

# Transport and Environment Committee

10:00am, Tuesday, 28 October 2014

## Objections to Proposed Removal of Share Use Parking Places and Introduction of Loading Bay – Logie Green Road

Item number	8.6
Report number	
Executive/routine	
Wards	12 – Leith Walk

### Executive summary

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In February this year, the Planning Committee approved an application for a new development at 11 Logie Green Road, which included a Class 1 retail outlet (13/03546/FUL). To service this outlet, it was considered necessary to set aside an area of carriageway, adjacent to the building for loading/unloading to take place.

Objections were received, when the proposals to remove shared use parking places, to facilitate the introduction of the loading bay, were advertised to the public. This report addresses the representations made by the objectors and recommends that the Traffic Regulation Order (TRO) is made as advertised. The concerns of the objectors and the Council's response are set out in Appendix 1.

### Links

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Coalition pledges	<a href="#">P28</a>
Council outcomes	<a href="#">CO7</a> , <a href="#">CO8</a> , <a href="#">CO9</a> , <a href="#">CO26</a>
Single Outcome Agreement	<a href="#">SO1</a>

## Objections to Proposed Removal of Shared Use Parking Places and Introduction of Loading Bay – Logie Green Road

### Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 sets aside the objections received; and
  - 1.1.2 makes the TRO as advertised.

### Background

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- 2.1 In 2008, planning consent was given for the demolition of a former warehouse and the construction of a mixed development at No 11 Logie Green Road, which included a Class 1 retail unit. A number of amendments were made to this proposal and final approval was given at the Planning Committee in February of this year.
- 2.2 To service the retail unit, it was proposed that a loading bay should be provided adjacent to the development. To allow this bay to be introduced, a section of shared use parking places would have to be removed (see attached plan, Appendix 2).

### Main report

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- 3.1 The TRO to make the necessary amendments was advertised from 6 until 30 June 2014. Three letters of objections and a petition with 47 signatures were received and these are detailed in Appendix 1. The objectors were mainly concerned with the loss of kerb side parking and the noise that delivery vehicles may make.

- 3.2 Although the introduction of the loading bay will reduce the number of parking spaces currently available, it will stop vehicles off-loading outside residential or business premises and moving loads along the footway thereby reducing the risk to both pedestrians and delivery staff. The introduction of a dedicated loading bay will also minimise the likelihood of delivery vehicles double parking, a practise that causes road safety problems for other road users. Furthermore, the creation of a loading bay will reduce the incidence of shared parking bays being used for loading/unloading.
- 3.3 Vehicles servicing the development will be instructed to switch off their engines for the duration of deliveries. The majority of the noise impact from delivery vehicles will be mainly adjacent to the retail unit and not the surrounding residential premises.

### **Measures of success**

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- 4.1 The loading bay will provide opportunity for delivery and goods vehicles to load and unload which will lead to a reduction in double parking, greatly improve road safety and cause less problems for other road users.
- 4.2 Delivery and goods vehicles will have a dedicated area for loading and unloading meaning that on street parking places will be used by residents, or others with business and shopping needs.
- 4.3 The introduction of a dedicated loading bay will improve road safety and access to kerb side space for all road users

### **Financial impact**

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- 5.1 The costs for undertaking the necessary works will be will be met by the retail development.

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

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- 6.1 It is considered that there are no known risk, policy, compliance or governance impacts arising from this report.

### **Equalities impact**

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- 7.1 Consideration has been given to the relevance of the Equalities Act 2010 and further consultation is not required, outwith that proposed. The introduction of the loading bay will remove the need for deliveries to be moved, from other locations in Logie Green Road along the footway, reducing the possibility of conflicts with young, disabled or elderly persons.

## Sustainability impact

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- 8.1 The recommendations within this report do not have any adverse impact on carbon impacts, adaptation to climate change or sustainable development.

## Consultation and engagement

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- 9.1 These proposals have been advertised in the press, on-street and on the Council website.
- 9.2 The proposals were formed as a result of planning consent.
- 9.3 Community Councils, the local Councillors, emergency services and other statutory bodies have also been consulted. No comments were received.

## Background reading/external references

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None.

### **John Bury**

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## Links

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<b>Coalition pledges</b>	<b>P28</b> - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.
<b>Council outcomes</b>	<b>CO7</b> - Edinburgh draws new investment in development and regeneration. <b>CO8</b> - Edinburgh's economy creates and sustains job opportunities. <b>CO9</b> - Edinburgh residents are able to access job opportunities <b>CO26</b> - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
<b>Single Outcome Agreement</b>	<b>SO1</b> - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.
<b>Appendices</b>	Appendix 1- Details of the objections Appendix 2 - Plan of the proposed loading bay

