard that is required for a one bed unit. Whilst this infringement would not be acceptable as part of a new build development, the provision of one non-compliant flat out of 87 units within the existing listed school building can be justified on the basis that it is a minor infringement and all the proposed flats exceed the minimum floorspace requirements. Future occupiers of each habitable rooms will receive adequate levels of daylighting.

More than 20% of the total number of units within the school block will have three bedrooms which is appropriate for growing families.

The site is located within 200 metres of open play space at Bruntsfield Links to the east. Therefore, there is no requirement to provide a play area.

The proposed mix of accommodation will meet a range of housing needs and accords with policy Hou 2 of the LDP.

### *Nearby uses*

Housing in this location is compatible with nearby uses. The surrounding area is predominately residential. Bruntsfield Local Centre is located a short distance to the south.

### *Open Space*

There is a requirement for the development to provide 1040 sqm of open space based on the number of flatted units proposed as per policy Hou 3 of the LDP. A minimum of 20% (approximately 1,753 sqm) of the total site should be useable greenspace (capacity to receive sunlight and use by residents for a range of functions). There is no requirement to provide public open space.

The non-statutory Edinburgh Design Guidance states:

*"Car parking should not be provided at the expense of delivering open space required as a setting to development."*

The site is constrained in terms of its ability to provide parking spaces for all the units (to offset the ability to get a residents' parking permit) and the required amount of open space. The proposal will provide approximate 676 sqm of semi-private open spaces within the ground floor courtyards of the school block which will be furnished with planters, decking, benches, hedges and tree planters. In addition, it is intended that the proposed metal walkways within the courtyards will provide a source for informal amenity space to be utilised. The capacity of this space to receive sunlight will be limited due to the enclosure of the courtyards arrangement. The pedestrian entrance to the front of the school block will provide another social space for interaction between neighbours.

The submitted 'Daylight and Sunlight Assessment on Existing Residential Properties' identifies two areas of communal space (approx. 438 sqm combined) to the rear of the school block that will be capable of receiving morning (07:00 - 10:00) sunlight during the spring equinox for three hours. The proposals do not therefore comply with the requirements of policy Hou 3. Discussions were held with the applicant concerning the possibility of reducing the front car parking to increase open space provision but given the objectors' concerns about parking on street and parking permit pressure, it was deemed more important to provide 100% parking on site for the non-affordable units so that they would not be eligible for a parking permit. As parking has been provided for the affordable units, future residents will also not be eligible for parking permits.

In addition, whilst the visual dominance of cars parked to the front of a building would not normally be considered acceptable in terms of Tra 4, the absence of sufficient open space was addressed in the previous application and did not form part of the grounds for its refusal either by the Committee or the Reporter. And whilst the Committee considered the previous proposals were contrary to Policy Tra 2 on the grounds of over provision of car parking, the Reporter was of the view that this was a car reduced scheme as the amount of parking was less than the maximum allowed under parking standards and so complied. This still applies albeit it is only 6 spaces less than the maximum allowed. It would therefore be unreasonable to refuse it on those grounds now. The proposal is for the conversion of a listed building as opposed to a new build residential layout. In addition, the site is currently surrounded by tarmac and whilst technically open space this does not provide a green, welcoming environment and can already be used for car parking. So whilst the proposals do not comply with policy Hou 3 of the LDP, the planning history of the site and local parking issues are relevant material considerations. In these circumstances, failure to provide adequate amount of open space within the site is justified. It should also be noted that the site is near Bruntsfield Links which will provide further open space and recreational opportunities.

### *Housing Density*

The site is 0.89 hectares and with the provision of 104 units the site will be developed at a density of 117 dwellings per hectare. This will result in a density of development that is comparable with the neighbouring tenements and that is compatible with the site's central location to public transport, local facilities and shops.

The proposal complies with policy Hou 4 of the LDP.

### *Car and Cycle parking*

The provision of car and cycle parking is addressed in section (f) below.

The car parking to the front of the building does not accord with the Edinburgh Design Guidance. With the exception of policy Hou 3, the proposal largely complies with policy Hou 1 to Hou 5 of the LDP.

### b) Demolition

The proposal to demolish/remove the stand-alone teaching block to the front of the main building and to demolish the modern additions to the school block have been pre-determined under application number 16/04579/CON and 16/04580/LBC and the concurrent application for listed building consent 18/02493/LBC. The removal of these additions will have a positive impact on the school block, its setting and surroundings.

The proposal complies with policy Env 2 and Env 5 of the LDP.

### c) Development Design and Conservation Area

Policy Des 1 to Des 5 of the LDP set out the requirement for well-designed developments to relate sensitively to the existing quality and character of the local and wider environment, generate distinctiveness and a sense of place, and help build stronger communities.

