

# Development Management Sub Committee

Wednesday 27 January 2016

**Application for Planning Permission 15/04761/FUL  
At 27, 29 Murieston Crescent, Edinburgh, EH11 2LN  
Erection of new, high quality managed student  
accommodation with a communal area on the ground floor  
together with associated facilities, access, landscaping and  
cycle storage all located on Murieston Crescent on the site  
of the old Wireworks.**

<b>Item number</b>	4.3
<b>Report number</b>	
<b>Wards</b>	A07 - Sighthill/Gorgie

## Summary

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The principle of the development is acceptable under Policy Hou 10 as the proposal would not exceed the 30% student population threshold in the datazone and would be well serviced by public transport. Subject to conditions, the proposal would provide adequate levels of amenity for occupiers and neighbours. There would be no impact to public or road safety, and zero parking provision is appropriate on this occasion. The proposal accords with development plan policy and non-statutory guidance. There are no material considerations which outweigh this conclusion.

## Links

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<a href="#"><u>Policies and guidance for this application</u></a>	LPC, CITD1, CITD2, CITD3, CITE3, CITH10, CITT4, CITT5, LDPP, PLDP49, NSG, NSLBCA, NSGSTU,
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# Report

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Erection of new, high quality managed student  
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## Recommendations

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

## Background

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### 2.1 Site description

The 0.1ha application site consists of the former Central Wireworks, including associated office building and Masonic Hall fronting Murieston Crescent. The site is bordered by a strip of steeply sloping land owned by the City of Edinburgh Council and the Western Approach Road to the north. The site is bound by the railway line, Murieston Crescent Railway Bridge and associated Network Rail land to the west. The former Masonic Hall adjoins a four storey stone tenement block to the east. The site is divided between street level to the south and a raised area of the former wireworks building to the north. There is an existing vehicular access at the south west of the site from Murieston Crescent. The surrounding area is primarily residential in character and use.

The site is not located within a conservation area or world heritage site.

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

### 2.2 Site History

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

25 March 2010 - minded to grant, subject to legal agreement, planning permission for redevelopment comprising the erection of 30 flatted dwellings and 5 business units linked to residences above (as amended) (application number 10/00065/FUL). No legal agreement has been agreed to date.

## Main report

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### 3.1 Description Of The Proposal

It is proposed to erect 101 managed student accommodation units and ancillary facilities. The proposal would comprise a five storey with attic block adjoining the existing tenement block to the east on Murieston Crescent and a four storey with attic projection to the rear. The accommodation units would all be self-contained studio flats, ranging from 18 sqm to 35 sqm in size. The ground floor would include an ancillary communal break-out space, reception, office and plant room. The building would have a footprint of 632 sqm.

The Murieston Crescent elevation would reflect the scale and massing of the neighbouring tenement block; roof pitch, eaves and ridge line would match that of the adjoining building. The rear elevation of the main building would incorporate a small flat roof projection at eaves level to facilitate the deeper plan than the adjoining tenement block. The five storey element would be constructed from reconstituted stone, natural slate roof and dark grey/black timber windows. At ground floor level, the building would have an aluminium frontage, including stallriser detailing and dark grey powder coated finish. The projection to the rear would incorporate a staggered western elevation and flat roof with pitched sides. Walls would have a buff coloured render finish.

The rear of the site would be levelled to reflect the south of the site and a retaining wall constructed along the north west and north east boundaries to accommodate the steep sloping embankment of the Western Approach Road.

No parking provision would be provided. Access to the rear of the site would be provided via a pend from Murieston Crescent, where a secure cycle store for 100 bicycles, bin storage and small landscaped garden would be located.

#### Scheme 1

The original scheme has been subject to minor alterations including a reduction in the site area to reflect ownership issues raised by Network Rail, and window detailing and layout to accommodate daylight considerations.

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

- Planning Statement;
- Design Statement; and
- Noise and Vibration Impact Assessment.

### 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 proposal is acceptable in principle;
- b) the proposal would adversely impact the setting of a listed building;
- c) the proposal is of an appropriate design and in keeping with the character of the area;
- d) the proposal will provide sufficient amenity for the occupiers and will not adversely affect existing residential amenity;
- e) the proposal affects road or pedestrian safety;
- f) representations raise issues to be addressed; and
- g) any impacts on equalities or human rights are acceptable.

