

Development Management Sub Committee

Wednesday 22 January 2020

**Application for Planning Permission 19/04425/FUL
at 27 - 29 Murieston Crescent, Edinburgh, EH11 2LN.
Demolition of existing buildings and erection of new
student accommodation with associated facilities, access,
landscaping, cycle stores and ancillary infrastructure (as
amended).**

Item number

Report number

Wards

B07 - Sighthill/Gorgie

Summary

The proposed student housing use is acceptable in principle. The proposal creates a satisfactory infill in terms of its design, height and form. The impact on the privacy and daylight of neighbouring properties falls within acceptable parameters in accordance with the Council's Non-Statutory Guidance. The zero parking provision is acceptable in this location. Minor non-compliance in relation to cycle parking provision is acceptable in the context of this urban infill site. The proposal accords with development plan policy and non-statutory guidance.

The proposal is therefore acceptable subject to conditions relating to the submission of further details relating to materials, archaeology, noise and site condition. No material considerations outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDES01, LDES03, LDES04, LDES05, LEMP09, LHOU08, LTRA02, LTRA03, LEN09, NSG, NSGD02, NSGSTU,

Report

Application for Planning Permission 19/04425/FUL at 27 - 29 Murieston Crescent, Edinburgh, EH11 2LN Demolition of existing buildings and erection of new student accommodation with associated facilities, access, landscaping, cycle stores and ancillary infrastructure (as amended).

Recommendations

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

Background

2.1 Site description

The application site extends to approximately 0.11 ha and is located to the western end of Murieston Crescent. The site contains the former Central Wire works and Masonic Hall, which are both now disused and have been vacant for some time. These buildings are two storey in height and front onto Murieston Crescent. There is a small yard to the rear of the buildings which is flanked by a substantial retaining wall, with a steep step up to the rear of the site. There is an existing vehicular access to the south western corner of the site, off Murieston Crescent.

The West Approach Road sits to the north of the site. To the east the Masonic Hall adjoins a four storey stone tenement. To the south the buildings sit immediately onto the back of Murieston Crescent. To the west the site is bound by the railway line, Murieston Crescent Railway Bridge and associated Network Rail land. The surrounding area is predominantly residential in nature.

Murieston Crescent Railway Bridge is a C listed building: Ref: LB27008: Listed 15 November 1995.

2.2 Site History

31 August 2009 - planning permission refused for the erection of 30 flats and five business units (application number 09/01184/FUL). Permission was refused on the grounds of design, impact on the character of the area and noise impact on residents from the West Approach Road.

16 March 2016 - planning permission granted for erection of managed student accommodation with a communal area on the ground floor together with associated facilities, access, landscaping and cycle storage (application number 15/04761/FUL).

02 March 2018 -planning permission granted for new high quality student accommodation with communal area on ground floor together with associated facilities, access, landscaping, cycle storage (application number 16/01999/FUL).

Main report

3.1 Description of the Proposal

Planning permission is sought for the demolition of the existing Masonic Hall and Wire Works and the construction of student housing with associated facilities, access, landscaping, cycle stores and ancillary infrastructure.

The proposal comprises a six storey building that fronts onto Murieston Crescent, with a five storey rear wing that extends to the rear of the site. The roof to the top storey of the front elevation has been pitched to match the profile of the adjoining tenement to the east. The rear wing has a mansard style roof.

It is proposed that the front elevation will be a mixture of stone cladding with an area of recessed bronze metal cladding above the access pend, flanking the space between the existing tenement and the proposed new build. Natural slate is proposed to the roof. To the rear it is proposed that a mixture of pale render and metal cladding is used to the elevations and bronze coloured metal to the roof. It is proposed to re-use the date stone from the Masonic Hall within the Pend, as a reference to the history of the site.

It is proposed to provide 120 rooms (102 en-suite studios, three cluster apartments with four bedrooms for sharing and six accessible studios) across six floors. The average size of the studios is 20 square metres or 28 square metres for the Disability Discrimination Act compliant (DDA) rooms. The cluster apartments comprise four en-suite bedrooms centred on a kitchen, dining and living room area. There are two internal areas of amenity space on the ground floor.

The site will have a management team on site daily, with student wardens appointed to provide on-site management and support out of hours. CCTV will be in operation across all the communal areas.

Five areas of shared external amenity space are proposed at ground and first floor level. It is proposed to erect a screening 'fin' style fence of approximately 1.8 m in height along the extent of the eastern boundary.

A gated access pend will sit to the eastern end of the front elevation providing access through to the rear of the site. This pend is required by Scottish Water to maintain access to an existing water pipe. In addition, this access will be used for waste collection and for access to secure cycle parking storage and will serve as a secondary level access. The main pedestrian access will be level. It will be located to the southern end of the building and will be secure with access via fob only.

A total of 120 cycle parking spaces will be provided within a two tier storage system located within a secure covered cage. Forty-eight spaces will be located beneath the access pend and 72 within the rear courtyard. Three Sheffield type stand will also be provided within the external bike cage, to provide parking for non-standard bikes. Access to this area will be via secure fob access through a pend.

Scheme 1

A number of minor revisions have been made to the originally submitted scheme. These include the introduction of increased glazing to the southern corner of the building at ground floor level, in order to improve surveillance of the pedestrian entrance into the building. Revisions have also been made to the cycle parking to provide stands within a locked cage within the pend and the rear yard. Further details have also been submitted regarding how the site will be managed including details of who nearby residents can contact should any issues arise.

Supporting Statement

The following documents have been submitted in support of the application and are available to view on the Planning and Building Standards online services.

- Design Statement;
- Planning Statement;
- Application form and drawings;
- Daylight and Sunlight assessment;
- Noise and Vibration Impact Assessment;
- Bat Survey;
- Tree Survey; and
- Flood, drainage and surface water information.