Policy Env 6 of the LDP states that development within a conservation area will be permitted which preserves or enhances the special character or appearance of the conservation area; is consistent with the relevant conservation character appraisal; and demonstrates high standards of design and utilises materials appropriate to the historic environment.

The site is located within the Marchmont and Meadows Conservation Area. The character appraisal states the following:

*Boroughmuir High School nestles to the gradient of the site, with the classic structure well framed by the playground. It is a compact tight structure, with elegant decorative flourishes.... High quality local sandstone, slate roofs, timber sashes unify the different types and scales of housing. Chimney-stacks, bays, dormers and other flourishes continue this theme...The two schools, the churches and the hotel have strong mass and character with exuberant roofline features and identity...A human, urban scale with integrity of purpose...*

The proposed alterations to the school building in connection with its conversion will not have an adverse impact on the character and appearance of the conservation area. The alterations will utilise existing features and reinstate previous features.

In comparison to the previously refused scheme, the bulk and mass of the proposed new tenement block has been scaled down from 6 storeys to 5 storeys and its positioning now affords glimpse to the existing annex building as part of its setting to the listed building. The number of units within the block has reduced from 20 to 9 units. Natural sandstone is proposed instead of brick. The floor level now aligns with the floor levels of the adjacent tenement building to the north and the previous asymmetric roof with zinc dormers has been replaced with a traditional pitched slate roof.

The Edinburgh Design Guidance does not preclude contemporary developments that are of high quality within conservation areas, provided that they fit in well with their surroundings.

The new wrap round tenement build is to align and infill a blank gable end to an existing five-storey tenement building on Viewforth and has been designed to read as a completion of that tenement form. It will have a continuous form with matching building lines and ridgeline height. The height of the eaves from the fourth floor will match the adjoining.

There are however, aspects of the proposed design that could relate more sensitively to the design of the adjoining tenement. The windows on the adjoining tenement demonstrates a coherent and strong rhythmic pattern/spacing, which is not reflected in the design and positioning of the new windows. The fifth floor will read as an abrupt flat roof addition with its vertical metal cladding and recessed pitched roof thus reading as a 'top-heavy' addition. This will not be in keeping with the pattern of the individual dormers on the adjoining roofs. In addition, the detail of the junction between the front and side elevation does not reflect the softness of the turret bay window features that were found to be characteristic of corner tenements on this street.



The above issues were discussed with the applicant but they explained that changing the alignment of the building and the design of the roof would not work for both technical and design reasons. The proposal in comparison to the previous refusal has downsized in scale and unit numbers. Changes to the fifth storey roof design to mimic the set back of the adjacent tenement, would reduce internal floorspace and it would not longer be compliant with Edinburgh Design Guidance. In addition, incorporating a turret bay window feature would be difficult to get the stone detailing correct.

The proposal is distinctive in design and contemporary in appearance. It was explained that the proposed design takes visual cues from the adjacent tenement but does not mimic it. The proposal will utilise a limited palate of materials with natural sandstone block featuring the main and complimentary material for the conservation area. The proposed tenement form is compatible and will harmonise with the scale and form of its surroundings. Within the constraints of the site, and the requirements to provide onsite affordable housing, the proposal has demonstrated attempts to address previous reasons for refusal. On balance, the proposed new build will not have such a deleterious impact on the character and appearance of the conservation area that would render the entire scheme unacceptable. Therefore, an exception to policy Des 4 on the development design of the new build block is justified in these circumstances.

A condition, requiring sample materials of the new build block on site is required. This is to ensure compatibility and to safeguard the character and appearance of the conservation area.

In terms of the impact on the character and appearance of the conservation area, the new build block takes its cues from the tenemental style of buildings in the area and is compatible in terms of form and mass and materials. The parking to the front of the building will be neutral in terms of impacts as the area is already a hard surfaced area used for parking. There will be no adverse impact on either the character or appearance of the conservation area.

The proposals will broadly comply with Des 1 to Des 5 and Env 6 of the LDP. The exception to policy Des4 is justified.

#### d) Setting and Listed Buildings

Policy Env 3 of the LDP states that development within the curtilage or affecting the setting of a listed building will be permitted only if not detrimental to the architectural character, appearance or historic interest of the building, or to its setting.

The proposed new build will not encroach into views of the main elevation from Viewforth or result in an asymmetrical arrangement. Equal spacing between the school block and the tenements on either sides will be maintained. The new build will be keeping with the scale and form of the adjoining tenement and will afford glimpses to the existing annex building. The proposal will not be detrimental to the symmetry or architectural setting of the school block and spontaneous surprises and views to the setting of the site will be maintained.

In terms of the proposed parking areas in front of the listed building, the area currently has tarmac and is a harsh, urban setting that was previously used for car parking. The parking to the front will include some green areas to soften the effect and on balance the impact will be neutral in terms of policy Env 3 on the setting of listed buildings.

