

Development Management Sub Committee

Wednesday 3 June 2015

**Application for Planning Permission 14/05255/FUL
At 14, 16-18 Bothwell Street, Edinburgh, EH7 5PS
Demolish of existing steel framed warehouse buildings and
subsequent 240 bed student accommodation development
with associated external landscaping.**

Item number	6.3
Report number	
Wards	A12 - Leith Walk

Summary

The proposal complies with parts a) and b) of Policy Hou 10 in the adopted Edinburgh City Local Plan and would not result in an excessive concentration of students within the locale. Approval is recommended subject to the conditions and informatives set out in this report.

Outcome of previous Committee

This application was previously considered by Committee on 20.05.2015.

The application was continued for the following reasons:-

- Further discussions with the developer with a view to increasing cycle parking provision to between 50-75% of total bedspaces, and
 - To consult with the Council's Economic Development Department on the impact of the proposal in terms of loss of employment land and impact on neighbouring businesses as required by Policy Emp 4.
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This additional information is included in the addendum to the report.

Links

[Policies and guidance for this application](#)

LPC, CITD1, CITD3, CITD4, CITD5, CITD6, CITE3, CITE9, CITE12, CITE17, CITE18, CITOS1, CITH4, CITH10, CITEM4, CITT2, CITT3, CITT4, CITT5, NSG, NSGD02, NSGSTU, NSMDV,

Report

Application for Planning Permission 14/05255/FUL At 14, 16-18 Bothwell Street, Edinburgh, EH7 5PS Demolish of existing steel framed warehouse buildings and subsequent 240 bed student accommodation development with associated external landscaping.

Recommendations

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

Background

2.1 Site description

The site extends to approximately 0.5 hectares and slopes from Bothwell Street towards its rear boundary to the south. Access to the site is currently from Bothwell Street. A second access from Sunnyside exists, under Bothwell Street, but is currently gated off.

The site contains three industrial buildings and an area of open space. The main industrial building is vacant. The two smaller buildings are a commercial garage and an office and are also vacant.

The existing small residential amenity space (0.085 ha) is Council owned and has been assessed to be of low quality in the Open Space Audit 2010.

The site is surrounded on three sides by housing; four and five storey tenement buildings on Bothwell Street, a two storey former printing works on Edina Place and two storey housing at Norton Park. The former printing works is a category B listed building (LB reference 30271, dated 15.11.1991).

The site also shares a boundary with disused railway land to the east. This land is part of housing allocation HSG 4 (the Lochend Butterfly housing site) in the Edinburgh City Local Plan (ECLP) and contains a Transport Safeguard (for a footpath/cycleway or public transport service) immediately adjacent to the site. The housing allocation remains in the Second Proposed Local Development Plan (LDP) (HSG 12). The Transport Safeguard also remains.

2.2 Site History

7 January 1998 - planning permissions were granted for the change of use of the smaller units from workshop yard to self drive hire units (application numbers 97/02287/FUL and 97/12287/FUL).

25 October 2012- Planning Committee were minded to grant an application to demolish the existing warehouse buildings and develop residential development with associated car parking and public realm. The proposed legal agreement was not signed and a decision never issued. (12/01212/FUL).

Main report

3.1 Description Of The Proposal

The proposal is for the demolition of the existing buildings and for the development of new purpose built student residential accommodation in one block of six-storey flats. This will provide a total of 240 bedrooms in a mixture of cluster bedrooms and self-contained studio units. The development comprises a mix of 78 studio units and 162 en-suite cluster bedroom flats. The main entrance provides access to the reception and management suite for the scheme, together with a common room, laundry facilities and cycle store.

The proposal extends the massing and building line of the existing tenement on the south of Bothwell Street into the site. The building then runs adjacent to the perimeter of the site boundary before terminating with an active gable next to the dismantled railway line.

The building is predominantly six storeys in height and incorporates windows styled similar to a traditional sash and case giving a vertical appearance to the building's fenestration. The proposal is very similar in appearance to the flatted development which was minded to grant in October 2012. However, the previously approved housing scheme included open access balconies on the north elevation which are not included in this proposal.

Buff facing brick is the primary material proposed. Other materials incorporated into the scheme are zinc surround feature windows.

The existing public open space to the north of the site, fronting onto Bothwell Street, is to be upgraded by the developer for use by the local community as well as the students. The park is currently in CEC ownership and has been assessed to be of low quality in the Open Space Audit 2010.

Access for vehicles, cycles and pedestrians is to be taken from Bothwell Street. Twenty one parking spaces are provided for staff and visitors. There are 47 cycle spaces provided in a secure cycle store to the rear of the site.

There is a secondary access off Sunnyside for pedestrians and cyclists only. This section of road will have bollards to stop vehicles obtaining access to the development.

Supporting Statement

The applicant has submitted a supporting statement, a design and access statement, a sustainability appraisal, a tree survey and a stage 1 quality audit including a parking statement. These documents can be viewed on the Planning and Building Standards Online Service.

3.2 Determining Issues

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 proposals preserve or enhance the setting of the listed building;
- (c) the proposed scale, design and materials are acceptable;
- (d) the proposal is detrimental to the amenity of neighbours;
- (e) the proposal is acceptable in terms of road safety and parking and drainage;
- (f) the proposal is acceptable in terms of other material considerations;
- (g) any equalities and human rights issues have been addressed; and
- (h) material representations have been addressed.

a) Principle of Development

Paragraph 6.37 of the Edinburgh City Local Plan acknowledges there is a need for more purpose built student housing and that it is preferable, in principle, that student needs are met, as far as possible, in purpose built and managed schemes rather than in the widespread conversion and use of family stock.

The proposals need to demonstrate they are consistent with the relevant policy criteria in ECLP Hou 10 (Student Housing) (a) and (b). The non-statutory guideline on student housing is supplementary to the Edinburgh City Local Plan Hou 10 and is a material consideration in the determination of this application. The criteria in ECLP Policy Hou 10 are applied to proposals for student accommodation using the locational guidance set out in the guideline.

