

Development Management Sub Committee

Wednesday 31 July 2019

**Application for Planning Permission 19/02377/FUL
At Boroughmuir High School, 111 Viewforth, Edinburgh
Proposed 5 storey extension to Boroughmuir High School,
including 12 new classrooms, community facilities,
ancillary accommodation, relocation of existing footpath,
alterations to external landscaping, and secure car park
compound (as amended).**

Item number

Report number

Wards

B09 - Fountainbridge/Craiglockhart

Summary

The proposal broadly complies with the policies in the Edinburgh Local Development Plan and Edinburgh Design Guidance. The principle of the extension is acceptable and the proposal is of an acceptable scale, form and design. Overall, the proposal will enhance the frontage onto Dundee Street and provide additional education capacity to support the growth of this community. There are no material circumstances that outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDEL02, LDES01, LDES02, LDES08, LDES12, LTRA02, LTRA03, NSG, NSGD02,

Report

**Application for Planning Permission 19/02377/FUL
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Proposed 5 storey extension to Boroughmuir High School,
including 12 new classrooms, community facilities, ancillary
accommodation, relocation of existing footpath, alterations
to external landscaping, and secure car park compound (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 relates to land west of the existing Boroughmuir High School and south of Dundee Street. Part of the land forms an area of public realm providing a connection between Dundee Street and the Union Canal - a scheduled monument (index number 11097, 15 December 2003) and the other part of the land is vacant.

There is a mix of uses neighbouring the site including the existing school, commercial uses and student housing. The site of the extension is around 0.14 hectares in size and within the Fountainbridge area of the City.

2.2 Site History

3 November 2004 - Fountainbridge Development Brief was approved (as amended).

6 December 2013 - Planning permission in principle for a secondary school, associated facilities and ancillary development was granted (planning reference: 13/00073/PPP).

10 April 2014 - Approval of matters specified in conditions for secondary school, associated facilities and ancillary development was granted (planning reference: 13/05207/AMC).

Boroughmuir High School opened on the site in February 2018.

Main report

3.1 Description Of The Proposal

The proposal is for a five storey, 12 classroom extension to the west of Boroughmuir High School including offices and a community facility. The extension will face onto Dundee Street with the existing school playground to the south. The material palette includes pre-cast concrete panels, dark grey aluminium panels and dark grey glazed spandrel.

The existing public realm link between Dundee Street and the Union Canal will be rerouted west of the extension and the width reduced from around 8.5m to 6m..

Scheme 1

A number of amendments have been made during the assessment of the proposals. The main changes relate to:

- increased public pedestrian space at linkage;
- changes to public realm street furniture location;
- changes to the balance of materials on the extension; and
- reduced car parking and increased cycle parking provision to comply with the Edinburgh Design Guidance parking standards.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) the principle of the development is acceptable;
- b) the proposed scale, design and materials are acceptable;
- c) the proposal will provide an acceptable level of amenity for users and neighbours;
- d) the transport, access and parking arrangements are acceptable; and

e) representations raised issues to be addressed.

a) Principle of Development

The site is identified in the Edinburgh Local Development Plan (LDP) as the location of a proposed school (reference CC3). The development principles for this area as part of CC3 state that proposals will be expected to deliver community uses, integrate with adjoining neighbourhoods and provide north-south linkages.

The site of the extension is compatible with the Fountainbridge Development Brief strategy and will not prejudice the existing neighbouring uses or development potential of the neighbouring site. The site of the extension was included within the site boundary of the application for planning permission in principle of the school (planning application reference: 13/00073/PPP). The subsequent approval of matters specified in conditions (planning application reference: 13/05207/AMC) provided a public realm link towards the Union Canal from Dundee Street on the site of the extension. The width of the route will be reduced from around 8.5m to 6m to accommodate the extension. A modest decrease in the width of the route is not deemed to have an unacceptable detrimental impact on the permeability of the route. This scheme proposes to reroute the public realm link to the west of the extension, maintaining a high quality public realm between Dundee Street and the Canal.

The extension will contribute towards the wider redevelopment of Fountainbridge and provide additional education capacity to support the anticipated delivery of housing nearby. In summary, the principle of the proposed extension to Boroughmuir High School in this location is acceptable, subject to compliance with other LDP policies.

b) Scale, Design and Materials

Policies Des 1 Design Quality and Context, Des 8 Public Realm and Landscape Design and Des 12 Alterations and Extensions of the LDP support development of an acceptable scale, form and design. Proposals should contribute towards the area's sense of place drawing upon the positive characteristics of the surrounding area. All external spaces and public art that forms the public realm should be designed as part of the scheme as a whole.

The proposed extension is a clear and logical expansion of the school and maintains an attractive public route between Dundee Street and the Union Canal. The scale, form and design of the extension correlates with the existing school. In order to retain the civic, stand-alone quality of the existing building, the proposed extension replicates closely the ridge height, elevation treatment and materials of the existing school, continuing the horizontal banding and random panel treatment. The proposed fenestration differentiates the extension from the existing school and provides an enhanced active frontage onto Dundee Street. The extension is of a similar architectural approach to the existing school and incorporates its positive characteristics.