The proposed alterations in connection with the conversion of the school building and annex to residential was approved under application 16/04580/LBC and that consent does not expire until April 2020. Therefore, it would be unreasonable to re-assess these elements of the proposal. The works to the listed building will not have an adverse impact on its character or its special interest.

The proposal complies with policies Env 3 and Env 4 of the LDP.

#### e) Neighbouring Amenity

The proposed conversion of the existing school building and annex will not impact on residential amenity in terms of loss of privacy, sunlight or result in any overshadowing.

The submitted 'Daylight and Sunlight Assessment on Existing Residential Properties' demonstrates that neighbouring windows will not experience an adverse reduction in sunlight as a result of the proposal and is compliant in this regard.

The proposal will result in a reduction of sunlight to the rear gardens of the existing tenements at Viewforth and Viewforth Square. These gardens are south facing and receive sunlight at present. The Edinburgh Design Guidance states that half of the area of new garden spaces should be capable of receiving potential sunlight during the spring equinox (21 March) for more than 3 hours. There is no corresponding guidance on existing gardens but calculations have been done that show the garden spaces will receive over 50% coverage at 0700, 1200 and 1300 on the 21 March. This is considered an acceptable impact on neighbouring amenity.

The new build block will be in-keeping with the privacy distance between buildings within the area and will not result in an adverse loss of neighbouring privacy levels.

The site is located within an urban environment and the proposed conversion to residential is compatible with the surrounding uses. The planning system cannot address noise issues that arise from people slamming car doors.

The proposal complies with policy Des 5 of the LDP.

#### f) Road Safety

Policies Tra 2- Tra 4 of the LDP sets out the requirement for private car and cycle parking.

The insufficient open space provision for the location and level of car parking proposed within the site is addressed in section (b) above. Therefore, an exception to policy Tra 4 of the LDP is justified.

The site is well served by public transport on Bruntsfield Place to the south and Gilmore Place to the north. The proposed conversion to residential use will generate fewer trips than the existing school use and this is acceptable.

The Council's 2017 Parking Standards permits a maximum of 104 parking spaces for the proposed development. The results of a parking survey undertaken demonstrates that on-street parking is currently under pressure in the Viewforth area.

The proposal is to provide 98 off street parking spaces and this complies with the parking standards. As a result of this provision, future residents of the school block will not be entitled to a residential parking permit and this is an acceptable mitigation.

A financial contribution towards the provision of two car club vehicles in the area is requested by Transport. This will enable residents' access to cars especially those within the new build/affordable block where 6 units will be without a parking space or residential parking permit. As the development includes a generous parking provision, which accords with guidance, there is no requirement for mitigation in the form of City Car Club provision.

The Council's 2017 Parking standards requires the provision of 233 secure, quality and easy to use cycling parking (34 for the new build and 199 for the school block).

Within the school block, each of the private flats will have an individual bike storage cage within the basement level to securely store a minimum of 3 bicycles. A cycle track is to be fitted to the existing stairs to allow access to and from the bike store. Cycle parking within this block is fully compliant with the standards.

The affordable apartments will have a communal bike storage facility to the rear of the existing annex building with provision for 32 bikes. Whilst this provision is less than the requirement for 34 cycle parking, the proposal includes 20 additional visitor cycle parking to promote sustainable travel by visitors and this is acceptable.

The proposal is to include provision for 20 electric car charging posts. The location of the posts will allow car charging via a cable to each of the car parking spaces to be provided and this is acceptable.

Although planning cannot resolve alternative coach bays arrangement for the nearby primary school or control the allocation of on-street parking, a sum of £2,000 is requested for a Traffic Regulation Order to introduce 8 parking bays and a coach bay on Viewforth. There is no requirement to provide a designated bay for any trade deliveries. These works are not required in relation to this application and therefore it is unreasonable to seek the financial contribution.

Transport has not raised concerns on road safety grounds as a result of the proposal.

The layout of the proposed car parking to the front of the school building represents an infringement of policy Tra 4. However, due to planning history and constraints of the site, this would be insufficient grounds for refusal. An exception to policy is justified given the proposals compliance with car and cycle parking provisions for this location. The proposal complies with policy Tra 2 and Tra 3 of the LDP.

## g) Trees

The proposal to remove 5 trees along the boundary facing on to Westhall Gardens complies with policy Env 12 of the LDP. The trees do not make a significant contribution to the character and appearance of the conservation area. The proposed landscaping within the site will suitably compensate for the loss of these trees.

## h) Material Considerations

### Impact on school infrastructure

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

The site falls within Sub-Area BJ-2 of the 'Boroughmuir James Gillespie's Education Contribution Zone' as defined in the Supplementary Guidance: Developer Contributions and Infrastructure Delivery (August 2018). The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme. The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if application is minded to be approved. The proposed development is therefore required to make a contribution of £131,131 towards the delivery of these actions based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

### Provisions for affordable housing are met

Policy Hou 6 in the LDP states the residential developments, including conversions, consisting of 12 or more units should include provision for affordable housing amounting to 25% of the total number of units proposed. There is a requirement for 26 affordable units.