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.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that in considering whether to grant planning permission for development which affects a listed building or its setting, a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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 proposals would have any adverse impact on the character or setting of any listed building or structure;
- b) the principle of development is acceptable in this location;
- c) the proposed design and layout of the proposal are acceptable;
- d) the proposal raises any issues relating to neighbour amenity;
- e) the proposal provides suitable amenity for the future occupiers;
- f) the proposal is acceptable in terms of transport, traffic or road safety;
- g) any other material planning considerations have been addressed and
- h) issues raised in material representations have been addressed.

a) Character and setting of listed buildings or structures

The Category C listed Murieston Crescent Railway bridge sits to the south of the application site. The proposed development continues the existing established building line and sufficient separation remains between the edge of the proposed development and the existing structure. As such the proposal will not affect the character or setting of the listed structure.

b) Principle

The application site has an extant permission for student housing and the principle of student housing has therefore previously been accepted in this location. Notwithstanding this, the proposal is a stand-alone application and must be assessed against the relevant policies of the Edinburgh Local Development Plan (LDP) and supporting non-statutory guidance.

LDP Policy Hou 8 (Student Accommodation) states that planning permission will be granted for purpose-built student accommodation where:

- a) The location is appropriate in terms of access to university and college facilities by walking, cycling or public transport
- b) The proposal will not result in an excessive concentration of student accommodation (including that in the private rented sector) to an extent that would be detrimental to the maintenance of balanced communities or to the established character and residential amenity of the locality.

The Council's Non-statutory Student Housing Guidance re-enforces the requirements of policy Hou 8 and sets out the locational and design guidance to be applied for student housing as follows:

Criteria a) accepts student housing in locations within or sharing a boundary with a main university, or out-with this criteria b) advises student housing will generally be supported on sites with less than 0.25 ha of developable area. However, consideration should be given to the cumulative impact of student housing, and other land uses which contribute to a transient population, where these uses will have a detrimental impact on character. Outwith criteria a) and b) Criteria c) applies to sites identified with a high probability of delivering housing within Map 5 taken from the LDP Housing Study (June 2014) and sites with a developable area greater than 0.25 ha must comprise a proportion of housing as part of the proposed development. Criteria d) stipulates that student accommodation should comprise a mix of type of accommodation to meet the varying needs of students.

The site is located within a short walking and cycling distance of Napier University's Merchiston Campus. There are also direct bus links from Dalry Road to Heriot Watt University and Napier University's Colinton Road and Sighthill Campuses. The location is therefore appropriate in terms of access to university and college facilities and complies with criteria a) of Policy Hou 8.

The site is not within or sharing a boundary with a main university or college campus but has less than 0.25 ha developable area, therefore criteria b) of the guidance applies and requires consideration of the cumulative impact of student housing on the amenity of the area. Criterion c) is not applicable as the site is less than 0.25 ha in size. A mix of accommodation types including studios, accessible studios and cluster apartments is proposed, hence criteria d) is met.

Criteria b) of Policy Hou 8 and the supporting Student Housing Guidance is applicable to the proposal and requires the consideration of the cumulative impact of developments which would contribute to a transient population to the potential detriment of the established character and amenity of the area.

The latest available statistics on the number of students living within the surrounding area indicate that there is a student concentration of around 17%. This percentage must be considered in the context of the individual site, its surrounding community and infrastructure. The surrounding area comprises of a mixture of uses but is primarily residential in nature and is accessible to public transport. There is little purpose-built student accommodation in the immediate area. The provision of purpose-built student housing could free up general housing in the area. There are no known development proposals for other student housing or other major developments in the area which would contribute to a transient population. The student concentration resulting from this proposal would not therefore result in an excessive concentration of student accommodation within this location and criteria b) of Policy Hou8 and the Non- statutory Student Housing Guidance is met.

The site comprises warehousing and light industrial uses. Policy Emp 9 applies to sites and premises in the urban area currently or last in use for employment purposes. Proposals to redevelop employment sites or premises in the urban area for uses other than business, industry or storage will be permitted provided:

- a) The introduction of non-employment uses will not prejudice or inhibit the activities of any nearby employment use;
- b) The proposal will contribute to the comprehensive regeneration and improvement of the wider area; and
- c) If the site is larger than one hectare, the proposal includes floorspace designed to provide for a range of business users.

The site currently contains vacant derelict buildings which would be demolished to make way for this proposal. The wider character is predominantly residential in nature. The development would not prejudice or inhibit any nearby employment uses. The redevelopment of the site would improve the character and appearance of the site within the street scene, to the benefit of the wider amenity of the area. The redevelopment of the site would therefore comply with criteria a) and b). Criteria c) applies to sites larger than one hectare and would not apply to this site.

The proposed development is therefore acceptable in principle.

c) Design and Layout

The proposal will result in the loss of the Masonic Hall and former wire works. Although the buildings are considered as being of local architectural and historic importance, they are not listed and there is no statutory protection afforded that would prevent their demolition. The buildings have been vacant for some time and the site has fallen into a state of disrepair. The proposal represents an opportunity to redevelop the site and repair a gap in the existing built form.

The Masonic Hall features the 1904 armorial date stone to its front elevation, which is considered of local archaeological importance. The applicant has indicated that this will be retained and re-used within the new building as a reference to the history of the site. It is recommended that a condition is imposed on any permission granted to ensure that the date stone is retained and preserved for use within the new development and a condition is imposed on any permission granted that secures a written scheme of archaeological investigation prior to the commencement of development.

The character of the area is dominated by four storey stone tenement buildings. The proposal respects the established built form by continuing the existing building line, building height and by replicating the pitch of the roof to the front elevation in order to tie in with the existing buildings to the east. The windows have been stacked to match the rhythm and spacing of those to the neighbouring tenements and a string course included, which continues the detailing of the adjoining building. Increased glazing to the southern corner of the building helps to activate the frontage and provide some street level activity and natural surveillance. The area immediately adjoining the existing building will be recessed and clad in a bronze or brown metal cladding before stepping back to the established building line with a stone clad frontage and natural slate roof. This change in materials will distinguish between the old and new building, whilst the main front and side elevation will tie in with the existing character of the area through the use of natural stone cladding and slate.