#### **a) Principle**

The Edinburgh City Local Plan (ECLP) acknowledges the need for purpose-built student housing rather than the widespread conversion and use of family housing stock. Policy Hou 10 states that planning permission will be granted for purpose built student accommodation where:

- a) the location is appropriate in terms of access to public transport and university and college facilities; and
- b) the proposal will not result in an excessive concentration of student accommodation in any one locality.

Support is given to student housing that is in and adjacent to the main University campuses. Recent appeal decisions (13/04278/FUL & 14/03643/FUL) have concluded that a short walk of 10 to 12 minutes (approximately 970 metres) was an appropriate walking journey time and could reasonably be regarded as being close enough to be 'adjacent'. The site is not within an identified campus area and the nearest campus is Edinburgh College of Art (ECA) approximately 1.8 km away; therefore the site cannot be considered adjacent.

Part b) of the local plan does not specify what level constitutes an excessive concentration of student accommodation in any one locality. The non-statutory Student Housing guidelines, however, state that in other locations (those that are not adjacent) with good access to university and college facilities, purpose-built student accommodation will be acceptable provided it does not result in a student population of 30% or more within the locality. The site is located within datazone S01008499, which has an existing student concentration of 21.42%. An additional 101 units would increase this to 28.28%. The site is also very accessible, being within walking distance of Dalry Road.

The proposal would result in the loss of a site in the urban area which was last in employment use. The proposal would not accord with ECLP Policy Emp 4 as no new business floor space is proposed. Second Proposed Edinburgh Local Development Plan (LDP) Policy Emp 9 only requires the inclusion of business floor space for sites over one hectare in size. Development should also not prejudice nearby employment use and contribute to the regeneration of the area. The proposal would therefore accord with LDP Policy Emp 9.

The application would comply with ECLP Policy Hou 10 as it is within the 30% threshold and would be well serviced by nearby public transport links. Although the proposal would not accord with ECLP Policy 4, greater weighting can be given to the proposals accordance with LDP Policy Emp 9. The principle of student accommodation on this site is acceptable.

### **b) Listed Building**

There would be no physical impact to the historic fabric of the C listed Murieston Crescent Railway Bridge or the setting of the listed building given existing surrounding development.

### **c) Design**

The proposal would result in the loss of the remains of the former wireworks and Masonic Hall. Although the former wireworks is of local historic importance, the majority of the building was destroyed by fire and is not worthy of retention. Although not a listed building or within a conservation area, the Masonic Hall is of local architectural and historic interest. The overall benefits of the replacement building would however outweigh that of Masonic Hall's retention. Prior to any demolition, a scheme of archaeological recording shall be undertaken and the applicant has agreed to retain the 1904 armorial date-stone on site as a reference to the previous building.

Stone built tenement blocks form the primary character of the surrounding area. The Murieston Crescent elevation would be sympathetically designed to reflect the adjoining tenement through the use of matching string courses, ridge line and appropriate window detailing. The use of reclaimed stone, natural slate roof and timber windows would be in keeping with the surrounding area. The introduction of the ground floor powder coated aluminium frontage would add architectural interest to the elevation. The western gable would be angled to reflect the road orientation and the width of the gable would reflect neighbouring buildings.

The rear projection would largely be hidden from public view, with the exception of the adjacent Western Approach Road and railway line. The projection would have a modern contrasting design and be appropriately scaled so that it does not dominate the main five storey element.

The density of the development would be in keeping with the character of the area given the existing dominating tenement form.

The design principles of the proposal largely reflect that of the previous scheme which the council was minded to grant under 10/00065/FUL.

The loss of the existing buildings on-site would be mitigated by the overall benefits of the redevelopment. The proposal would be appropriately designed so that it reflects the scale, form and proportions of the surrounding area. The proposal would accord with ECLP Policy Des 3 and the Edinburgh Design Guidance.

#### **d) Amenity**

The majority of the units are considerably sized for student accommodation; all units include a bedroom, study area, kitchen and en-suite. Further communal facilities would be provided at ground floor level. A small area of landscaped garden to the north east of the site would provide outdoor amenity space; the site is also within a short walking distance of Murieston Park.