The affordable homes will be located in the new build block and in the annex of the listed building. Out of the 104 units proposed, there will be a mix of 17 affordable rented delivered by Link HA, with the 9 remaining units to be delivered as a commuted sum. The commuted sum will be used on an alternative site to meet unmet local housing needs in accordance with LDP Policy Hou 6 and Affordable Housing Guidance 2017.

At this stage, the final commuted sum is not known. The applicants have confirmed they will honour the commuted sum figure that derives from the valuation of this site. The land value will be divided by the number of units on this site and then multiplied by the shortfall in affordable units to get the final figure.

Locating the affordable housing within the new build block and annexe is acceptable as Housing and Development accept the cost of converting the listed building is likely to mean that affordable rented tenures would not be feasible within that block. In addition, homes within the converted block would not be able to comply with housing association design requirements for accessibility. Further supporting information has been provided to show this. The applicants have given a commitment to providing that on-site delivery despite a funding shortfall at present.

A legal agreement will be required to secure the affordable housing provision including a commuted sum.

#### Impacts on archaeology

The proposal will have low archaeological impacts. A condition requiring the implementation of a programme of archaeological works is required.

#### Flooding issues

A Surface Water Management Plan was submitted. The proposal will not increase flood risk or be at risk of flooding itself. The proposal complies with Policy Env 21 of the LDP.

#### Impacts on potential bat roosts

The submitted Bat Activity Survey Report identifies no bat roosts. The proposal complies with Policy Env 16 of the LDP.

#### Contaminated land issues have been addressed

A standard condition requiring a site survey, followed by any necessary works is required.

#### Air quality issues have been addressed

Transport accepts the findings of the transport statement which demonstrates that that the proposed residential use will generate fewer trips than the previous school use. The development will not adversely affect local air quality. It is noted that the applicant has demonstrated a commitment to provide electric vehicle charging points which will also reduce emissions.

#### Waste

Adequate provision for waste will be met through the provision of bin storage. In terms of amenity, the previous school use was subject to waste collections and the surrounding residential tenements are subject to waste collections. Therefore, the existing waste collection is an accepted and established part of the urban environment.

#### i) Equalities and Human Rights

This application has been assessed and has no impact in terms of equalities or human rights. The conversion and new build elements will have to comply with building regulations regarding accessibility although some may be relaxed due to the listing of the building.

#### j) Matters raised in representations addressed

#### Material - Objection

- Contrary to the policies in the Edinburgh Local Development Plan and Edinburgh Design Guidance - Addressed in Section 3.3 (a)-(h).

- Future occupiers will have poor amenity - Addressed in Section 3.3 (b).
- Overdevelopment and inappropriate use of the building- Addressed in Section 3.3 (a) and (b).
- Alterations to listed building including windows, installation of external stairs and subdivision of the annex - Addressed in Section 3.3 (d).
- New block - scale, form, design, materials and positioning and will not draw on the positive characteristics of the area - Addressed in Section 3.3 (c).
- New block- will adversely impact on the character and appearance of the conservation area-style, shape and colour of new windows are inappropriate and are in direct contrast, use of powder coated metal panels and Juliet balconies are not characteristic and roof design inappropriate - Addressed in Section 3.3 (c).
- New block- will adversely impact on setting and views to listed building - Addressed in Section 3.3 (d).
- Affordable new block - for and against - Addressed in Section 3.3 (h).
- Affordable new block - not integrated enough and should be located within the school block - Addressed in Section 3.3 (b) and (h).
- Affordable housing- only aimed at mid-market rental and questioning need - Addressed in Section 3.3 (h).
- Will impact on neighbouring amenity - privacy, overshadowing and sunlight, noise from traffic (door slammers/engines), limitations of the submitted daylighting assessment - Addressed in Section 3.3 (e).
- Overdevelopment- imbalance between the amount of open space, parking and density - Addressed in Section 3.3 (b) and (c).
- Level of car parking within the site is unsustainable and priority is given at the expense of open space - Addressed in Section 3.3 (b).
- Impact on traffic and road safety/parking/residential parking permits/ increase traffic flows/ incomplete traffic surveys - Addressed in Section 3.3 (f).
- Should be a restraining barrier at the entrance of Admiral Terrace due to being a blind spot - Addressed in Section 3.3 (f).
- Level of parking too much or too little - Addressed in Section 3.3 (b) and (f).
- Proposal contradicts council car reduction goal and should a car free development with zero parking on the site - Addressed in Section 3.3 (b) and (f).
- Width of the footways on Viewforth is incorrect.
- No provision for deliveries within the site - Addressed in Section 3.3 (f).
- Removal of trees - Addressed in Section 3.3 (g).
- Impact on infrastructure - school and waste - Addressed in Section 3.3 (h).
- Location of bin stores and bin lorry access - Addressed in Section 3.3 (h).
- Impact on air quality - increase air pollution - Addressed in Section 3.3 (h).
- Cala should provide new children's play park to encourage outdoor play and healthy living within a safe environment - Addressed in Section 3.3 (b).
- Impact on infrastructure-water - Addressed in Section 3.3 (h).
- The school playground has been a source of amenity and safe play area for after hours - not relevant to the assessment - Addressed in Section 3.3 (a)