The rear wing has been reduced in height and has been sufficiently scaled so that it will be subservient to the front elevation. A contrasting and modern mix of pale render and bronze coloured cladding is proposed to the rear elevation which is considered appropriate.

The application site is located within a view cone (W1 c West Approach Road -raised bridge- Arthur's seat). Given the height of the proposed building and taking account of the intervening topography between the site and the West Approach Road, the development will not interrupt the view from the West Approach road.

The density of the development will be the same as the already approved scheme, with 120 bed spaces proposed, which is acceptable in principle, subject to demonstrating that an adequate level of amenity can be provided to the future occupiers, which is assessed in section 3.3 e) below.

It is recommended that a condition is imposed on any permission granted to approve materials samples prior to commencement.

The proposals therefore accord with Policies Des 1, Des 3 and Des 4 of the LDP.

d) Neighbour Amenity

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

A daylight assessment has been prepared by the applicant in accordance with the Technical Guidance contained within the Edinburgh Design Guidance (EDG). This assessment uses the Vertical Sky Component Assessment (VSC) to test all the windows in the rear elevation of the existing adjoining neighbouring dwellings to the east (numbers 23 and 25) and number 37 to the south of the site, located to the opposite side of Murieston Crescent. The windows to the rear elevations of numbers 23 and 25 show small reductions in levels of daylighting but sit within the parameters allowed within the Edinburgh Design Guidance.

Of the 22 windows tested to number 37 Murieston Crescent, 11 are marginally below the level of reduction allowed for (0.8 % of their former value). These windows are located to the north facing elevation at the ground and first floor. Of these windows two of those affected serve a bathroom/toilet (referenced as W5 in the daylight assessment) which are not habitable rooms and do not therefore require the same consideration. Three of the other affected windows are located within rooms that are served by two windows.

Given this reduction, the applicant has undertaken a secondary test using the more rigorous No Sky Line/Daylight Distribution Assessment. This assesses the level of direct skylight that will penetrate into the room. The assessment demonstrates that adequate daylight will be maintained into the rooms of all the windows tested to number 37 Murieston Crescent. All those windows tested to the rear of numbers 23 and 25 also show that adequate daylight will be retained into the rooms served by the windows tested.

Sunlight to the existing gardens, of the adjoining tenement to the east, and numbers 23 and 25 Murieston Crescent has been assessed. The existing building, although lower in height than the proposed building, sits adjacent to and runs along the length of the common boundary with the neighbouring tenement. The rear wing of the proposed building, although rising in height will be set back from the common boundary by approximately nine metres. An application of the 45 degree line, in accordance with the EDG, demonstrates that there is sufficient separation between the new development and the existing garden space that the proposal will not breach this line and therefore will not result in an unacceptable impact on sunlight into the rear gardens. In addition, an overshadowing assessment has been undertaken of the rear garden area. This shows that no part of the north facing gardens currently receive three hours of sunlight at 21 March and that this would remain the same if the proposal were constructed. The proposed development therefore has no effect on the sunlight received.

The Edinburgh Design Guidance recognises that when assessing the impact of new development on the amenity of existing neighbouring residents, this must be balanced against the need to secure the right built form and good townscape. The built form is appropriate in terms of its height, scale and design and will repair a gap in the existing street scene. Notwithstanding this, the daylight assessment demonstrates that adequate daylight will be retained to existing buildings and gardens.

The proposed development includes five external amenity areas. This includes two areas to the south side of the building, one shared area and one private terrace serving two apartments, and three areas to the east side of the building. Of these spaces, one area is at ground floor and serves as a private terrace to two apartments. The other two areas are raised at first floor height. The amenity area is set back from the common boundary by approximately 9.1 metres. It is proposed that a 'fin' style (angled slats) boundary treatment of a minimum of 1.8 metres in height is erected along this boundary. This would serve to screen the area and prevent any opportunity for overlooking or a perceived loss of privacy to the existing garden area. It is recommended that a condition is imposed on any permission granted to secure the details and ensure that the fence is erected prior to occupation.

It is noted that concerns regarding overlooking and loss of privacy have been raised in neighbour objections. Given the tenement style of buildings within the area, overlooking of the rear garden area already exists. Taking account of the separation distance and the existing built form, the proposal would not result in unacceptable levels of overlooking or a loss of privacy.

Representations received to the application also expressed concerns regarding noise and nuisance arising from the development through use of the outdoor space and also the facilities adjacent to the eastern boundary with existing neighbours. The proposal is a managed facility and the site operator will have mechanisms in place to deal with any issues should they arise. CCTV will be in use and will monitor all communal areas, including the pend area and the pedestrian access. In addition, issues such as general street noise and disturbance, litter, vandalism and anti-social behaviour can be dealt with through the appropriate statutory legislation.

Neighbours have expressed concerns that the development will create a street canyon. There is good separation between the application site and buildings to the south. The route is not an arterial route and comprises of a small stretch before adjoining the junction with Murieston Place and further widening out. Environmental Protection has not raised concerns regarding this. They note that if the applicant is proposing an energy centre or centralised boilers they will be required to comply with the requirements of The Pollution Prevention and Control (Scotland) Regulations 2012. An informative has been added to this effect.

The proposal is therefore compliant with Des 5 in terms of impact on neighbour amenity.

e) Amenity for the Occupiers

The proposal includes 120 student bed spaces comprising a mix of en-suite rooms, cluster studios and accessible rooms. All units include a bedroom, study area, kitchen and en-suite. Further communal facilities are provided at ground floor area. The LDP and EDG do not specify a standard for room sizes in student accommodation, however the average size of approximately 20 square metres is accepted in line with the room sizing of the approved scheme and other similar student developments within the LDP plan area.

Given the location of the site in relation to the railway to the south and the West Approach Road, the applicant was required to submit a Noise and Vibration Impact Assessment to ensure that the development would provide a suitable level of amenity for the future occupiers. Environmental Protection is satisfied that an adequate level of amenity can be provided subject to acoustic and ventilation mitigation measures. It is recommended that the implementation of these measures, prior to the occupation of the building, is secured by condition.