Part (a) of Policy Hou 10 requires that the location is appropriate in terms of access to public transport, university and college facilities. At the west end of Bothwell Street is Easter Road which is well served by a number of bus routes. There are a number of universities within walking distance of the development. Edinburgh University main campus is approximately 1.7 miles walking distance and Moray House is 1.2 miles from the proposed development. This development therefore complies with Part a) of Policy Hou 10 in relation to student housing.

Policy Hou 10 (b) states that the proposal must not result in an excessive concentration of student accommodation in any one locality.

Student housing is generally acceptable in and adjacent to main campuses. In other locations with good access to university and college facilities by public transport purpose built student accommodation will be acceptable provided it does not result in a student population of 30% or more in the locality. The area is characterised by a range of land uses including residential, retail and office use. The site is located a short walk from Easter Road which has a bustling commercial character. The site is located in data zone SO1002209 and is immediately adjacent to two data zones SO1002183 and SO1002198. The average student concentration across these three data zones is 10.66. An additional 240 bedspaces would increase the concentration to 18.53%. This is below the 30% threshold and would therefore comply with Part (b) of Policy Hou 10. The calculations are based on the 2011 census information which is the most-up-to-date source.

Open Space

The current small area of open space within the site boundary (under CEC ownership) was assessed to be of a low quality in the Open Space Audit 2010. The proposed site layout results in this open space being upgraded and improved for the use of the students and local residents. The owner has been in negotiations with CEC and a purchase price has been agreed subject to planning approval for the student housing. The operator of the student housing will take over maintenance of the open space. Policy Os 1 Open Space Protection seeks to protect all open spaces which contribute to the amenity of their surroundings. This proposal achieves this by not only retaining, but enhancing a poor quality area which can then be used by the wider community. The proposal accords with Policy Os 1.

Employment Policy

ECLP Policy Emp 4 seeks to ensure that proposals for the redevelopment of sites which are or were last in employment use contribute to the city's stock of flexible small business premises. It requires proposals on such sites to include floorspace for a range of business users.

However, Policy Emp 9 part c) of the Second Proposed Local Development Plan (LDP), which will replace Policy Emp 4 of ECLP, states that business floorspace should be provided for a range of users if a site is larger than 1 hectare. As this site is less than that, the requirements for business floorspace would not apply. There were no representations to the first Proposed LDP objecting to the wording of Policy Emp 9. Considerable weight can therefore be given to Policy Emp 9 and it is not considered necessary to provide business space as part of this proposal.

In addition, the loss of employment land was considered acceptable in relation to the previous planning application for housing which the Council was minded to grant.

Criterion b) and c) of ECLP Policy Emp 4 and parts a) and b) of policy Emp 9 of the Second Proposed LDP require development not to prejudice or inhibit activities of any nearby employment use and that the proposals should contribute to the comprehensive regeneration and improvement of the wider area. The proposals will not prejudice or inhibit activities of any nearby employment use and the redevelopment of the site will contribute to the improvement and wider regeneration of the area.

The principle of student housing development on this site is acceptable.

b) Setting of the Listed Building

In terms of any impact on the adjacent B listed building on Edina Place, planning policy states that development should not be detrimental to the appearance or character of a listed building or to its setting.

The listed building is a flat roofed red brick building and although originally a printing works it has the appearance of a residential building. The principle frontage of the listed building is to the south onto Edina Place and this is unaffected.

The rear of the building, which is adjacent to the application site, mainly consists of hardstanding used for car parking. The application site currently contains a mix of industrial sheds of little merit within a relatively unkempt environment. The proposed development will run parallel to the listed building and although higher, will have a positive impact on the immediate surroundings. The listed building will no longer be as visible from Bothwell Street, though historically there was a tenement along Bothwell Street which would have blocked any views. As stated above this is also not the primary outlook of the building.

The proposed development will not negatively impact on the listed building or its setting.

c) Scale, Design and Materials

The site is within an area that is predominantly characterised by existing tenements to the north with a mix of buildings to the south including the B listed former print works on Edina Place.

The site is an irregular shape and the proposed development makes an efficient use of the land. The drop in level allows the development to extend up to six storeys without building higher than the tenements on Bothwell Street resulting in a positive relationship with neighbouring buildings.

The building proposed is an elongated 'v' -shape that continues the line of the existing tenements on the south side of Bothwell Street then turning to run parallel with the site boundary to the south east. This layout enables the existing area of open space to be retained and enhanced. It provides access to the dismantled railway and allows views onto the new building from the Easter Road end of Bothwell Street.

The western section of the building contains vertically proportioned windows which reference the existing tenement, whilst the use of timber cladding panelling breaks up the elevations and helps to maintain the rhythm of the existing tenement. A set back at the roof top level adds visual interest.

There are protected key views near to the site. Most of the view cones do not cover the site, whilst the development will not be visible in the key view (reference N5A) from Pilrig Park to Arthur's Seat.

The primary material proposed is a buff facing brick, metal effect cladding for the set back on the roof top level and timber boarding. The simple palette of materials proposed and the use of brick is appropriate in this context. It is important that the brick and the mortar are specified to harmonise with the surrounding stone buildings, consequently, conditions are recommended to ensure the materials are of a sufficient quality.

The design, scale and layout of the proposed building are acceptable subject to conditions in relation to materials.

d) Amenity and open space

Objections have been received in relation to the residential amenity of existing residents in the vicinity of the site. Concerns have been put forward in relation to infringement of privacy and impact on daylighting.

Privacy

The minimum recommended distance for privacy is 18m from window to window. The majority of the block exceeds this distance with the building on Edina Place being at least 28m away, whilst 9-13 Bothwell Street is at a distance of 23m at its nearest point.

To the south/east of the site are the flatted two storey properties at Norton Park. The proposed building is pulled back away from the site boundary by 10 metres, double that of the existing industrial unit. Number 15 has a blank gable and the building does not look into the site. Number 16 does face into the site but is orientated in such a way which avoids direct overlooking. The proposals are acceptable in relation to privacy.