## Non-Material - Objection

- Existing space for coaches serves nearby primary school and acts as an overflow parking for out of hours and weekends- Planning does not control or regulate the allocations of on-street parking. Therefore, the provision of 12 on street parking within the existing coach bays is not assessed as part of this application. In addition, alternative coach arrangements to nearby Bruntsfield Primary School cannot be resolved as part of this application.
- Road safety implications as result of double sided parking that will arise as result of city club car/ pay and display - Planning does not control or regulate the allocations of on-street parking and this cannot be resolved as part of the application.
- Current state of roads and pavements on Viewforth are in poor condition, the proposal will exacerbate this with increase traffic/ digging for service connections/drainages- not a planning matter.
- Noise and disturbance associated with ground breaking works - risk of subsidence, construction noise - not a planning matter.
- No precedent for new build development in the area - issue of precedent carries no bearing in the assessment of planning applications. Each applications are assessed on their own merits.
- Proposed private parking will not benefit residents/community within the area - no requirement for the developer to share parking allocations.
- Allocations of residential parking permits - not controlled through planning.
- School grounds should be zoned parking as opposed to private parking- no requirement for the developers to provide this.
- Opportunity for subterranean parking within the school grounds- the application is assessed as submitted.
- Impact on property values- planning does not control/regulate property markets.
- Loss of view of Arthur Seat - no private rights to a particular view.
- Impact on sunlight to roads - not protected.
- Internal layout of the annex, impractical as will need to stoop to see out window at waist height - The ergonomics of viewing out a window is not a relevant planning matter.

## Material - Support

- The delivery of affordable housing will finish off what is an unsightly gable end - Addressed in Section 3.3 (b).
- Scale, massing and materials of the new build is an improvement from the previous - Addressed in Section 3.3 (b) and (c).

## Representations - General comments

- Cala Homes have addressed some previous design concerns relating to the affordable block - Addressed in Section 3.3 (c)
- Height of the affordable block appears inconsistent - Addressed in Section 3.3 (c).
- 12 new parking spaces on Viewforth are welcomed - Addressed in Section 3.3 (f).

## Conclusion

Whilst the proposal broadly complies with the policies in the Edinburgh Local Development Plan there are policy infringements in relation to the lack of open space, car parking layout, overshadowing and the design of the new build block. However, the constraints and planning history of the site are relevant material considerations which, on balance, outweighs these infringements. The proposal will not have deleterious impact on the character and setting of the listed building and it will not adversely impact on the character and appearance of the conservation area. There will be some impact in terms of reduced sunlight to some rear gardens but this is within acceptable limits. Otherwise, it will not adversely affect neighbouring amenity and future occupiers will have satisfactory levels of amenity. Adequate car and cycle parking will be provided. It is recommended that the application be granted.

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

### 3.4 Conditions/reasons/informatives

#### Conditions:-

1. Prior to the commencement of construction works on site:
  - (a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
  - (b) Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.
2. Sample/s of the proposed materials for the new build block shall be submitted to and approved in writing by the Planning Authority before work commences on this block.
3. No demolition/development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building survey, excavation, analysis & reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
4. The approved landscaping scheme (Drawing No. 32, 33, 36 and 37) shall be fully implemented within six months of the completion of the development.



## Reasons:-

1. In order to ensure that the site is suitable for the proposed use.
2. In order to enable the Head of Planning to consider this/these matter/s in detail.
3. In order to safeguard the interests of archaeological heritage.
4. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

## Informatives

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded to make a financial contribution to the following:
  - a) The provision of 17 affordable housing units on site and a financial contribution for 9 off site affordable housing units.
  - b) A sum of £131,131 (index linked from Q4 2017) for Communities and Families to alleviate accommodation pressures in the local catchment area.

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

2. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
3. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
4. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
- 5 .I. The applicant should provide a continuous footway on the proposed access on Viewforth to ensure pedestrian priority.  
  
II. The applicant should provide ramped access to the Listed Building at the Viewforth pedestrian access. Access to the building from Viewforth is shorter than the proposed level access route to the building and therefore should also allow disabled access.

III. The applicant is required to provide dropped kerb on Admiral Terrace access junction to align with the south east pedestrian access adjacent Westhall Gardens/Admiral Terrace junction.