Given the previous industrial nature of the site, Environmental Protection has recommended that prior to any construction a site survey is undertaken in relation to contaminated land. A condition is recommended to secure this.

The daylight assessment submitted with the application undertook No Sky Line/Daylight Distribution analysis of the proposed 120 student rooms. The results show that 13 rooms do not meet the standards for daylight set out in the Edinburgh Design Guidance, of which four rooms are only marginally short of the target of 50% daylight penetration. The reduced daylight will be towards the rear of the rooms, which are zoned for circulation and storage uses and therefore less impacted by reduced daylight. The Edinburgh Design Guidance uses the BRE Guide, Site Layout Planning for Daylight and Sunlight - A Guide to good practice when considering the provision of daylight to new development. The BRE guidance should be applied flexibly, particularly in urban areas where full compliance may be challenging to achieve due to the context of the site. Taking account of the internal layout of the rooms and in considering the need to balance amenity against achieving the right urban balance, this small infringement of the guidance is accepted given the context of the site.

A small area of shared external amenity space is provided at ground and first floor level. Murieston Park is also located within a short distance of the building, which is a public park. Given that the amenity space is consistent with the amount provided in the extant approved scheme and taking account of the nature of the use as student housing and the good access to alternative open space such as Murieston Park, the proposals are acceptable.

Communal waste facilities are located to the ground floor within the access pend. The Council's Waste Management Team has confirmed that the proposals are acceptable.

Increased glazing has been included to the southern corner of the building at ground floor. This is to improve surveillance of the main pedestrian entrance into the building. Entrance into the building will be via fob controlled access doors. Similarly access to the pend will be controlled via fob access.

The proposals are consistent with the extant scheme and will provide an appropriate level of amenity for the future occupiers. The proposal therefore accords with the provision of LDP Policy Des 5, with regards to the provision of suitable amenity for the prospective occupiers.

f) Transport, Traffic and Road Safety

No parking provision is proposed to serve the development. The Council's Parking Standards are maximum standards and allow for the provision of car parking spaces ranging from zero up to the maximum in areas that are located within Controlled Parking Zones, are well served by public transport and provide secure cycle parking.

The site is located within short walking distance of public transport links and University Campuses are accessible by foot or cycle from the site. Student residents are not eligible for parking permits so will not be able to park within the controlled areas around the application site. Zero parking is therefore acceptable. Given that no parking is provided and student residents are not eligible for parking permits the proposals will not increase congestion.

The proposal will provide 120 cycle parking spaces within two tier racks, located within secure and covered cages, split between the ground floor pend and the rear yard. Three Sheffield type stands are also included within the cage to the rear yard to allow parking for six non-standard bikes. The Roads Authority has advised that the proposed combined store for bikes and waste bins is not considered to be of suitable quality in terms of safety, security and attractiveness. They have also advised that the non-standard cycle parking needs to be spaced at a minimum of 1.2 m to accommodate large bikes such as cargo's and that the proposed parking does not meet this standard, hence the proposals are considered contrary to Policy Tra 2 of the LDP. It is recognised that the provision of high quality cycle parking is important in order to encourage cycling. Various options have been explored by the applicant however, given the constrained nature of the site, the revised proposals are the best option of those that that have been considered. The two tier type stand are acceptable and will be provided within secure and covered cages. Access into the area where the bikes are stored is controlled via a fob. A minor infringement is on balance accepted when considered in the context of the site and securing otherwise appropriate development.

It is noted that neighbours have expressed concerns regarding the road being obstructed by students being dropped off at the site or vehicles delivering to the site. The applicant will be required to enter into a legal agreement for the sum of £2,000 to introduce waiting and loading restrictions as necessary (i.e. yellow lines). All other highway restrictions within the area will apply to visitors to the site and prevent vehicles from parking in unsafe/or unauthorised spaces. In addition to this the applicant has advised that the arrival of students will be managed through a pre-booked time slot for drop off to minimise any localised disruption in term of vehicular movements and to ensure that the arrival of students is staggered.

The existing vehicular access will be removed and re-located to the front of the pend. As such, works to re-align the footway/carriage way will be required. As such Transport has required a contribution of £2,000 towards the necessary footway/carriageway works.

A contribution of £45,977 to the Edinburgh Tram, in line with the approved Tram Line Developer Contributions report, will be required as part of a Legal Agreement.

The proposal would not therefore result in an unacceptable impact on road safety.

g) Other Material Issues

Ecology

The buildings on site were assessed as suitable for bats. As such, the applicant was required to submit a bat survey. The survey identified two bats flying around the site during the course of the survey. No bats were seen entering or leaving the buildings. Considering the above, no further survey work is required. Ecological enhancements in terms of the incorporation of swift bricks in the construction of the building would be welcomed. An informative has been added to this effect.

An informative reminding the applicant of their obligations with regards to nesting birds has been added.

Flood Planning

The Council's Flood Prevention Team has raised no issues with regards to flooding.

h) Representations

Material Representations - Objections

- Design, layout and density is out of keeping with the character of the area - addressed in section 3.3 c)
- Impact on privacy/overlooking. Doesn't comply with privacy distances - addressed in section 3.3 d)
- Increased building height will cause loss of daylight to properties and sunlight to garden areas - addressed in section 3.3 d)

- Increase in noise nuisance, anti-social behaviour and litter addressed in section 3.3 d)
- Increased parking problems - addressed in section 3.3 d);
- -Problems with drop off/turning/unloading/ service vehicles obstructing the highway - addressed in section 3.3 d)
- Increase in traffic/congestion - addressed in section 3.3 d);
- -Increased pressure on use of open space, the nearby park - addressed in section 3.3 e)
- Increased pressure on bins and recycling - addressed in section 3.3 e)
- loss of building of historic importance/listed building - addressed in section 3.3 c)
- Impact on wildlife/nesting birds using the site - addressed in section 3.3 g)
- Students gathering and associated noise at the main entrance/pend area/cycle storage/waste facilities area - addressed in section 3.3 d)
- The external amenity space is too small for the number of students/staff on site - addressed at section 3.3 e)
- Impact of outdoor amenity area on neighbours in terms of noise/nuisance/use as a smoking zone - addressed at section 3.3 d)
- The proposal will create a street canyon/impact on air quality - addressed in section 3.3 d)
- Proposal will result in an overconcentration of students in the area - addressed in section 3.3 b).