Daylighting

Information was submitted in relation to daylighting for the previous scheme of 71 residential units. This proposal is the same height, footprint and massing of that development. The diagram submitted indicated that the window on the existing ground floor flat at 26-36 Bothwell Street does not comply with the 25 degree method. In such circumstances, and in historical areas, the Vertical Sky Component (VSC) of relevant windows should pass the test to achieve a VSC of at least 27%. The VSC has been demonstrated to be 27.25% and therefore the amount of daylight reaching windows on the existing tenement is not adversely affected.

Open Space and Landscaping

Landscaping details including a tree survey have been provided. These show the arrangement of both the private and public areas of open space.

The tree survey provides details of the current nine trees on site which are all within the current residential amenity space. It is proposed that all the current trees are to be removed. Seven of the trees to be removed are of poor health, whilst the remaining two will conflict with construction or removal will aid in providing a more cohesive reinstatement plan. The trees are not protected by a Tree Preservation Order and the site is not within a conservation area.

The main visual impact of the current trees is the line along Bothwell Street. The proposed replacement trees will provide a similar line delineating the open space. A total of 29 trees are proposed within the overall site.

The reshaped area of open space will be upgraded with the establishment of a public park, new trees, low shrub planting, a perimeter of low wall with railings and benches. The upgrades will improve the standard of open space whilst being of a size that will meet the local greenspace standard in this area as set out in the Open Space Strategy.

Proposed private open space for the development includes student garden areas to the south edge, fruit trees and bushes. To the north of the site adjacent to nos 26 to 34 Bothwell Street, there are three raised beds for herbs/vegetables.

The landscaping has been considered as part of the application and the general layout and planting indicated is satisfactory. A landscape statement has been submitted. The applicant has also submitted a detailed planting schedule, external planting specification, a planting management and maintenance plan and details of paving and street furniture.

The proposals accord with policy ECLP Policy Hou 3 Private Open Space and Policy Des 5 External Spaces.

e) Transport and Drainage

The site is currently accessed from Bothwell Street with a secondary access available from Sunnyside, though this is currently gated off. The existing area of open space is to be re-aligned to provide a new access into the site. Sunnyside will be used by pedestrians and cyclists only. Consideration has been given to providing adequate turning facilities for refuse and emergency vehicles.

A Stage 1 Quality Audit has been provided. This sets out the approach taken to road design. Transport has raised no objections to the suitability of the access to the site and the arrangements are acceptable.

The site is just outside the city centre's controlled parking zone. There is limited off street parking for existing residents in Bothwell Street. The student accommodation provider is to discourage the use of cars by each student and have it written into their management plan that private cars are not permitted.

The development can be car free, but 21 spaces are being provided for disabled badge holders/visitors and/or members of staff. Transport has requested that the applicant enter into a suitable legal agreement to make a financial contribution towards city car club provision.

The applicant has submitted a Transport Statement indicating the level of parking on Bothwell Street at various times of the day and night. Transport has assessed this against a travel survey carried out on the modal split of students at six campuses in Edinburgh. A very low percentage (4%) use private car. In light of this, Transport consider that the proposed development will have little impact on the existing road network.

The site is in an accessible location close to Easter Road and London Road which have good bus services. It is within walking distance of the city centre and Waverley Train Station. The proposals include a future link to the adjacent railway line which is safeguarded for a cycle/footpath link. The applicant has agreed to make a financial contribution towards transport promotion measures including contributions to or provision of public transport tickets. They have also agreed to provide a public and sustainable transport information pack to help embed public transport habits. The site is within Zone 3 of the proposed tram line. Based on the type and scale of the development a tram contribution is required.

A secure cycle store will be provided to the north east of the site and adjacent to the proposed safeguarded cycle route. The link to this long term cycle route will be safeguarded.

An Air Quality Impact Assessment (AQIA) was not requested for this proposal as the car parking provision is reduced from the previous proposal of 71 residential units. Environmental Assessment has no objection to the proposal and recommends an informative is attached advising on electric vehicle charging and boilers. They also suggest conditions relating to a site survey and any remedial/protective measures.

Drainage proposals for the site have been submitted along with a surface water management plan. Flood Prevention asked for additional information relating to calculations and these have been submitted. Transport has asked for a condition relating to SUDS maintenance.

Overall, the site is in a highly accessible location. The proposed transport arrangements are acceptable subject to a legal agreement in relation to tram, public transport promotion measures and city car club.

f) Other material considerations

Waste Management

The proposal includes an internal communal bin store. This will accommodate ten 1,100 ltr bins to meet the needs of the students.

Archaeology

The city archaeologist has identified the site as being within the historic Maryfield Estate with the potential for remains of 19th century industry. The site is likely to be of low-moderate archaeological impact and there are no objections on archaeological grounds subject to a condition requiring the implementation of a programme of archaeological work prior to development.

Sustainability

The applicant has submitted a sustainability statement in support of the application. The proposal complies with the requirements of Part A of the Edinburgh Standards for Sustainable Buildings.

The proposal has been classed as a major development and has been assessed against Part B of the standards. The points achieved against the essential criteria are set out in the table below:

Essential Criteria	Available	Achieved
Section 1: Energy Needs	20	20
Section 2: Water conservation	10	10
Section 3: Surface water run off	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total points	80	80

The proposal meets the essential criteria. In addition the applicants have provided a commitment to further sustainability measures as set out in the desirable elements. Additional measures include the provision of city car club spaces and the provision of a local recycling point.

g) Equalities and Human Rights Impacts

This application was assessed in terms of equalities and human rights. No adverse impacts were identified.

h) Public comments

Material representations:

- Comments have been raised that the massing of the building is too domineering. This is addressed in 3.3 c).
- Comments have been raised that daylight will be blocked out from Bothwell Street. This issue is addressed in 3.3 d).
- Comments have expressed concern about the overdevelopment of the site due to lack of open space and car parking. These are addressed in 3.3 d) and e).
- Comments have raised concerns that the development fails to directly serve any university or college campus. This is addressed in 3.3 a).
- Concern has been expressed that the area is being inundated with student flats. This is addressed in 3.3 a).
- Concern has been raised about possible worsening traffic problems on Easter Road and Bothwell Street. This is addressed in 3.3 e).