IV. 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), secure cycle parking, 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;

V. 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;

VI. The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits [http://www.edinburgh.gov.uk/downloads/file/1263/apply\\_for\\_permission\\_to\\_create\\_or\\_alter\\_a\\_driveway\\_or\\_other\\_access\\_point](http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point);

VII. Any gate or doors must open inwards onto the property; and

VIII. 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.

6. Surveys are considered valid for 18 months following their completion. Therefore, should the works to redevelop the site not have commenced by November 2019 then repeat surveys would need to be undertaken in line with best practice guidance. The bat activity season is April to September with the optimal survey period May to August.

## **Financial impact**

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### **4.1 The financial impact has been assessed as follows:**

The application is subject to a legal agreement for developer contributions.

## **Risk, Policy, compliance and governance impact**

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5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

## **Equalities impact**

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### **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**

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### **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**

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### **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 15 June 2018 and then re-advertised on 13 July 2018 and 32 letters of representations were received: 29 objecting, 1 support and 2 general comments.

The comments made are addressed in the Assessment section of the report.

## **Background reading/external references**

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

## **Statutory Development**

### **Plan Provision**

The site is an urban area as designated in the Edinburgh Local Development Plan and the Marchmont and Meadows Conservation Area.

### **Date registered**

31 May 2018

### **Drawing numbers/Scheme**

01-30, 31A, 32-41.,

Scheme 2

## **David R. Leslie**

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Laura Marshall, Planning Officer

E-mail:laura.marshall@edinburgh.gov.uk Tel:

## **Links - Policies**

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### **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 12 (Alterations and Extensions) sets criteria for assessing alterations and extensions to existing buildings.

LDP Policy Env 2 (Listed Buildings - Demolition) identifies the circumstances in which the demolition of listed buildings will be permitted.

LDP Policy Env 3 (Listed Buildings - Setting) identifies the circumstances in which development within the curtilage or affecting the setting of a listed building will be permitted.

LDP Policy Env 5 (Conservation Areas - Demolition of Buildings) sets out criteria for assessing proposals involving the demolition of buildings within a conservation area.

LDP Policy Env 6 (Conservation Areas - Development) sets out criteria for assessing development in a conservation area.

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 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 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

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

LDP Policy Hou 5 (Conversion to Housing) sets out the criteria for change of use of existing buildings to housing.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

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

## **Relevant Non-Statutory Guidelines**

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

## **Other Relevant policy guidance**

The Marchmont, Meadows and Bruntsfield Conservation Area Character Appraisal emphasises the well proportioned Victorian tenemental perimeter blocks with Baronial detailing and the substantial area of the open parkland formed by the Meadows and Bruntsfield Links.

# Appendix 1

## **Application for Planning Permission 18/02497/FUL At Boroughmuir High School, 26 Viewforth, Edinburgh Change of use and conversion of former Boroughmuir High School to form residential accommodation. Demolition of existing outbuildings and erection of new residential block.**

### **Consultations**

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#### Transport Planning

The application should be continued.  
Reasons:

1. The applicant submitted transport statement in support of the above application which is generally in line with requirements for transport statement. Census data was applied to TRICS people trips to generate trips for the proposed development. The analysis concludes that most of the trips generated by the proposed development are by sustainable transport with 11 two-way vehicular trips for each of AM and PM peak trips and with estimated 105 all day (07:00-21:00) trips for the proposed development. The comparison of trips for the proposed residential use and the "Hands Up" survey by Sustrans and CEC for the existing School use demonstrated that the proposed residential use will generate fewer trips than the existing School use (350 all day (07:00-21:00) trips for existing school use).
2. In assessing the level of parking and mitigation of impacts of the proposed development on the surrounding area; the Council's 2017 Parking Standards and Amendments to Residents' Permit Eligibility in Controlled Parking Zone - June 2013 have been used. The Council's 2017 Parking Standards permits a maximum of 104 parking spaces for the proposed development. The proposed 98 space parking provision complies with the Parking Standards. In order to mitigate the parking impacts on spaces for residential parking permits and on surrounding streets of the proposed development, the CEC guidance - Amendments to Residents' Permit Eligibility in Controlled Parking Zone - June 2013 has been applied to the parking allocation to both the New Build and the Listed Building (i.e. converted). The result of parking survey undertaken by the applicant demonstrates that on-street parking provision is currently under pressure in the Viewforth area of the proposed development.

3. The proposed 87 residential units in the Listed School Building correspond to category B of the above table and provides entitlement to one residential parking permit per dwelling. However, the guidance states that properties where there is a scope to provide sufficient off-street car parking to provide 1 space per dwelling without compromising other planning policies. No entitlement in these cases. Therefore allocating parking spaces to all the proposed 87 flats in the listed building will ensure that no residents will be entitled to residential parking permits. Any parking provision short of 100% to the listed building will mean that all residents of the listed building will be entitled to residential parking permits whilst maintaining the generous off- street parking provision to their exclusive use.