Following an amendment to the internal layout, the majority of units would comply with daylight requirements calculated using the no skyline method. Given the existing street pattern and the aesthetic consideration given to retaining the building line, a minor infringement of daylighting to lower rooms in the Murieston Crescent elevation is acceptable. A single room in the rear elevation would also fail the no skyline test; as a result window dimensions have been increased to mitigate the issue to an acceptable level.

Daylight and sunlight to the neighbouring communal garden ground in the east would be increased by the removal of the Masonic Hall which extended along the eastern boundary at two storey height. The flat roof element on the rear of the main building would protrude 2.3m beyond the rear elevation of the neighbouring tenement block. The flat roof would introduce overshadowing to a single window at third and fourth floor level of the neighbouring tenement. However impact would be minimal given the orientation of the new build and the benefits from the removal of the hall would outweigh any adverse impact to the two existing windows.

A limited number of windows in the east elevation would face towards the communal garden area of the adjacent tenement block. Given the number of existing overlooking windows and the 16.5m separation to the boundary, there would be no significant impact to neighbouring privacy. The separation of windows on the Murieston Crescent elevation would be in keeping with the existing street layout.

Environmental Assessment raised concern regarding the impact of the adjacent Western Approach Road and railway on the amenity of the occupiers of the student accommodation. The applicant has provided a Noise and Vibration Impact Assessment which concluded, to the satisfaction of Environmental Assessment, that vibration would not reach unacceptable levels and that the recommended acoustic glazing and ventilation measures would mitigate noise levels to an acceptable level. Such measures shall be required by condition prior to any occupation of the property.

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

Issues such as general street noise and disturbance, litter, petty vandalism and anti-social behaviour can be dealt with through more appropriate statutory legislation. Therefore, with the use of appropriate conditions and other statutory controls, any nuisance or disturbance from the proposed development can be adequately addressed.

Subject to the recommended conditions, the proposal will create a satisfactory level of amenity for both prospective occupiers of the development and will not impact on existing residential amenity.

#### **e) Road and Public Safety**

No vehicle access is proposed to the site. The existing building line would be retained; as such there would be no impact on the pedestrian traffic. The existing vehicular access would be removed and the footpath made good.

No parking provision is proposed. In accordance with the Council's Parking Standards between 10 and 19 spaces should be provided within zone 3a for such developments. However on this occasion Transport consider zero parking provision acceptable given that the site is within the Controlled Parking Zone. Student residents would not be eligible for parking permits, adequate secure cycle storage would be provided on-site and the site is well serviced by public transport links within a short walking distance. It is proposed to provide 100 secure cycle storage spaces; final details of such storage would be subject to agreement under planning condition.

Transport has requested that a contribution of £7,000 towards City Car Club and £2,000 to re-determine the footway and carriageway 'as required' are provided. No justification has been provided for the City Car Club contribution and given the nature of the development, it is not necessary to make the proposed development acceptable in planning terms. The provision of £2,000 to re-determine the footway and carriageway shall be subject to a suitable legal agreement. Other recommendations such as contributions towards or the provision of public transport season tickets and the submission of a travel management plan are desirable but not essential. These have been included as an informative in this instance.

There would be no adverse impact to public or road safety.

## **f) Public comments**

Seven letters of support and seven letters of objection have been received for this application. Letters of objection have raised the following material considerations:

- Over provision of student accommodation and lack of residential development: addressed 3.3a);
- Noise impact: addressed 3.3d);
- Increased traffic and parking congestion: addressed 3.3e);
- Loss of Masonic Hall and former Wireworks: addressed 3.3c);
- Overlooking: addressed 3.3d);
- Loss of daylight and sunlight: addressed 3.3d);
- Bats surrounding the site: no records held by the Council indicate that any European Protected Species inhabit the site and no evidence was recorded on inspection of the site;
- Density not in keeping with area: addressed 3.3c); and
- Does not comply with the Council's student housing policy: addressed 3.3a).

Letters of support have been received on the following grounds:

- Positive economic impact on area;
- Redevelopment of a brownfield site;
- Similar to previous scheme minded to grant;
- Support for growing student population; and
- Design in keeping with the area.