The set back from the western elevation site boundary by approximately 6m provides a visual linkage between the Canal and Dundee Street drawing upon one of the most recognisable features of the Fountainbridge area. The green soffit to the Dundee Street recess is continued and accentuated with a colonnade affront of recessed ground and first floor levels. At the ground floor, the proposed community use and set back design provides an active frontage onto Dundee Street and leads people towards the public route towards the Canal. External hard landscaping has been proposed as a continuation of existing finishes around each public facing facade, with high quality paving to match existing patterns.

Existing trees will be relocated in new positions to suit the proposed development and low level planters flanking the vehicle entrance off Bainfield Drive, providing a buffer between the public realm and school boundary. The proposals will include artwork incorporated in to the pre-cast concrete panels at ground floor on the west gable which, along with the landscaping proposals, will enhance this key link from Dundee Street north towards the Canal. Accordingly, the proposal complies with policies Des1, Des 8 and Des 12 of the LDP.

c) Amenity

Policy Des 12 Alterations and Extensions of the LDP supports development that will not be detrimental to neighbouring amenity and will maintain acceptable levels of amenity in relation to daylight, sunlight and privacy to neighbouring properties.

In terms of daylight and sunlight, the extension is set back around 6m. This arrangement will allow the creation of a positive gable to gable relationship defining the new pedestrian/cycle route between the extension and future development. The high quality public realm west of the school will be affected by overshadowing for the 20m length of the extension but given its use as a through-route in an urban environment the impact is deemed acceptable. The extension is located to the north of the site and the existing school playground is to the south, accordingly, the playground will be capable of achieving adequate sunlight.

The western elevation forms a gable elevation to the school. The gable is offset approximately 6m from the neighbouring site and the immediate outlook from the school and neighbouring site will be maintained. The distances between the gables is in keeping with the character of the area and the privacy of gables is not protected. Therefore, the privacy of existing and future occupiers will be acceptable. The extension complies with policy Des 12 of the LDP in relation to neighbouring amenity.

d) Transport

Policies Tra 2 Private Car Parking and Tra 3 Private Cycle Parking of the LDP support development where car parking provision complies with the parking levels set out in the Edinburgh Design Guidance (EDG). Cycle parking and storage provision should also comply with the EDG and support the Council's objective of increasing the number of journeys made by bike.

In terms of car parking provision, the revised proposal complies with the standards of the EDG. There are currently seven car parking spaces on the site and the proposed extension will increase this to ten and eight motorbike spaces. Car parking is required to support staff with equipment, peripatetic staff and visitors to the school and represents around 6% of staff working at the school. Therefore, provision of the maximum number of spaces permitted by the car parking standards is acceptable. Soft landscaping will be provided at the car park and service entrance and minimise any visual impact.

The applicant proposes to install 34 additional bike parking spaces on the site in compliance with the standards set out in the EDG. Bike storage will be provided at various points around the site, including spaces that are covered and secure. The provision will support the aspiration of the Council to increase the number of people walking and cycling and the site is well connected by cycle routes. The Roads Authority has been consulted on the proposals and raised no objections.

The relocated pedestrian route has been designed as a shared surface and will provide pedestrian access to the ground floor community facility. The route will form an attractive link and prioritise active travel within the area.

The development of the existing school delivered significant infrastructure enhancement to the road network and the signalling of the Viewforth Bridge. No additional infrastructure is required for this extension. Overall, the proposed transport, access and parking arrangements are acceptable and comply with policies Tra 2 and Tra 3 of the LDP.

e) Public Comments

Issues raised are as follows:

Material Planning Issues - Neutral

- impact on neighbouring uses; this is addressed in section 3.3 a); and
- parking provision; this is addressed in section 3.3 d).

Non-material Planning Issues - Objection

- loss of a private view; and
- neighbour notification process.

Conclusion

The proposal broadly complies with the policies in the Edinburgh Local Development Plan and Edinburgh Design Guidance. The principle of the extension is acceptable and the proposal is of an acceptable scale, form and design. Overall, the proposal will enhance the frontage onto Dundee Street and provide additional education capacity to support the growth of this community. There are no material circumstances that outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Detail of the pre-cast concrete panel with etched artwork/graphic as shown on drawing 17A to be submitted and approved by the planning authority before commencement of works on the site.
2. Before any part of the development is brought into use, the cycle parking as shown on the approved plans shall be completed and available for use.
3. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.

Reasons:-

1. In order to safeguard visual amenity.
2. In order to ensure that the level of off-street cycle parking is adequate.
3. In order to enable the planning authority to consider this/these matter/s in detail.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. 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.
3. 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.
4. 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

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was publicised on the weekly list of applications on 27 May 2019. Neighbours were notified of the application on 24 May 2019 and 21 days were allowed for comments. The proposal received two neutral comments and one late objection comment.