Gorgie Dalry Community Council

The Community Council has confirmed that it supports the proposal.

Conclusion

The proposed student housing use is acceptable in principle. The proposal creates a satisfactory infill in terms of its design, height and form. The impact on the privacy and daylight of neighbouring properties falls within acceptable parameters in accordance with the Council's Non-Statutory Guidance. The zero parking provision is acceptable in this location. Minor non-compliance in relation to cycle parking provision is acceptable in the context of this urban infill site. The proposal accords with development plan policy and non-statutory guidance.

The proposal is therefore acceptable subject to conditions relating to the submission of further details relating to materials, archaeology, noise, and site condition. No material considerations outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Notwithstanding the submitted information, and prior to the commencement of development on site, samples of the materials to be used in the external surfaces of the development hereby approved shall be submitted to and approved in writing by the Planning Authority.
2. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeologist.
3. No demolition or development shall take place on the site until the applicant has secured the implementation of a mitigation strategy for the preservation of the 1904 date-stone in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority.

4. Prior to the commencement of construction works on site:

(a) A site survey (including intrusive investigation where necessary) must be carried out to establish, 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 Council, as Planning Authority.

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 Council, as Planning Authority.

5. The following noise protection measures, as defined in the Robin Mackenzie Partnership 'Environmental Noise Assessment' (Ref R-7320A-CL4-RGM), dated 12 September 2019, shall be carried out in full and completed prior to the occupation of the development:-
 - Glazing units with a minimum insulation value of 4/12/4mm double glazing shall be installed for the external doors and windows of the bedroom and living rooms on the northern façade with trickle vents with a minimum sound reduction level D n,e,w 37dB.

- Glazing units with a minimum insulation value of 6/16/6.8mm P.V.B double laminated glazing shall be installed for the external doors and windows of the bedroom and living rooms on the Western façade - South Part with through the wall vents with a minimum sound reduction level $D_{n,e,w}$ 44dB.
- Glazing units with a minimum insulation value of 10/12/4mm double glazing shall be installed for the external doors and windows of the bedroom and living rooms on the Western façade - North Part with through the wall vents with a minimum sound reduction level $D_{n,e,w}$ 41dB.
- Glazing units with a minimum insulation value of 10/12/6mm double glazing shall be installed for the external doors and windows of the bedroom and living rooms on the eastern façade - North Part with through the wall vents with a minimum sound reduction level $D_{n,e,w}$ 42dB.
- Glazing units with a minimum insulation value of 6/16/6.8mm P.V.B double laminated glazing shall be installed for the external doors and windows of the bedroom and living rooms on the eastern façade - South Part ground and 1st floor with through the wall vents with a minimum sound reduction level $D_{n,e,w}$ 44dB.
- Glazing units with a minimum insulation value of 10/12/6mm double glazing shall be installed for the external doors and windows of the bedroom and living rooms on the eastern façade - south Part, 2nd floor with through the wall vents with a minimum sound reduction level $D_{n,e,w}$ 42dB.
- Glazing units with a minimum insulation value of 4/12/6mm double glazing shall be installed for the external doors and windows of the bedroom and living rooms on the eastern façade - south Part, 3rd, 4th and 5th floors with trickle vents with a minimum sound reduction level $D_{n,e,w}$ 37dB.
- Glazing units with a minimum insulation value of 8.4/16/10.8mm P.V.B double laminated glazing shall be installed for the external doors and windows of the bedroom and living rooms on the southern façade with through the wall vents with a minimum sound reduction level $D_{n,e,w}$ 49dB.

6. Notwithstanding the submitted information and shown on the approved drawings, details of the screen fence (design, height, finish), to be erected along the eastern site boundary shall be submitted to and approved by the Council, as planning authority. The approved screen fence shall be erected prior to the occupation of the development.

7. Prior to the commencement of development, details of a suitable trespass proof fence adjacent to Network Rail's boundary shall be submitted to and approved in writing by the Planning Authority. The development shall thereafter be implemented on site, prior to the occupation of the building and in accordance with the approved details. The fence shall subsequently be retained as such, unless otherwise agreed with Network Rail.

Reasons:-

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. The former Masonic Hall is of local architectural and historic value; as such a formal record of the building should be established prior to demolition.
3. The 1904 armorial date- stone is of local archaeological significance in terms of the social history of Edinburgh. The preservation of the stone is important in recognition of the site's heritage.
4. Given the industrial nature of the sites former use, the above survey is required in order to ensure that appropriate levels of amenity for the future occupants is provided.
5. To ensure that noise levels from the adjacent Western Approach Road and railway are mitigated to an appropriate level for occupants of the student accommodation.
6. In the interest of neighbouring amenity and to ensure an appropriate edge to the development.
7. In the interests of public safety and the protection of Network Rail infrastructure.

Informatives

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded in relation to tram contributions.

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. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.

4. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

5. The incorporation of swift nesting sites/swift bricks into the scheme is recommended. Further details on swift bricks can be found at www.edinburgh.gov.uk/biodiversity

6. In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £7,000 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;

7. 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;

8. The applicant should be advised that as the development is student housing, 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 (Category F - All student housing);

9. The applicant will be required to contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development.

10. The applicant will be required to contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary.

11. The applicant should be advised that a Section 56 application will be required for the proposed alterations to the footway/carriageway. These will need to be designed in line with the Edinburgh Street Design Guidance.

12. Pursuant to condition 7, the applicant is advised that they will need to submit details of the design, height and finish of the safety fencing.

13. The applicant must ensure that the construction and subsequent maintenance of proposed buildings can be carried out without adversely affecting the safety of, or encroaching upon, Network Rail's adjacent land.

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to

operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Engineer before development can commence.

Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, contact details below:

Network Rail Asset Protection Engineer
151 St. Vincent Street, GLASGOW, G2 5NW
Tel: 0141 555 4352
E-mail: AssetProtectionScotland@networkrail.co.uk

14. The nests of all species of bird are protected when the nests are active (Wildlife and Countryside Act 1981, as amended). Clearance of any vegetation and any roof works should avoid the breeding bird season (March to August inclusive). If this is not possible a suitable qualified individual should check the areas prior to removal.

15. The applicant is required to provide details of proposed energy including a chimney height calculation in accordance with the Clean Air Act. For further information the applicant is advised to contact Andrew Campbell on 0131 469 5160.

Financial impact

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

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been assessed and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application is not subject to the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

Nine letters of representation have been received, including comments from the Gorgie Dalry Community Council.

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

Background reading/external references

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

Statutory Development

Plan Provision

The site is in the Urban Area in the Edinburgh Local Development Plan.

Date registered

4 November 2019

Drawing numbers/Scheme

01 02,03A, 04,05,06,07,08,09,10, 11A,12A,13,14,15,

Scheme 1

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Astrid Walker, Planning Officer

E-mail:astrid.walker@edinburgh.gov.uk Tel: 0131 529 3620

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 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 Emp 9 (Employment Sites and Premises) sets out criteria for development proposals affecting business and industrial sites and premises.

LDP Policy Hou 8 (Student Accommodation) sets out the criteria for assessing purpose-built student accommodation.

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 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.

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.

Non-statutory guidelines Student Housing Guidance interprets local plan policy, supporting student housing proposals in accessible locations provided that they will not result in an excessive concentration.

Appendix 1

Application for Planning Permission 19/04425/FUL at 27 - 29 Murieston Crescent, Edinburgh, EH11 2LN Demolition of existing buildings and erection of new student accommodation with associated facilities, access, landscaping, cycle stores and ancillary infrastructure (as amended).

Consultations

Archaeology dated 05/11/19

The present building incorporates several phases of construction principally the former Masonic Lodge constructed in 1904 for the 832 Mid-Lothian Lodge and Edwardian metal workshops. Although not listed the former Masonic Hall and workshops are regarded as being of local archaeological importance.

Accordingly, this application is regarded as occurring within an area of archaeological significance and this application must be considered therefore under terms the Scottish Government Historic Environment Policy (SHEP), Scottish Planning Policy (SPP), PAN 02/2011 and Edinburgh Local Development Plan (2016) 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.

The proposed development will require the demolition of the existing former Masonic Lodge and former wire-works. The loss of these buildings is considered to have a low-moderate archaeological impact. It is recommended therefore that a programme archaeological historic building survey (level 2 annotated plans/elevations, photographic and written survey) of these existing buildings are undertaken prior to and during alterations/development to provide a permanent record of these locally important structures.

It is recommended that that the following condition is attached to this consent to ensure that a programme of archaeological works is undertaken prior to construction.

'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, analysis & reporting) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

Secondly the demolition of the former Masonic Hall will see the removal and loss of the 1904 armorial date-stone for the 832 Mid-Lothian Lodge, incorporated on the street frontage. This stone is regarded as being of local archaeological significance in terms of the social history of Edinburgh.

Accordingly, it is welcomed that this important architectural fragment will be preserved and reinstated within the new development as a reminder of the site's heritage. However, as part of the overall programme of archaeological works developer must submit to this office, prior to the start of any on site demolition work, a mitigation scheme to for approval which will address these issues.

It is recommended that that the following condition is attached to this consent to ensure that the preservation of this historic craved plaque;

'No demolition / development shall take place on the site until the applicant has secured the implementation of a mitigation strategy for the preservation of the 1904 date-stone in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work would 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 dated 05/11/19

Environmental Protection have commented on a similar application for this site which was previously withdrawn. This application is broadly similar with regards the potential amenity impacts Environmental Protection comment on.

The development proposal is for the erection of new, student accommodation within a six-storey building comprising 111 accommodation units (for a total of 120 bed spaces) together with associated facilities, access, amenity space and cycle storage. The site is that of the old Wireworks. The site is bounded to the north by the West Approach Road, to the west by the railway line between the Haymarket East railway Junction and Slateford railway station, to the south by Murieston Crescent and to the east by existing residential tenement buildings.

Environmental Protection have also commented on similar proposal that have been consented subject to conditions (16/01999/FUL /15/04761/FUL) on noise and contaminated land. Vibration has also been assessed by the applicant and the assessment demonstrates that there will be no adverse impacts on the proposed building. As there are no major changes are proposed in this application the situation remains the same.

Ground conditions relating to potential contaminants in, on or under the soil as affecting the site will require investigation and evaluation, in line with current technical guidance such that the site is (or can be made) suitable for its intended new use/s. Any remediation requirements require to be approved by the Planning & Building Standards service. The investigation, characterisation and remediation of land can normally be addressed through attachment of appropriate conditions to a planning consent (except where it is inappropriate to do so, for example where remediation of severe contamination might not be achievable).

If the applicant is proposing an energy centre or centralised boilers you will need to ensure that information is submitted and if required a supporting chimney height calculation as per the Clean Air Act which is anything above 366Kw. The Pollution Prevention and Control (Scotland) Regulations 2012 were amended in December 2017 to transpose the requirements of the Medium Combustion Plant Directive (MCPD - Directive (EU) 2015/2193 of 25 November 2015 on the limitation of emissions of certain pollutants into the air from medium combustion plants). The purpose of the MCPD is to improve air quality. All combustion plant between 1 and 50 MW (net rated thermal input) will have to register or have a permit from SEPA. Environmental Protection will require that secondary abatement technology is incorporated into any plant above 1MW (accumulate assessment). Environmental Protection would now recommend that the applicant investigates the introduction of renewable such as Photovoltaic Panels, Solar panels, and Ground/Air source heat pumps and not to use gas as a fuel.