- Concern has been raised about the drastic alteration of Bothwell Street as a quiet cul-de-sac. This is addressed in 3.3 d).
- Concern has been raised about problems for emergency vehicles accessing Bothwell Street. This is addressed in 3.3 e).
- A comment has been made that the 2011 student housing stats are out of date. This is addressed in 3.3 a).
- Concerns have been raised that the density is too high for the street. This is addressed in 3.3 a).

Conclusion

The proposal complies with parts a) and b) of Policy Hou 10 in the adopted Edinburgh City Local Plan and would not result in an excessive concentration of students within the locale. Approval is recommended subject to the conditions and informatives set out in this report.

Addendum to Assessment

The application was considered at the Development Management Sub-Committee on 20 May 2015. Committee requested further information on a) increased cycle parking provision; b) the impact of the proposal in terms of loss of employment land; and c) impact on neighbouring businesses as required by Policy Emp 4.

a) Increased Cycle Provision

The applicant has submitted a revised drawing showing increased cycling provision. The proposal now shows three separate locations for cycle parking. The facility identified in the original drawing adjacent to the safeguarded railway line has capacity for 80 cycles. An additional facility with capacity for 60 cycles is proposed on land previously shown as raised beds for herbs/vegetables located next to the Sunnyside link. These two facilities will provide 140 cycle spaces (58% provision in relation to number of bedspaces). A third location, adjacent to the student gardens to the south of the development, is shown as having potential for 40 cycles if needed. It is recommended that cycle parking should be provided at all three locations in order to create spaces for 180 cycles (75% of the total bed spaces). Condition 6 of the report has been amended requiring the details of the proposed cycle facilities to be submitted to the Council for approval.

b) Loss of Employment Land

The Council's Economic Development Department provided comments in response to the consultation on this proposal. Following the Committee meeting on 20 May 2015, the applicant submitted a supporting economic statement and a response to the comments from Economic Development.

Economic Development has indicated that the proposed redevelopment would result in the loss of 1,229m² (13,228 sq ft) of industrial space, equivalent to 19 Full Time Equivalent (FTE) jobs if fully let. The proposed student housing is projected to support between 19 and 38 FTE jobs across Scotland via expenditure by the students.

The applicant's supporting economic statement suggests that the proposed 240 student bed spaces will generate around 100 jobs linked to student expenditure. In addition, it will create temporary construction jobs and nine FTE management, administration and maintenance posts.

Economic Development recognises that the area is unsuitable for general industrial uses. However it is suggested that in light of the shortage of small industrial units across Edinburgh, new small Class 4 business units could be provided as part of the development.

Such uses could provide additional employment but Economic Development recognises that this may be challenging to deliver in this location. This is because the poor accessibility of the site would restrict the number of potential occupiers and the likelihood of weak covenants on short term leases will require active management. The applicant has stated that the development of employment space in this location is not viable and would adversely affect the re-development prospects of this brownfield site.

ECLP Policy EMP 4 seeks the provision of small business space as part of proposals for the redevelopment of sites last in employment use such as this. However, Policy Emp 9 of the Second Proposed Local Development (LDP), which will replace Policy Emp 4 of ECLP, only requires business floorspace to be provided if the site is larger than one hectare. This site is only 0.5 hectares and therefore the requirement to provide business floorspace would not apply. There were no representations to the Second Proposed LDP objecting to the wording of Policy Emp 9 and therefore considerable weight should be given to it.

Whilst the provision of small business units may be desirable from an Economic Development viewpoint, the emerging LDP policy on this matter doesn't require it. Furthermore, the Council was minded to grant the previous planning application for housing with no provision made for business space.

c) Impact on neighbouring uses

Economic Development does not consider that the development would prejudice or inhibit the activities of any nearby employment use given that the surrounding commercial occupiers already co-exist with residential occupiers. As a number of the commercial occupiers offer goods and services aimed at households, they could potentially benefit from increased local custom.

Based on the above additional information, it is recommended that the Committee approves the application subject to conditions in respect of land contamination, materials, archaeology, vehicular bollards at Sunnyside, and cycling provision standards.

Tram contribution, public transport promotion measures and city car club provision will be covered by legal agreement.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Prior to the commencement of construction works on site:
 - (a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning and Building Standards, 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 Head of Planning and Building Standards.

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 and Building Standards.
2. Prior to the commencement of the construction of the superstructure or above ground works, sample panels, to be no less than 1.5m X 1.5m, shall be produced, demonstrating each proposed external material and accurately indicating the quality and consistency of future workmanship, and submitted for written approval by the Head of Planning and Building Standards.
3. Prior to the commencement of development, specification and architectural details at a 1:5 or 1:10 scale of the proposed timber cladding shall be submitted for written approval by the Head of Planning and Building Standards. These details should set out the thickness of the timber which should not be less than 19mm finished size: the type of fixings, which should be specified to ensure no staining of the timber; and how the ends of the timber will be protected to ensure that moisture absorption is prevented.
4. No development shall take place until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis and reporting, publication) in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Head of Planning and Building Standards.
5. The proposed link to Sunnyside should be safeguarded for pedestrians and cyclists only with the installation of vehicular bollards.
6. The proposed cycle parking to be provided on the 3 locations shown on the approved site plan and landscape drawing (03B, 2650(PL) 02.Rev C). Prior to the commencement of development, details of the proposed cycle parking regarding specification, design and security to be submitted to the Head of Planning and Building Standards for approval. Cycle stand products should meet the criteria of ease of use and provide secure locking points or wheels/frame.

Reasons:-

1. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
2. In order to ensure the adequacy of external building materials.
3. In order to demonstrate that the proposed timber cladding will be durable and retain a high visual quality.
4. In order to safeguard the interests of archaeological heritage.
5. In order to protect the safety of cyclists and pedestrians.
6. In order to ensure the adequacy of facilities for cyclists.