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

Background reading/external references

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

Statutory Development Plan Provision	Edinburgh Local Development Plan
Date registered	20 May 2019
Drawing numbers/Scheme	01 - 02, 03A - 04A, 05 - 10, 11A, 12, 13A - 15A, 16, 17A, 18 - 20, Scheme 2

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 The City of Edinburgh Council

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Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Del 2 (City Centre) sets criteria for assessing development in the city centre.

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

LDP Policy Des 12 (Alterations and Extensions) sets criteria for assessing alterations and extensions to existing buildings.

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.

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.

Appendix 1

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amended).**

Consultations

Archaeology - response dated 03/06/2019

Further to your consultation request I would like to make the following comments and recommendations concerning this application for a proposed five storey extension to Boroughmuir High School, including 12 new class rooms, community facilities, ancillary accommodation, relocation of current foot path, alterations to external landscaping and secure carpark compound.

Prior to the construction of the current school in 2015 the site formed part of an important industrial area dating back to the early/mid-19th century. Accordingly, archaeological excavations were carried out by AOC Archaeology between 2014 and 2015 as part of the construction of the school.

Given that the site has been therefore been investigated it has been concluded that there are no archaeological implications in regards to this application.

Scottish Water - response dated 30/05/2019

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

There is currently sufficient capacity in the Edinburgh PFI Waste 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.

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

Infrastructure within boundary

Scottish Water records appear to show private pipework within your site. Please note that Scottish Water records are indicative only and your attention is drawn to the disclaimer at the bottom of this letter. You should contact the owner(s) to establish their requirements for building in the vicinity of this asset.

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.

Next Steps

Non Domestic/Commercial Property:

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

Trade Effluent Discharge from Non Dom Property

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

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.

Police Scotland

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

Transport - Response Dated 08/07/2019

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

- 1. 34 cycle parking spaces being provided complies with the Council's minimum cycle parking requirement of 34 spaces for the proposed 260 student capacity school extension;*
- 2. The proposed 3 car parking spaces for the school extension complies with the Council's parking standards which could permit a maximum of 3 spaces for the 37 additional staff in Zone 1;*
- 3. 8 motorcycle parking spaces being provided complies with the Council's minimum motorcycle parking requirement of 3 spaces for the proposed school extension;*
- 4. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*
- 5. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*

6. Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the footway and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984;

7. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address;

8. Any works that affect an adopted road 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

9. 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;

10. Applicant to provide 2 Electric vehicle charging outlets including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future;

Note:

a) Revised site layout which shows increased provision of cycle parking to 34 new spaces. 10 no. at Dundee Street new entrance / 8 no. additional secure covered in playground / 16 no. additional on east side of building (this area is where previous approved application noted potential additional spaces).

b) A new 6m wide shared surface from Dundee Street to Bainsfield Drive (one-way road with footways on both side) is considered acceptable.

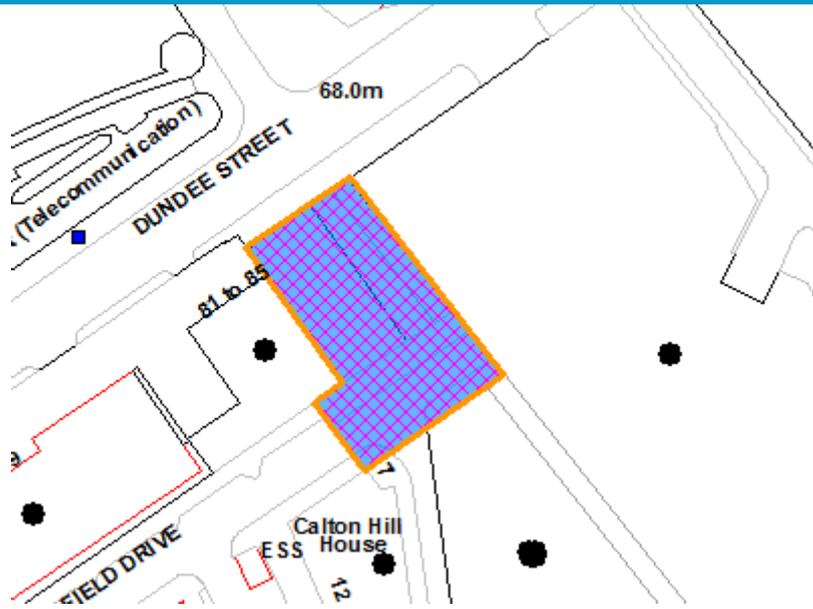
c) Refuse collection per existing arrangement.

d) Standard motorcycle parking space is 2mX0.8m

Flood Planning

Following a review of the Self-Certification declaration certificate, Appendix K calculations and drawing E11556-WRD-XX-XX-XX-C-52001 P02 this now addresses all of flood prevention's comments and the application can proceed to determination with no further comment from our department.

Location Plan



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