Environmental Protection has no objections to this proposed development subject to the following conditions:

1. Prior to the commencement of construction works on site:
 - (a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning, 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. The following noise protection measures, as defined in the Robin Mackenzie Partnership 'Environmental Noise Assessment' (Ref R-7320A-CL4-RGM), dated 12 September 2019, shall be carried out in full and completed prior to the occupation of the development;

-Glazing units with a minimum insulation value of 4/12/4mm double glazing shall be installed for the external doors and windows of the bedroom and living rooms on the northern façade with trickle vents with a minimum sound reduction level D n,e,w 37dB.

-Glazing units with a minimum insulation value of 6/16/6.8mm P.V.B double laminated glazing shall be installed for the external doors and windows of the bedroom and living rooms on the Western façade - South Part with through the wall vents with a minimum sound reduction level D n,e,w 44dB.

-Glazing units with a minimum insulation value of 10/12/4mm double glazing shall be installed for the external doors and windows of the bedroom and living rooms on the

Western façade - North Part with through the wall vents with a minimum sound reduction level D n,e,w 41dB.

- Glazing units with a minimum insulation value of 10/12/6mm double glazing shall be installed for the external doors and windows of the bedroom and living rooms on the eastern façade - North Part with through the wall vents with a minimum sound reduction level D n,e,w 42dB.

-Glazing units with a minimum insulation value of 6/16/6.8mm P.V.B double laminated glazing shall be installed for the external doors and windows of the bedroom and living rooms on the eastern façade - South Part ground and 1st floor with through the wall vents with a minimum sound reduction level D n,e,w 44dB.

-Glazing units with a minimum insulation value of 10/12/6mm double glazing shall be installed for the external doors and windows of the bedroom and living rooms on the eastern façade - south Part, 2nd floor with through the wall vents with a minimum sound reduction level D n,e,w 42dB.

-Glazing units with a minimum insulation value of 4/12/6mm double glazing shall be installed for the external doors and windows of the bedroom and living rooms on the eastern façade - south Part, 3rd, 4th and 5th floors with trickle vents with a minimum sound reduction level D n,e,w 37dB.

-Glazing units with a minimum insulation value of 8.4/16/10.8mm P.V.B double laminated glazing shall be installed for the external doors and windows of the bedroom and living rooms on the southern façade with through the wall vents with a minimum sound reduction level D n,e,w 49dB.

Informative

Provide details of proposed energy including a chimney height calculation in accordance with the Clean Air Act.

The approved details shall be carried out in full and completed prior to the development being occupied.

Waste Management dated 14/11/19

Compliance with Waste Strategy (Domestic Waste Only)

The provision of a full recycling service is mandatory in Scotland, so developers must make provision for the full range of bins (either individual containers for each property, or communal bins for multiple properties). These must be stored off street at all times, except on the day of collection (in the case of individual bins).

The waste collection teams will require safe and efficient access to these from the earliest occupation, and therefore cognisance must be taken of my comments below in relation to operational viability. I note that there has been previous contact with my colleague, and note the appropriate bin layout, but we would need to see that these are less than 10m from the refuse collection vehicle.

For high density properties such as the flats, we would recommend communal waste containers for non recyclable waste (1280L), mixed recycling (1280L) for paper and packaging, glass (660L), and food (500L), in the bin store. It should also be noted that due to changes within the service over the next three years, the bin requirements will change, and you should review these with us prior to starting work.

Developers can either source their own bins in line with our requirements or can arrange for us to do so and recharge the cost - this will probably be most convenient for them, but they must allow 12 week's notice.

Waste Management Responsibilities

The Waste and Cleansing Services will be responsible for managing the waste from households and any Council premises only. I am assuming this would include this development.

For completeness, any commercial aspect using the site would need to source their own trade waste uplifts. Architects should however note the requirement for trade waste producers to comply with legislation, in particular the Waste (Scotland) Regulations which require the segregation of defined waste types to allow their recycling. This means there would need to be separate storage space off street for segregated waste streams arising from commercial activities, outwith those for domestic waste.

Any appointed waste collection contractors, appointed to manage commercial waste, could be expected to have similar requirements to the Council in terms of their need to be able to safely access waste for collection.

Operational Viability

Developers need to ensure that services are accessible so that our collection crews can provide the service in a safe and efficient manner, distance bins must be pulled, surfaces, slopes and so on. Confirmation that bins will be presented on the kerb is required.

Initial information on the requirements for waste services is available in the Architect's Instructions, which can be provided for reference.

I would recommend further contact with me to ensure adequate provision of segregated household waste bins include all of the above and suitable access for the refuse collectors is arranged.

Network Rail dated 05/12/19

Thank you for consulting Network Rail regarding the above development.

Whilst Network Rail has no issues with the principle of the proposed development, we would have to object to the proposal unless the following conditions were attached to the planning permission, if the Council is minded to grant the application:

The applicant must provide a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary and provision for the fence's future maintenance

and renewal should be made. Details of the proposed fencing shall be submitted to the Planning Authority for approval before development is commenced and the development shall be carried out only in full accordance with such approved details.

Reasons: In the interests of public safety and the protection of Network Rail infrastructure.

Network Rail would also recommend that the following matters are taken into account and are included as advisory notes, if granting the application:

The applicant must ensure that the construction and subsequent maintenance of proposed buildings can be carried out without adversely affecting the safety of, or encroaching upon, Network Rail's adjacent land.

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Engineer before development can commence.

Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, contact details below:

Network Rail Asset Protection Engineer
151 St. Vincent Street, GLASGOW, G2 5NW
Tel: 0141 555 4352
E-mail: AssetProtectionScotland@networkrail.co.uk

Scottish Water dated 07/11/19

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

Water

There is currently sufficient capacity in the Glencorse Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Foul

This proposed development will be serviced by Edinburgh PFI Waste Water Treatment Works. Unfortunately, Scottish Water is unable to confirm capacity at this time so to allow us to fully appraise the proposals we suggest that the applicant completes a Pre-Development Enquiry (PDE) Form and submits it directly to Scottish Water. The applicant can download a copy of our PDE Application Form, and other useful guides, from Scottish Water's website at the following link <https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-Our->

Network

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development.