## Objections to Proposed Removal of Shared Use Parking Places and Introduction of Loading Bay – Logie Green Road

### Appendix 1 – Detailed Representations/Objections - Responses to Issues Raised

	Issue	Response
1.	There is insufficient residential or public parking in Logie Green Road. The proposal would reduce the number even further.	Loading/unloading places are provided to give larger vehicles some priority over other road users when delivering to adjacent premises. Vehicles may wait within the bay to carry out the delivery etc. provided activity is seen at the vehicle. Parking attendants will enforce any misuse of the loading bay. It will also avoid delivery vehicles waiting in other shared use bays in the area to off-load and preventing residents and other from using them.
2.	We pay for permits to allow us to park in the road we live.	Delivery vehicles are permitted to load/unload in all parking places, as well as on yellow line areas. If a dedicated loading bay was not provided then these vehicles may wait in the parking places on Logie Green Road, preventing residents or others using them.
3.	The noise level from the delivery vehicles will be extremely disturbing.	Drivers servicing the development will be instructed to switch off their vehicle engines for the duration of deliveries. The introduction of the loading bay will remove the need for deliveries to be moved, from other locations in Logie Green Road along the footway. Any noise impact from delivery vehicles will therefore be minimal.
4.	Traffic congestion and pollution will increase as traffic coming from Tesco supermarket will be held up by the delivery vehicles.	The introduction of the loading place will restrict the number of vehicles which may load/unload at the store. The dedicated loading bay will also minimise the likelihood of delivery vehicles double parking, a practise that could cause road safety problems for other road users.
5.	If there are less permit holders parking spaces for residents in Logie Green Road will the cost of the permit be reduced for these residents.	See 2 above



NOTES

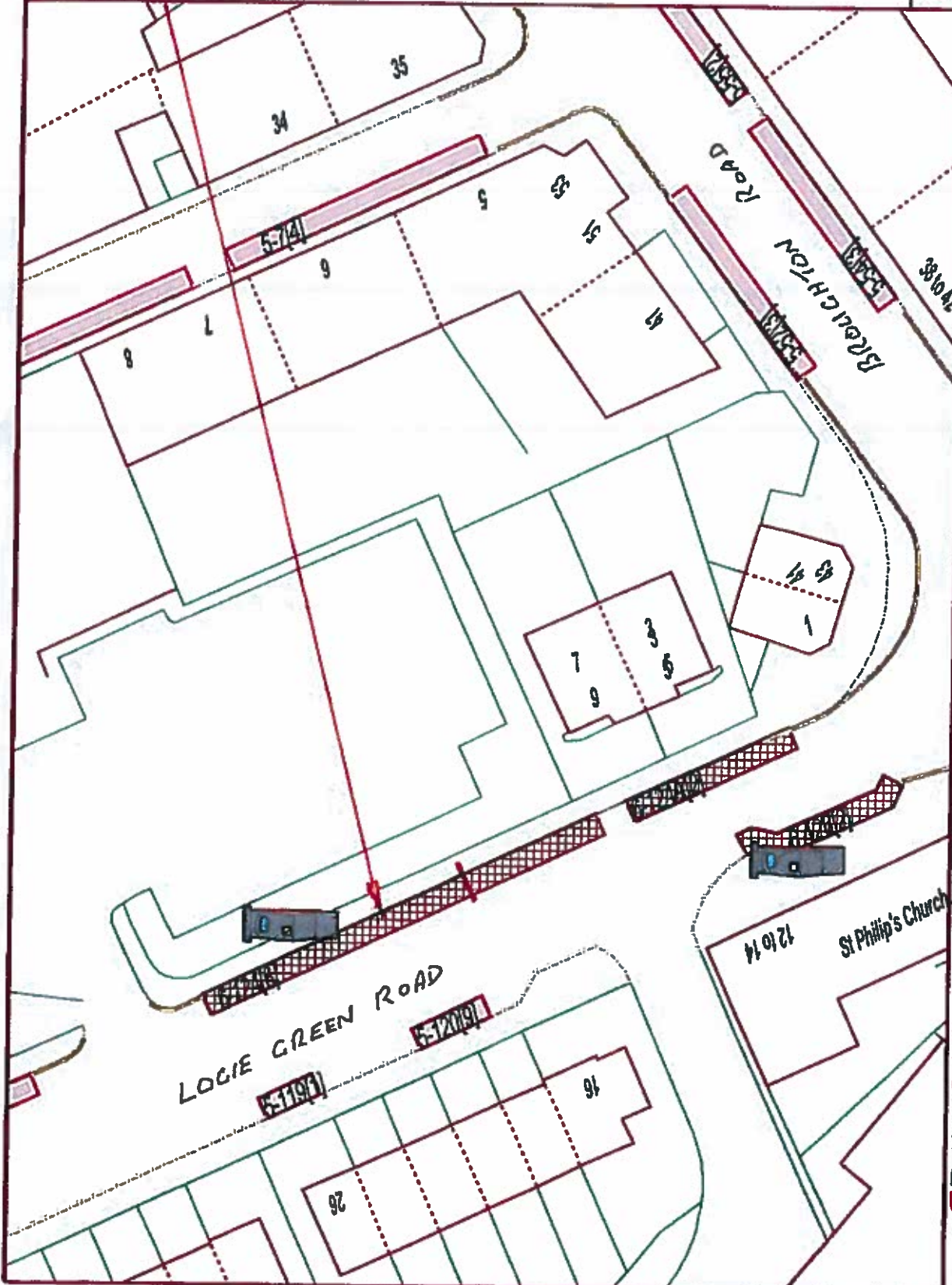
REMOVE SHARED USE  
PARKING PLACE AND  
REPLACE WITH  
LOADING BAY AT  
NEW DEVELOPMENT

Produced using AutoCAD GIS

Date: 03/04/2014

Drawn By:

Dwg No:



1:500



The drawing is based on the data last updated from the Ordnance Survey map at the discretion of the Council of HMG. Data Copyright.

LOGIE GREEN ROAD  
WAITING RESTRICTIONS

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