## **g) Equalities and human rights**

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

## **Conclusion**

The principle of the development is acceptable under Policy Hou 10 as the proposal would not exceed the 30% student population threshold in the datazone and would be well serviced by public transport. Subject to conditions, the proposal would provide adequate levels of amenity for occupiers and neighbours. There would be no impact to public or road safety, and zero parking provision is appropriate on this occasion. The proposal accords with development plan policy and non-statutory guidance. There are no material considerations which outweigh this conclusion.

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

## **3.4 Conditions/reasons/informatives**

### **Conditions:-**

1. No demolition/development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (Historic building survey, analysis & reporting) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
2. Prior to the commencement of construction works on site:
  - (a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
  - (b) Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.
3. Irrespective of the approved drawings, all proposed external colours and materials shall be agreed in writing by the Planning Authority prior to the commencement of construction works on site. Samples shall be made available at request of the Planning Authority.
4. Full details of the proposed cycle storage shall be agreed in writing by the Planning Authority prior to the commencement of construction works on site and such measures shall be implemented in full prior to the occupation of the student accommodation.
5. Prior to any occupation of the student accommodation, in accordance with the Robin Mackenzie Partnership 'Environmental Noise Assessment' report (Ref R-7320-CL1-TWF), dated 18 December 2015, glazing units and ventilators with a minimum insulation value of that stated in the table 8 of the above mentioned report shall be installed for the external windows on the stated floors and facades in accordance with drawing number 1165-PL(02-)016.
6. The existing vehicular access from Murieston Crescent shall be removed and the footpath reinstated to adoptable standard, in accordance with approved drawing 1165-PL(2-)002-A, prior to the occupation of the student accommodation.

**Reasons:-**

1. The former Masonic Hall is of local architectural and historic value; as such a formal record of the building should be established prior to demolition.

2. Given the industrial nature of the sites former use, the above survey is required in order to ensure that appropriate levels of amenity for occupants is provided.
3. To ensure that the proposed finishing's are in keeping with adjacent properties and the surrounding area.
4. To ensure that proposed cycle storage is appropriately designed and available for occupants when required.
5. To ensure that noise levels from the adjacent Western Approach Road and railway are mitigated to an appropriate level for occupants of the student accommodation.
6. To ensure that the footpath is reinstated to an appropriate standard for the benefit of pedestrians.

## **Informatives**

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded in relation to £2,000 for the redetermination of the footway/carriageway.

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

2. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
3. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
4. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
5. The applicant is encouraged to prepare a travel management plan and make provision for public transport season tickets to promote sustainable modes of transport.

## **Financial impact**

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

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

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

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

## **Equalities impact**

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### **6.1 The equalities impact has been assessed as follows:**

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

## **Sustainability impact**

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### **7.1 The sustainability impact has been assessed as follows:**

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

## **Consultation and engagement**

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### **8.1 Pre-Application Process**

Pre-application discussions took place on this application.

### **8.2 Publicity summary of representations and Community Council comments**

Seven letters of support and seven letters of objection have been received for this application. Letters of objection have raised the following material considerations:

- Over provision of student accommodation and lack of residential development;
- Noise impact;
- Increased traffic and parking congestion;
- Loss of Masonic Hall and former Wireworks;
- Overlooking;
- Loss of daylight and sunlight;
- Bats surrounding the site;
- Density not in keeping with area; and
- Does not comply with the Council's student housing policy.

Letters of support have been received on the following grounds:

- Positive economic impact on area;
- Redevelopment of a brownfield site;
- Similar to previous scheme minded to grant;
- Support for growing student population; and
- Design in keeping with the area.

## **Background reading/external references**

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- 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](#)

<b>Statutory Development Plan Provision</b>	Urban Area.
<b>Date registered</b>	26 October 2015
<b>Drawing numbers/Scheme</b>	01, 03A-07A, 10-14,  Scheme 2

## John Bury

Head of Planning & Transport  
PLACE  
City of Edinburgh Council

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## Links - Policies

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### 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 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effective development of adjacent land or the wider area.

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

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

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 policies of the Proposed Local Development Plan.**

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

### **Relevant Non-Statutory Guidelines**

**Non-statutory guidelines** 'LISTED BUILDINGS AND CONSERVATION AREAS' provides guidance on repairing, altering or extending listed buildings and unlisted buildings in conservation areas.