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. For the duration of development, between the commencement of development on the site until its completion, a notice shall be: displayed in a prominent place at or in the vicinity of the site of the development; readily visible to the public; and printed on durable material.
5. The development shall be carried out in accordance with the measures identified in the approved Sustainability Statement Form. The applicant should submit a Self Declaration Form to the Head of Planning and Building Standards on completion and prior to occupation unless otherwise agreed.
6. Where provided electric vehicle charge points should be installed in accordance with Transport Scotland's 'Switched on Scotland': A Roadmap to widespread Adoption of Plug-in Vehicles' (2013). In particular the charge points should include a 70 or 50kW (32 Amp) AC unit. The DC charge should be delivered via both JEVS G105 and 62196-3 sockets and the AC supply by a 62196-2 socket. The outlet must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

7. When available the applicant should provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993 or as minimum all gas-fired boilers to meet a minimum standard of $\leq 40\text{mgNOx/KWh}$.
8. The applicant should contact the Council's Private Rented Sector Team to ensure that the Scottish HMO standards are met.
9. Where trees/shrubs are to be planted adjacent to the railway boundary these should be positioned at a minimum distance from the boundary which is greater than their predicted mature height. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary.
10. 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 ie 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.
11. The proposed development access road will not be adopted for maintenance purposes by the Council. This will require the inclusion in the deeds of a statement that the owners will not be able to put forward the road for adoption. This in no way affects its status as a road, under the meaning of the Roads (Scotland) Act 1984, over which the public have a right of passage. The applicant should be aware that the Council will therefore not be liable for maintenance of the road, parking areas, street lighting nor any other part of the development but that it must be open for public passage at all times. Therefore no gates or other obstructions will be permitted.
12. The pedestrian/cycle access to Sunnyside should be built to an adoptable standard and will be subject to Road Construction Consent.
13. The pedestrian /cycle access to the disused railway should be built to an adoptable standard and will provide a right of passage.
14. A Certificate of Technical Approval may be required from the City of Edinburgh Council's Structures Department, to safeguard the integrity of the retaining wall at Sunnyside. To ensure that any works to the park do not affect the structural integrity of the wall.
15. Any works affecting the existing carriageway/footway on Bothwell Street or Sunnyside must be carried out in accordance with 'Development Roads-Guidelines and Specification'.

16. Legal Agreement

The applicant will be required to enter into a suitable legal agreement in respect of the following:

- A tram contribution of £70,395;
 - A travel plan to include a financial contribution to transport promotion measures; and
 - City Car Club provision.
17. A monitor capable of receiving an internet connection to display Public Transport Real time information should be displayed in the reception area to advise patrons of public transport.
18. The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of Head of Transport. This is to ensure there is no discharge of water onto the public road network.

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:

This application was assessed in terms of equalities and human rights. No adverse impacts were identified.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

A Proposal of Application Notice was submitted and registered on 17 September 2014.

Copies of the notice were also sent to:

- Leith Central Community Council;

- Craigentiny & Meadowbank Community Council;
- Leith Neighbourhood Partnership;
- Craigentiny/ Duddingston Neighbourhood Partnership; and
- Leith Ward Councillors.

A public consultation event was held on 11 November 2014 at McDonald Road Library. Full details can be found in the Pre-Application Consultation report which sets out the findings from the community consultation. This is available to view on the Planning and Building Standards Online Services.

A pre-application report on the proposals was presented to the Committee on 3 December 2014.

8.2 Publicity summary of representations and Community Council comments

Fifteen representations were received - 13 objections, one letter of support and one comment. These include objections from the Cockburn Association and Sheila Gilmore MP.

Material issues raised were:-

- Massing of the proposal is domineering;
- Daylight will be blocked out from Bothwell Street;
- Overdevelopment of site due to lack of open space and car parking;
- Fails to directly serve any university or college campus;
- Area is being inundated with student flats;
- Worsening traffic problems on Easter Road and Bothwell Street;
- Drastic alteration of character of quiet cul-de-sac;
- Problems for emergency vehicles accessing Bothwell Street;
- Student housing stats for 2011 are out of date; and
- Density is too high for street.

Background reading/external references

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

Statutory Development

Plan Provision

The site is within the Urban Area, as shown on the Edinburgh City Local Plan Proposals Map, and general housing and employment policies apply. The site also contains an area of designated open space.

Date registered

6 January 2015

Drawing numbers/Scheme

1,2,3A,4,5A,6,7A,8A,9A,10A,11a,12,13,14,15,16.,

Scheme 2

David R. Leslie

Acting Head of Planning and Building Standards

Contact: Lesley Porteous, Planning Officer

E-mail:lesley.porteous@edinburgh.gov.uk Tel:0131 529 3203

Links - Policies

Relevant Policies:

Relevant policies of the Edinburgh City Local Plan.

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

Policy Des 3 (Development Design) sets criteria for assessing development design.

Policy Des 4 (Layout Design) sets criteria for assessing layout design.

Policy Des 5 (External Spaces) sets criteria for assessing landscape design and external space elements of development.

Policy Des 6 (Sustainable Design & Construction) sets criteria for assessing the sustainable design and construction elements of development.

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

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.

Policy Env 12 (Trees) sets out tree protection requirements for new development.

Policy Env 17 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

Policy Env 18 (Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

Policy Os 1 (Open Space Protection) sets criteria for assessing the loss of open space.

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

Policy Hou 10 (Student Housing) supports provision of student housing on suitable sites.

Policy Emp 4 (Employment Sites and Premises) sets out criteria for development proposals affecting business & industry sites and premises.

Policy Tra 2 (Planning Conditions and Agreements) requires, where appropriate, transport related conditions and/or planning agreements for major development likely to give rise to additional journeys.

Policy Tra 3m (Tram Contributions) requires contributions from developers towards the cost of tram works where the proposed tram network will help address the transport impacts of a development.

Policy Tra 4 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in supplementary planning guidance, and sets criteria for assessing lower provision.

Policy Tra 5 (Private Cycle Parking) requires cycle parking provision in accordance with levels set out in supplementary 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 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.