Development Operations

The Bridge

Buchanan Gate Business Park

Cumbernauld Road

Stepps

Glasgow

G33 6FB

Development Operations

Freephone Number - 0800 3890379

E-Mail - DevelopmentOperations@scottishwater.co.uk

www.scottishwater.co.uk

Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Infrastructure within boundary

According to our records, the development proposals impact on existing Scottish Water assets.

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team directly at service.relocation@scottishwater.co.uk.

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

Scottish Water Disclaimer

"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for

indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the

infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to

confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the

plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."

Surface Water

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

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

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

General notes:

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

Site Investigation Services (UK) Ltd

Tel: 0333 123 1223

Email: sw@sisplan.co.uk

www.sisplan.co.uk

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

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

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

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

Please find all of our application forms on our website at the following link
<https://www.scottishwater.co.uk/Business-and-Developers/Connecting-to-Our-Network>

Next Steps:

Single Property/Less than 10 dwellings

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

10 or more domestic dwellings:

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals. Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Non Domestic/Commercial Property:

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

Trade Effluent Discharge from Non Dom Property:

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

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?".

Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/ourservices/compliance/trade-effluent/trade-effluent-documents/trade-effluent-noticeform-h>

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at: www.resourceefficientscotland.com

If the applicant requires any further assistance or information, please contact our Development Operations Central Support Team on 0800 389 0379 or at: planningconsultations@scottishwater.co.uk.

Roads Authority dated 16/12/19

Further to the memorandum dated the 28th of November and the subsequent amendments to the proposed design this application should be refused.

Reasons:

A. Whilst it is recognised that the applicant has made improvements on subsequent designs and applications it is considered that this application does not comply with LDP Policy Tra 4 - Design of Off-Street Car and Cycle Parking for the following reasons:

- a. The proposed combined store for bikes and waste bins is not considered to be of a suitable quality in terms of safety, security and attractiveness;
- b. No cycle parking for non-standard bikes has been provided;

High quality cycle parking suitable to the type of development and to users is an essential component of the Councils efforts to encourage cycling (See note V for further information).

Should you be minded to grant the application the following should be included as conditions and infromatives as appropriate:

1. The applicant will be required to:
 - a. Contribute the sum of £45,977 to the Edinburgh Tram in line with the approved Tram Line Developer Contributions report. The sum to be indexed as appropriate and the use period to be 10 years from date of payment (see note II for further info);
 - b. Contribute the sum of £33,240 to the Roseburn to Union Canal improvements as per Developer Contributions and Infrastructure Delivery Supplementary Guidance (August 2018). The sum to be indexed as appropriate and the use period to be 10 years from date of payment (see note III for further info);
 - c. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;
 - d. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;

2. In support of the Council's LTS Cars1 policy, the applicant should consider contributing the sum of £7,000 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;

3. 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;

4. The applicant should be advised that as the development is student housing, 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 (Category F - All student housing);

Note:

I. The application has been assessed under the 2017 parking standards. These permit the following:

a. A maximum of 20 car parking spaces (1 space per 6 beds), 0 car parking is proposed, this is considered acceptable;

b. A minimum of 120 cycle parking spaces (1 space) per bed, 120 cycle parking spaces are proposed;

c. As zero car parking is proposed there is no requirement for accessible and EV car parking

d. A minimum of 5 motorcycle parking space (1 per 25 beds), 0 motorcycle parking is proposed;

II. Tram Contribution based on a net contribution that takes existing use into account. Calculations based on site that is within zone 2 of the Tram Contribution Zone:

- Proposed Use- 3,771m² GFA of student accommodation (assessed as residential institution) = £85,973

- Existing Use - 588m² GFA of office = £39,996

- Net Use = proposed use - Existing Use = £85,973 - £39,996 = £45,977

III. Transport contribution calculated at £277 per bed for student accommodation as site is within Roseburn to Union Canal Contribution zone as per Developer Contributions and Infrastructure Delivery Supplementary Guidance (August 2018). 120 x £277 = £33,240;

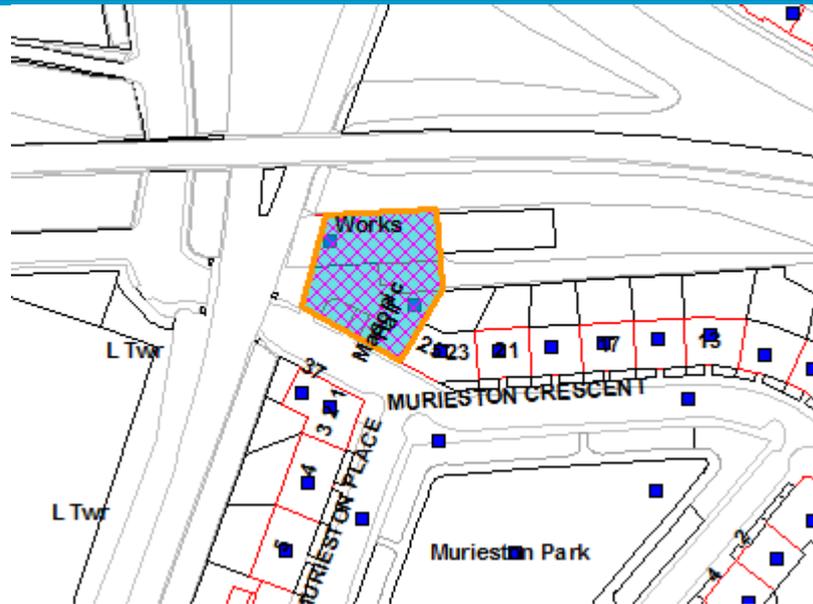
IV. The applicant should be advised that a Section 56 application will be required for the proposed alterations to the footway/carriageway. These will need to be designed in line with the Edinburgh Street Design Guidance;

V. With regards to the design of the cycle parking the following guidance documents are relevant:

a. Cycling by Design 2010 (Transport Scotland)

b. Draft Edinburgh Street Design Guidance Fact Sheet C7 - Cycle Parking (CEC)

Location Plan



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