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

# Appendix 1

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## Consultations

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### Archaeology Officer

*Further to your consultation request I would like to make the following comments and recommendations concerning the above application for proposed erection of new high quality managed student accommodation with a communal area on the ground floor together with associated facilities, access and landscaping and cycle storage.*

*The present building incorporates several phasing of construction principally the former Masonic Lodge constructed in 1904 for the 832 Mid-Lothian Lodge. This former Masonic Hall is regarded as being of local archaeological importance. 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.*

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

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

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

*Secondly the demolition of the former Masonic Hall will see the removal and loss of the 1904 armorial date-stone for the 832 Mid-Lothian Lodge, incorporated on the street frontage. This stone is regarded as being of local archaeological significance in terms of the social history of Edinburgh. Accordingly this important architectural fragment must be preserved and reinstated if possible within the new development as a reminder of the site's heritage. Accordingly as part of the overall programme of archaeological works and the developer must submit to this office prior to the start of any demolition works on site a mitigation scheme to for approval which will address these issues.*

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

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

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

### **Transport Planning**

*I have no objections to the application subject to the following being included as conditions or informatives as appropriate:*

- 1. Consent should not be issued until the applicant has entered into a suitable legal agreement to provide:
  - a) 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;*
  - b) 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;*
  - c) Provide a contribution of £2,000 to redetermine footway and carriageway as required;**
- 2. The existing use of the site requires a vehicular access for the existing car park. The car park is to be removed as part of this application and therefore the footway must be reinstated to the appropriate levels;*
- 3. The proposed development is within the Controlled Parking Zone. The applicant should be advised that they will not be eligible for residential parking permits in accordance with Transport and Environment Committee decision of 4 June 2013. See [http://www.edinburgh.gov.uk/download/meetings/id/39382/item\\_7\\_7](http://www.edinburgh.gov.uk/download/meetings/id/39382/item_7_7) (Category F - Student Housing);*
- 4. 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;*

5. Refuse storage facilities should be within 30 metres of an area which can be accessed by a refuse removal vehicle;
6. 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);
7. The proposed cycle parking to be to the Council's satisfaction regarding specification, design, security and location. Cycle parking to be secure, fully enclosed and weather protected either within the building or in a secure area. Cycle stand products should meet the criteria of ease of use and provide secure locking points for wheels/frame;
8. The visitor cycle parking for the development should be located at convenient locations, near the main entrances;
9. Any doors or gates must open inwards onto the property;
10. The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of Head of Planning. There must be no discharge of water onto the public road network;
11. Under new RAUC(S) standards the existing footway should not be narrowed to less than 1.8m. A 2m footway should be provided on the frontage;
12. Any works affecting 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](http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point)

Note:

The applicant proposes to provide 0 parking spaces which does not meet the minimum parking requirements. Current Council car parking standards for student accommodation within this area (Zone 3a) requires between 1 space per 12 beds and 1 space per 6 beds, i.e. between 9 and 17 spaces for the 101 beds. Staff parking, based on 4 staff, requires between 1 per 4 staff and 1 per 2 staff, i.e. between 1 and 2 spaces. Therefore, total parking provision should be between 10 and 19 spaces.

However, as the site is on the boundary of the city centre controlled parking zone and has good public transport provision, Transport considers zero parking to be acceptable and desirable.

On-street parking for neighbouring residents is limited. The operator should discourage car ownership and may consider including measures to this effect in the management plan.

### **South West Area Roads Manager**

I have been sent the attached planning application which I have a couple of concerns with this development

- the area is on the edge of the CPZ and so the additional student vehicles may cause congestion in the free parking streets and the route for the construction traffic. The surrounding streets are narrow, with bridge height restrictions and Tynecastle High School in the area. Could these points be taken into account when providing approvals.

### **Environmental Assessment**

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

Erection of new, high quality managed student accommodation with a communal area on the ground floor together with associated facilities, access, landscaping and cycle storage all located on Murieston Crescent on the site of the old Wireworks. | 27,29 Murieston Crescent (15/04761/FUL).