Non-statutory guidelines on 'MOVEMENT AND DEVELOPMENT' establish design criteria for road and parking layouts.

Appendix 1

Application for Planning Permission 14/05255/FUL At 14, 16-18 Bothwell Street, Edinburgh, EH7 5PS Demolish of existing steel framed warehouse buildings and subsequent 240 bed student accommodation development with associated external landscaping.

Consultations

Archaeology - response dated 7 January 2015

Further to your consultation request I would like to make the following comments and recommendations concerning the above planning application for the demolition of the existing steel-framed warehouse buildings and subsequent construction of a 240 bed student accommodation development with external landscaping.

The site lies within the historic Maryfield Estate. Historic maps indicate that the site and surrounding area remained largely farmland until the spread of industry and railway into the area during the mid-19th century. The 1850's first Edition OS map of the site still shows the site as open ground, with a burn (leading to Lochend Loch Restalrig) forming the southern boundary of the site. The 1876 OS map shows the affects of industrialisation of the area with sites eastern boundary now defined by then new North British Railway-line and the construction directly to the south of a large glass works. The 1893 OS map shows further industrialisation across the sites southern boundary with the addition of the Edina Engineering Works. The first building appear on the site between 1907 and 1910, though its function is not known

Accordingly this site has been identified as occurring within an area of archaeological potential in particular relating to 19th century industry. This application must be considered therefore under terms the Scottish Government Historic Environment Policy (SHEP), Scottish Planning Policy (SPP), PAN 02/2011 and also Edinburgh City Local Plan (2010) policy 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.

Having assessed the probable impact of this proposed development, it is considered that on current information such a proposal would be regarded as having a low-moderate archaeological impact. Ground-breaking works associated with the demolition of the current warehouses and the construction of the new development could disturb significant remains associated with the 19th century industrial development of this area in particular the adjacent glass works.

Accordingly it is recommended that the following condition be attached consent, if granted, to ensure that a programme of archaeological works is undertaken prior to/during demolition and construction in order to excavate, record and analysis any significant archaeological deposits that may be uncovered.

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

The work 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.

Bridges and Structures - response dated 14 January 2015

Please see queries/issues noted below regarding flood risk assessment and drainage strategy for the application as stated above.

Flood Risk

The proposed development is located a significant distance from any watercourses and is not located within the SEPA fluvial flood map extent. The proposed development is not considered to be at fluvial flood risk.

An area of ponding is noted to the south of the proposed development indicated in the SEPA pluvial flood map. The drainage system for the must ensure the area of pluvial flood risk is not exacerbated by the proposed development. This must be clearly demonstrated by a robust site drainage strategy.

Drainage Strategy

No drainage strategy document has been provided by the applicant, though drawing J3128-001 includes notes with regards to the design of the proposed system.

The maximum discharge to the combined sewer is stated to be 2.5l/s based on the minimum recommended orifice in Sewers for Scotland (75mm). The applicant must provide calculations to support the stated discharge rate. The applicant must also provide confirmation that Scottish Water have accepted the connection and the discharge rate.

As stated CEC Flood Prevention require the 1 in 200 year rainfall event plus 20% allowance for climate change to be attenuated within the site boundary. A MicroDrainage model is required to show that the proposed drainage system can convey and store the 1 in 200 year plus climate change event and to show none of the buildings within the development boundary are at flood risk. Results should be referenced to a plan of the proposed drainage system.

As noted above a large area of ponding is indicated to the south of the proposed development. Pre and post development flow paths are required to assess any impact on flood risk to surrounding properties.

Police Scotland - response dated 4 February 2015

I am writing on behalf of Police Scotland regarding the above planning application for a 240-bed student accommodation development at 16-18 Bothwell Street, Edinburgh.

It is strongly recommended that the architect and client meet with a Police Architectural Liaison Officer to discuss Secured by Design principles and crime prevention through environmental design.

Network Rail - response dated 28 January 2015

Thank you for consulting Network Rail regarding the above development. Whilst Network Rail has no objections in principle to the proposal, due to its close proximity to the operational railway, we would request that the following matters are taken into account, and if necessary and appropriate included as conditions or advisory notes, if granting the application:

The railway can be a dangerous environment. Suitable barriers must be put in place by the applicant to prevent unauthorised and unsafe access to the railway.

If not already in place, 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. We recommend a 1.8 metre high 'rivetless palisade' or 'expanded mesh' fence. Network Rail's existing boundary measure must not be removed without prior permission.

Buildings should be situated at least 2 metres from Network Rail's boundary. 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.

The proximity and type of planting proposed are important when considering a landscaping scheme. Leaf fall in particular can greatly impact upon the reliability of the railway in certain seasons. Network Rail can provide details of planting recommendations for neighbours.

Where trees/shrubs are to be planted adjacent to the railway boundary these should be positioned at a minimum distance from the boundary which is greater than their predicted mature height. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary.

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 4087
E-mail - AssetProtectionScotland@networkrail.co.uk

We trust full cognisance will be taken of these comments. We would be grateful if Local Planning Authorities would provide a copy of the Decision Notice.

Environmental Assessment - response dated 9 February 2015

Planning permission is sought for demolition, change of use and new build to provide managed student accommodation, communal area on the ground floor together with associated facilities, access, 15 parking spaces and cycle parking. The site is located within a residential area with existing residential properties located to the north, west, and south. To the east there are further residential properties separated by a railway line.

Air Quality

There has been a recent planning application made on the site for 71 residential units 2012. The current proposal is to use the same building envelope and heights as within the previous application but providing 240 bed student accommodation rather than 71 flats. The latest proposal has reduced car parking numbers to fifteen. Environmental Assessment had no objection to the previous scheme subject to an air quality impact assessment being submitted. As this latest development proposes a lower level of car parking Environmental Assessment did not request a further air quality impact assessment. Although it is noted that the city centre air quality management area was extended in 2013 to include Easter Road, which is in close proximity to the site.