4. The guidance on New Build category A states that residents are not entitled to residential parking permits unless on-site parking provision is impractical. The exception to non-entitlement to residential parking permit by residents of the proposed New Build does not require 100% parking provision. The remaining 11 parking spaces can therefore be allocated to the proposed 17 flats in the New Build development and none of the residents will be entitled to residential parking permits. Should this parking allocation be approved the applicant should be advised that as the development is located in Zones 1 to 8, they will not be eligible for residential parking permits in accordance with the Transport and Environment Committee decision of 4 June 2013. See [http://www.edinburgh.gov.uk/download/meetings/id/39382/item\\_7\\_7](http://www.edinburgh.gov.uk/download/meetings/id/39382/item_7_7) (Category A - New Build and Category B - Newly sub-divided or converted);

5. In support of the Council's LTS Cars1 policy, the applicant would be required to contribute the sum of £12,500 (£1,500 per order plus £5,500 per car) towards the provision of two car club vehicles in the area. This will enable residents access car especially those of the new build without residential parking permit;

6. The Council's 2017 Parking Standards requires the applicant to provide 233 secure, quality and easy to use cycle parking provision for the proposed development (34 for new build and 199 for the listed building). The 2010 cycling by design (revised 2011) requires the applicant to provide cycle parking facility that is convenient, accessible, and easy to use. The applicant is required to submit details of the cycle parking design and accessibility of the proposed basement cycle parking (e.g. cycle wheel ramp will be required on stairs leading to the basement cycle parking). It should be noted that the applicant proposes 20 additional visitor parking spaces to promote sustainable travel by visitors. The applicant proposes cycle wheel ramp on the stairs to the proposed cycle parking facility at the basement.

7. The applicant proposed 20 parking spaces to be ducted to accommodate electric vehicle charging in the future and complies with the Council's 2017 parking standards.

8. The applicant is required to provide continuous footway on the proposed access on Viewforth to ensure pedestrian priority.

9. The applicant should provide ramped access to the Listed Building at the Viewforth pedestrian access. Access to the building from Viewforth is shorter than the proposed level access route to the building and therefore should also allow disabled access.



10. The applicant is required to provide dropped kerb on Admiral Terrace access junction to align with the south east pedestrian access adjacent Westhall Gardens/Admiral Terrace junction.

11. 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), secure cycle parking, 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;

12. 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;

13. The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits [http://www.edinburgh.gov.uk/downloads/file/1263/apply\\_for\\_permission\\_to\\_create\\_or\\_alter\\_a\\_driveway\\_or\\_other\\_access\\_point](http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point);

14. Any gate or doors must open inwards onto the property;

15. Any parking spaces adjacent to the carriageway (viewforth) 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;

16. The applicant will be required to contribute the sum of £2,000 to promote a suitable order to introduce 8 parking bays and a coach bay on Viewforth.

Note:

1) The applicant proposes 8 disabled parking spaces.

2) The applicant proposes on-street parking along the frontage of the site on Viewforth. This is generally acceptable. However, it is understood that coaches dropping-off and picking-up school children from Bruntsfield Primary School currently park on this frontage during schools hours. It is therefore recommended that a 15m long section of the frontage north of Montpellier is excluded from the proposed on-street parking area should the Council be minded to approve the application.

## Children and Families

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

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

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

### Assessment and Contribution Requirements

Assessment based on:

77 Flats (27 one bedroom flats excluded).

This site falls within Sub-Area BJ-2 of the 'Boroughmuir James Gillespie's Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed.

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

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

Total infrastructure contribution required:

£131,131

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

## Affordable Housing

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997  
18/02497/FUL - BOROUGHMUIR HIGH SCHOOL  
QUEST FOR CONSULTATION

### 1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

Housing and Regulatory Services have developed a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy (AHP) for the city.

- The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.
- This is consistent with Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan.

### 2. Affordable Housing Provision

This application is for a development consisting of 104 homes and as such the AHP will apply. The applicant has stated that the affordable housing will account for 26 (25%) of the new homes, with the onsite delivery being provided by Link HA. This is welcomed by this department.

The development is a mix of new build and a conversion of a listed building (former school site). The affordable homes will be located in the new build block and an annex of the listed building. The affordable proposed is a mix of 17 affordable rented delivered by Link HA, with the remaining 9 units to be delivered as a commuted sum.

It is acceptable for the affordable homes to be provided in the new build block as the cost of converting the listed building is likely to mean that affordable rented tenures would not be feasible within that block.

Furthermore the homes within the converted building are unlikely to be able to comply with housing association design requirements for accessibility. The affordable homes within the new build block are required to be fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides.

Golden Share in this location is not feasible to be provided within the main building as the market values of the remaining 9 units do not meet the affordability thresholds for this tenure.

The affordable homes are required to be tenure blind, fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides .An equitable and fair share of parking for affordable housing, consistent with the parking requirements set out in the Edinburgh Design Guidance, is provided.