The proposed development is affected by noise from the railway line and Western Approach Road adjacent to this site. As this new development will place residential rooms closer than is presently the case on Murieston Crescent an acoustic survey was required. This department received an acoustic report from RMP and this indicated that the development should be designed and constructed so that transport noise and vibration from rail and road can be appropriately controlled. The primary protection is provided by significant acoustic glazing on the facades facing the railway line and road. Furthermore acoustically protected passive ventilation is required to ensure that an adequate air flow is available for occupier comfort, while ensuring noise intrusion is controlled. The noise impact assessment has concluded that vibration will not adversely impact upon the further residents of this proposed development.

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

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

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

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

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

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

The following noise protection measures to the proposed development, as defined in the Robin Mackenzie Partnership 'Environmental Noise Assessment' report (Ref R-7320-CL1-TWF), dated 18 December 2015:

- Glazing units and ventilators with a minimum insulation value of that stated in the table below shall be installed for the external windows on the stated floors and facades in accordance with drawing number 1165-PL(02-)016 dated December 2015:

<b>Required glazing and ventilator acoustic performances, dB re 20 ?Pa</b>				
<b>Assessment façade</b>	<b>Min glazing performance Rw</b>	<b>Minimum glazing (glass/air/glass , mm)</b>	<b>Min ventilator performance Dn,e,w + Ctr + 10log(n)1</b>	<b>Minimum type of ventilator required</b>
<b>GROUND FLOOR</b>				

Northern façade	27	4/12/4	33	Low range acoustic trickle vent
Southern façade	27	4/12/4	33	Low range acoustic trickle vent
Western façade	23	4/12/4	29	Low range acoustic trickle vent
Eastern façade	23	4/12/4	29	Low range acoustic trickle vent
<b>FIRST FLOOR LEVEL</b>				
Northern façade	34	10/12/4	40	Heavy duty acoustic trickle vent
Southern façade	43	8.4*/16/10.8*	49	Through-wall ventilator
Western façade	30	6/12/4	36	Heavy duty acoustic trickle vent
Eastern façade	30	6/12/4	36	Heavy duty acoustic trickle vent
<b>SECOND AND THIRD FLOOR LEVELS</b>				
Northern façade	39	10/12/6.4*	45	Through-wall ventilator
Southern façade	43	8.4*/16/10.8*	49	Through-wall ventilator
Western façade	35	10/12/4	41	Heavy duty acoustic trickle vent
Eastern façade	35	10/12/4	41	Heavy duty acoustic trickle vent
<b>FOURTH FLOOR LEVEL</b>				
Northern façade	36	10/12/4	42	Heavy duty acoustic trickle vent
Southern façade	43	8.4*/16/10.8*	49	Through-wall ventilator
Western façade	32	6/12/4	38	Heavy duty acoustic trickle vent
Eastern façade	32	6/12/4	38	Heavy duty acoustic trickle vent
<b>FIFTH FLOOR LEVEL</b>				
Northern façade	32	6/12/4	38	Heavy duty acoustic trickle

				vent
Southern façade	40	10/12/6.4*	46	Through-wall ventilator
Western façade	32	6/12/4	38	Heavy duty acoustic trickle vent
Eastern façade	32	6/12/4	38	Heavy duty acoustic trickle vent
<p>* p.v.b. laminate glass panes  1 n corresponds to the number of ventilator as the more ventilators in the room the higher the acoustic performance rating of each needs to be.</p>				

## Network Rail

*Thank you for consulting Network Rail regarding the above development.*

*Whilst Network Rail has no objections in principle to the proposal, we have identified that part of the application site encroaches into Network Rail owned land. Please see attached Land Register Plan and marked up plan showing the approximate area of encroachment.*

*The Local Authority should note that as an owner of land in the application site, Network Rail must be 'Owner Notified' and as far as I am aware this has not been carried out.*

*Network Rail would be unwilling to lease or sell this land to the developer as it would be a safety risk to our infrastructure. The developer is therefore advised to submit amended plans to the Local Authority removing all Network Rail land ownership from the application site.*

*We would also request that the following matters are taken into account, and if necessary and appropriate included as conditions or advisory notes, if the application is granted:*

*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.*

*Issues often arise where sensitive development types are sited in close proximity to the rail line.*

*The applicant should be aware that any proposal for noise or vibration sensitive use adjacent to the railway may result in neighbour issues arising. Every endeavour should be made by the applicant in relation to adequate protection of the uses contained within the site.*

*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](mailto: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.*

## Location Plan

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**END**