It is highlighted in Edinburgh's Local Transport Strategy 2014-2019 that the Council seeks to support increased use of low emission vehicles and support the extension of the network of EV charging points.

The City of Edinburgh Parking Standards for Development Management also now encourages the use of EVs. It states that the Council is likely to introduce a requirement for EV charging infrastructure which depends on how charging technology evolves this includes:

Dedicated parking spaces with charging facilities.

Ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.

Developers should now consider the potential for EV charging as they develop their proposals. Based on currently available technology Environmental Assessment recommends that at least one electric vehicle charging outlet should be of the following standard:

70 or 50kW (32 Amp) DC with 43kW (32 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

It should be noted that support is available to developers to adopt EV's through the Energy Saving Trust's Sustainable Transport Advice Service and Interest Free Low Carbon Loans.

Grants are also available for the installation of EV charge points for workplaces, with 100% funding currently available for installations up to £10,000. More information can be found at <http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

The Scottish Government and Local Authorities are working to decrease their fuel-based vehicles, replacing them with electric vehicles. Scottish Government funding has enabled the purchase of more than 270 vehicles for the public sector fleet including many Lothian based University vehicles which would make good use of a charging point at this location.

If the applicant installs a centralised boiler exceeding 366.4 kilowatts then a chimney height calculation will be required in accordance with the Clean Air Act 1993. Otherwise if the applicant proposes installing individual gas fired boilers then all gas-fired boilers should meet a minimum standard of <40mgNO_x/KWh.

Therefore Environmental Assessment recommends an informative is attached to any consent advising on electric vehicle charging and boilers.

Noise

Environmental Assessment recommends that the applicant contacts the Councils Private Tented Sector Team to ensure that the Scottish Houses in Multiple Occupation (HMO) standards are met. Environmental Assessment deems the railway line is far enough away to ensure that residential amenity will not be adversely affected.

Contaminated Land

The applicant has submitted a Site Investigation Report which is currently being assessed by Environmental Assessment. Until this has been completed Environmental Assessment recommends that a condition is attached to ensure that contaminated land is fully addressed.

In conclusion Environmental Assessment offers no objection to this application subject to the following condition;

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

(a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

(b) Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

Informative;

2. The electric vehicle charge points required should be installed in accordance with Transport Scotland's 'Switched on Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles' (2013). In particular the charge points should include a 70 or 50kW (32 Amp) DC with 43kW (32 Amp) AC unit. The DC charge should be delivered via both JEVS G105 and 62196-3 sockets and the AC supply by a 62196-2 socket. The outlet must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

3. When available the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993 or as minimum all gas-fired boilers to meet a minimum standard of <40mgNO_x/KWh.

4. Environmental Assessment recommends that the applicant contacts the Councils Private Tented Sector Team to ensure that the Scottish HMO standards are met.

Transport Planning - dated 7 April 2015

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

1. The proposed development access road will not be adopted for maintenance purposes by the Council. This will require the inclusion in the deeds of a statement that the owners will not be able to put forward the road for adoption. This in no way affects its status as a road, under the meaning of the Roads (Scotland) Act 1984, over which the public have a right of passage. The applicant should be aware that the Council will therefore not be liable for the maintenance of the road, parking areas, street lighting nor any other part of the development but that it must be open for public passage at all times. Therefore no gates or other obstructions will be permitted;

2. Vehicular access via Sunnyside is restricted by the bridge, the proposed link to Sunnyside should be for pedestrian and cyclists only;

3. The pedestrian/cycle access to Sunnyside should be built to an adoptable standard and will be subject to Road Construction Consent;

4. The pedestrian/cycle access to the disused railway should be built to an adoptable standard and will provide a right of a passage;

5. A Certificate of Technical Approval may be required from the City of Edinburgh Council's Structures Department, to safeguard the integrity of the retaining wall at Sunnyside. To ensure that any works to the park do not affect the structural integrity of the wall;

6. Submit a draft Travel Plan and Management Agreement prior to first occupation and a final Travel Plan within 3 months of that date. The Travel Plan to be monitored on a 6 monthly cycle for years and to include financial contribution to transport promotion measures, including contributions to, or provision of, public transport season tickets and the provision of a public and sustainable transport information pack. Reason - To encourage more sustainable travel modes in line with the Local Transport Strategy policy LU 3.

7. Refuse storage facilities should be within 30 metres of an area which can be accessed by a refuse removal vehicle;

8. A monitor capable of receiving an internet connection to display Public Transport Real Time information should be displayed in the reception area. (Reason to advise patrons of public transport);

9. Any works affecting the existing carriageway/footway on Bothwell Street or Sunnyside must be carried out in accordance with "Development Roads - Guidelines and Specification". See pages 5, 15 & 16 of

10. The proposed cycle parking to be to the Council's satisfaction regarding specification, design, security and location. Cycle stand products should meet the criteria of ease of use and provide secure locking points for wheels/frame;

11. The visitor cycle parking for the development should be located at convenient locations, near the main entrances;

12. The developer must submit a maintenance schedule for the Suds infrastructure for the approval of Head of Transport. This is to ensure there is no discharge of water onto the public road network.

Consent should not be issued until the applicant has entered into a suitable legal agreement to provide:-

1. A financial contribution to the Edinburgh Tram of £70,395 in line with the approved Tram Line Developer Contributions report (based on 240 bed student accommodation in Zone 3).

2. A financial contribution to transport promotion measures, including contributions to or provision of public transport season tickets. The provision of a public and sustainable transport information pack, in order to help embed public transport habits and encourage modal shift.

3. Consent should not be issued until the applicant has entered into a suitable legal agreement to provide the sum of £7,000 towards car club provision;

Note

Current Council car parking standards for student accommodation within this area (Zone 3a) requires a minimum of 1 space per 12 beds which equates to 20, and a maximum of 1 space per 6 beds which equates to 40. Based on 10 staff a minimum of 1 per 4 staff which would equate to 3, and a maximum of 1 per 2 staff which equates to 5.

The applicant proposes to provide 20 parking spaces therefore meets the minimum parking requirements.