### 3. Summary

The applicant has made a commitment to provide 25% on site affordable housing and this is welcomed by the department. These will be secured by a Section 75 Legal Agreement. This department welcomes this approach which will assist in the delivery of a mixed sustainable community.

- The applicant is requested to enter into an early dialogue with the Council who will identify Registered Social Landlord(s) (RSLs) to deliver the affordable housing
- The tenure of the affordable housing must be agreed with the Council
- The affordable housing must include a variety of house types and sizes to reflect the provision of homes across the wider site
- All the affordable homes must meet the Edinburgh Design Guidance and also meet the relevant Housing Association Design Guidance size and space standards
- In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be expected to be identical in appearance to the market housing units, an approach often described as "tenure blind"
- The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.

### Waste Services

Waste and cleansing services takes no stance either for or against the proposed development but as a consultee would make the following comments:

Waste and Fleet Services would expect to be the service provider for the collection of waste as this appears to be a residential development. We have been in discussion with the architect at this site and agreed on the waste strategy. However I would like to reiterate the following:

It is imperative that adequate provision is made for the storage of waste off street, and that cognisance is taken of the need to provide adequate space for the storage of segregated waste streams in line with the Waste (Scotland) Regulations which require the source separation of dry recyclable materials, glass, food, etc.

Adequate provision should also be made for the effective segregation of materials within the building not just at the point of collection. Adequate access must also be provided to allow uplift of waste safely from the collection point taking into consideration the traffic flows at this busy location.

In view of these factors the developer must contact Waste Services on 0131 529 3030 or hema.herkes@edinburgh.gov.uk at the earliest point for advice relating to their options so that all aspects of the waste & recycling service are considered i.e. access for vehicles, health & safety, presentation points for kerbside bins and/or boxes and size of storage areas required in residential gardens for all bins & boxes etc. Any changes to the current agreement will need to be discussed.

## Flood Prevention

I can confirm that the documents relating to flooding and drainage are acceptable for planning approval and that Flood Prevention have no further comment or conditions to add to any planning determination.

## Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning these linked Ful & LBC applications for the change of use and conversion of former Boroughmuir High School to form residential accommodation, demolition of existing outbuildings and the erection of a new residential block.

The B-Listed Boroughmuir High School was built just prior to the start of World War I to a design by John Alexander Carfrae .Accordingly, this application must be considered under terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), Historic Environment Scotland's Policy Statement (HESPS) 2016 and Archaeology Strategy and also CEC's Edinburgh Local Development Plan (2016) Policies ENV4, ENV8 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

This proposal will require significant alterations to this historic school and demolition to ancillary buildings. It has been concluded that although these works will have localised adverse impacts on the fabric and also to the interior character of this historic school on the whole the development will have a low archaeological impact.

It is however essential that a programme of archaeological building recording (phased and annotated plans and elevations, written and photographic survey and analysis) is undertaken prior to and during demolition, in order to provide a permanent record of it prior to conversion.

Should consent be granted, it is recommended that the following condition be attached to ensure that this programme of archaeological works is undertaken:

'No demolition/development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building survey, excavation, analysis & reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

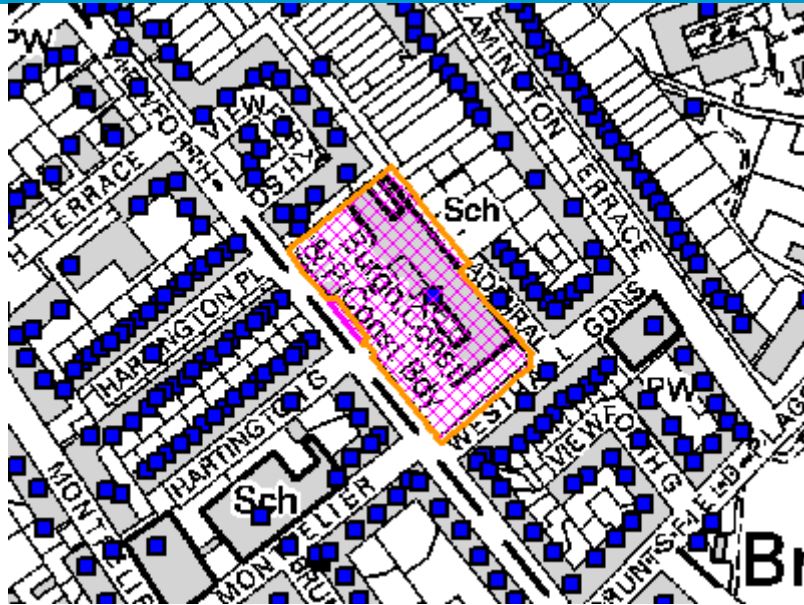
The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

## Environmental Protection

No comments received.

## Location Plan

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**END**