The site is in the boundary of the city centre controlled parking zones but is not included. There is limited off street parking for existing residents. The student accommodation provider is to discourage the use of cars by each student and have it written into their management plan that private cars are not permitted.

The applicant has submitted a Transport Statement that demonstrates that parking on Bothwell Street can be problematic and the surveys carried out would indicate that night time parking was higher than daytime parking and night time parking was lower at the weekend which may be due to local residents in surrounding streets within the parking control zone parking in Bothwell Street during the week to avoid parking charges rather than Day time parking levels could be exerted by commuter parking.

A travel survey carried out by SKM Colin Buchanan in 2013, on behalf of the University of Edinburgh, considered the travel patterns of students attending 6 campuses plus 'other sites' making up the university. The 2013 survey indicated the following mode split of students to all destination campuses:

Walk 37%

Cycle 14%

Car Driver (alone) 4%

Car Driver (with passenger) 4%

Car Passenger 3%

Public Bus 29%

Shuttle Bus 5%

Rail 3%

In light of the above it is considered that the proposed development will have little impact on the existing road network.

Economic Development - response dated 22 May 2015

The following are comments from the City of Edinburgh Council's Economic Development Service (EDS) which relate to the planning application 14/05255/FUL for the development of a 240-bedroom student housing complex.

Edinburgh's economic strategy, "A Strategy for Jobs 2012-17" aims to achieve sustainable economic growth through supporting the creation and safeguarding of jobs in Edinburgh. A key element of delivering jobs-driven economic growth is the provision of an adequate supply of workplaces.

The site in question is currently occupied by two industrial properties: a 972m² (10,462 sq ft) warehouse at 14 Bothwell Street, and a 257m² (2,766 sq ft) workshop at 16-18 Bothwell Street. Given average employment densities, these properties could be expected to support a total of 19 full-time equivalent (FTE) jobs if fully occupied. It is recognised that the properties in question are of advanced age and that letting them on commercial terms may prove challenging.

There is a growing shortage of small industrial units in Edinburgh due to a combination of rising demand, the loss of existing stock as it is demolished, and the lack of speculative development of new units. Much of the existing stock was built between the 1960s and 1990s and is gradually becoming obsolescent. As of April 2015, there were just seven vacant industrial units of below (186m²) 2,000 sq ft in Edinburgh. In 2014, deals were transacted on 48 units of this size. This indicates the lack of space of this size and the need for new units to be developed. While units of this scale typically do not support large numbers of jobs, they provide a range of vital services and also act as "starter" units for small businesses that may expand to larger premises and employ additional workers as they grow.

The site is unsuitable for general industrial purposes. The main access to the site is via Bothwell Street, which is heavily used for on-street parking, and the site is accessed via a pair of sharp turns, meaning it would not be suitable for articulated lorries. The site is largely surrounded by residential units, which is likely to give rise to complaints if any noisy or odoriferous activities are carried out on site. There are successful industrial estates nearby at Abbeyhill and at Hawkhill Avenue, but these estates benefit from good access to arterial roads, separation from residential uses and economies of scale.

There is an existing cluster of light industrial units on Sunnyside including garages and five workshops ranging from 49m² (527 sq ft) to 410m² (4,413 sq ft), with tenants including upholsterers and a blind and shutter manufacture, along with the John Cotton Business Centre (which provides small office spaces, several of which are occupied by local not-for-profit organisations) and the Hibernian FC Supporters Association Club. The area therefore currently supports a mix of tradespeople and third sector organisations.

The site may therefore have potential to support light industrial uses, which do not have the same requirements for HGV access and can sit more comfortably alongside residential uses. In the context of the proposed development, these light industrial units could potentially be provided as ground floor units beneath the residential elements, as seen with the existing workshops beneath the flats at 15-19, 20-22 and 24-36 Bothwell Street.

The provision of a small number of workshops of approximately 46m² (500 sq ft) to 139m² (1,500 sq ft) – the floorplates for which there is greatest demand – at ground level could address the shortage of small light industrial units in Edinburgh, retain some employment uses on the site, and complement the existing workshops. As an indicative example, four units of 94m² (1,112 sq ft) could be expected to support approximately 8 FTE jobs if fully occupied.

It is, however, recognised that there are challenges to successfully delivering light industrial units in this location. The poor accessibility of the site would restrict the number of potential occupiers. The nature of light industrial units – which are frequently occupied by small companies with weak covenants on short-term leases – means that active management is required for them to be successful. It is therefore recognised that the position of the developer may be that incorporating employment uses of this nature into the development is not financially viable.

Commentary on Proposed Uses

* Sui generis

The proposed development would deliver a 3,666m² (39,460 sq ft) student housing complex comprising 240 bedrooms.

Data published by the University of Edinburgh indicates that monthly living costs for students in Edinburgh average £605 to £1,230 (including accommodation costs). Assuming a 32 week academic year, this would give a yearly expenditure figure of £4,840 to £9,840 per student. This suggests that, were the development to be fully occupied, the 240 students could be expected to spend a total of £1,161,600 to £2,361,600 on goods and services each year. Using Input/Output tables published by the Scottish Government, it can be calculated that this expenditure would directly and indirectly support a total of between 19 and 38 FTE jobs across Scotland.

It is not anticipated that the development would prejudice or inhibit the activities of any nearby employment use given that the surrounding commercial occupiers already co-exist with residential occupiers. As a number of the commercial occupiers offer goods and services aimed at households, they could potentially benefit from increased local custom.

Summary response to consultation

The proposed redevelopment would result in the loss of 1,229m² (13,228 sq ft) of industrial space, equivalent to 19 FTE jobs if fully let. It is however recognised that the area is unsuitable for general industrial uses.

In light of the shortage of small industrial units across Edinburgh, it is considered that there is a rationale for providing new small – 46m² (500 sq ft) to 139m² (1,500 sq ft) – light industrial units on site. The Economic Development service would welcome the provision of small business space of this nature within the development.

The proposed development of a 240-bedroom student housing complex is projected to support between 19 and 38 FTE jobs across Scotland via expenditure by the students.

Location Plan



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