

Development Management Sub Committee

Wednesday 13 December 2017

**Application for Planning Permission 17/04118/FUL
At Land Adjacent To, New Street, Edinburgh
Redevelopment/erection of office development and
associated uses; landscaping/public realm, access and other
associated works.**

Item number	4.8
Report number	
Wards	B11 - City Centre

Summary

The proposal is in accordance with the Development Plan and represents a minor infringement of the Caltongate Masterplan. The proposed office development is acceptable in this location. The proposals are of an appropriate scale and design and will not detrimentally impact upon the conservation area or the Outstanding Universal Value of the World Heritage Site. No other considerations outweigh this conclusion.

Links

<u>Policies and guidance for this application</u>	LDEL01, LDEL02, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES11, LEN01, LEN03, LEN06, LEN08, LEN09, LEN15, LEN20, LEN21, LEN22, LEMP01, LRET01, LTRA01, LTRA02, LTRA03, LTRA04, NSGD02, CRPOLD, CRPNEW, SPTR03, NSGSTR,
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Report

Application for Planning Permission 17/04118/FUL At Land Adjacent To, New Street, Edinburgh Redevelopment/erection of office development and associated uses; landscaping/public realm, access and other associated works.

Recommendations

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

Background

2.1 Site description

The site, historically referred to as the Caltongate Northern site, now known as New Waverley North, covers an area of approximately 0.68ha. The site was formerly used as a bus depot but has now been cleared. The topography of the site results in a variation in level from a high point of +53 metres AOD at the south west corner to a low point of +42 metres AOD to the north at Calton Road.

The site is immediately bound by Calton Road in the north. To the east of the site is land consented for residential development (application reference 07/04400/FUL - PA4 North and PA4 South). The southern side of the site has been built out in accordance with the application reference number 13/03407/FUL (Caltongate Southern Site), and now forms the completed civic square and Adagio hotel development incorporating the former Old Sailors Ark on the Canongate, a category C listed building (reference 46707, 1 February 2000). To the north west of the site, the east coast main line railway emerges from a tunnel below Calton Hill. Further north is St Andrew's House, a category A listed building (reference 27756, 14 December 1970) and the monuments on Calton Hill.

The application site is located within the Old and New Towns of Edinburgh World Heritage Site.

This application site is located within the Old Town Conservation Area and New Town Conservation Area.

2.2 Site History

Masterplan area

October 2006 - Caltongate Masterplan for the wider Caltongate site was approved. The developments by Adagio, Premier Inn Hub and Jeffrey Street Arches form part of the implementation of the masterplan.

Application site

30 October 2008 - planning permission was granted for the erection of buildings for offices, retail (Class 1) and food and drink (Class 3) purposes, and alternative business (Class 4) and/or leisure (Class 11) (application reference 07/01287/FUL).

27 March 2014 - planning permission was granted for the redevelopment/erection of buildings for mixed use development including offices (class 4) class 1,2,3 commercial, non-residential institutions (class 10), leisure (class 11) and other associated uses, landscaping/public realm and other associated works (application reference 13/03406/FUL). Under construction.

29 June 2017 - a non-material variation to permission 13/03406/FUL was granted to increase the office floorspace by providing a three storey bridge link and additional infill areas, as well as proposing other minor changes to the internal layout, roof level and elevation (application reference 13/03406/VAR3). This increased the consented floorspace by 2,273 sqm to a total of 21,000 sqm.

Main report

3.1 Description Of The Proposal

It is proposed to erect an office development and associated uses, including landscaping, public realm and access. The proposal seeks consent for 21,000 sqm of office floorspace. The application site has detailed planning permission for office development, consented in 2014 and subsequently varied as a non-material variation in 2017. Construction has commenced on the site. However, in order to meet the specific requirements of the agreed occupier (The Secretary of State for Communities and Local Government), there is a need for the consented office floorspace to be reconfigured.

As per the 2014 and 2017 consented schemes, the proposed development would still take the form of two building blocks to the north and south of the site joined by a glazed central bridge link. As per the varied consent, the revised glazed bridge link infill is proposed over three levels. However, the proposed scheme proposes to reduce the width of the bridge link on the east west axis, whilst still ensuring continuity of office accommodation throughout the building at the upper levels.

It is proposed to provide additional accommodation at level 4. This will be set back by 1.5 metres from the building line and formed in glass and metal cladding. The proposed bridge link infill will be glazed over three levels, contrasting with the solidity of the stone clad north and south buildings. This proposal reconfigures the roofscape of the south building to incorporate additional building ventilation requirements.

A varied palette of materials including natural ashlar sandstone walls, limestone stall risers, zinc sanding seam roofing, panellised zinc cladding, metal louvres, terracotta rainscreen cladding, and glazing are proposed. An accessible green roof is also proposed on the northern building.

A 5 metre wide pedestrian route running east to west between the northern and southern buildings under the proposed bridge link would provide additional permeability. A new 8 metre wide non-vehicular route suitable for pedestrians and cyclists is also proposed north to south from Calton Road to the Canongate.

The principal entrance to the building will be from the civic square that links the application site with the Caltongate Southern site. In order to maintain ground floor activation fronting onto the square, more active office functions are being proposed, including the main reception area.

A basement car park is accessed directly from Calton Road and provides 42 car parking spaces, including two disabled and two electric charging spaces, 24 motorcycle spaces and 176 cycle spaces.

The application has been accompanied by the following supporting information:

- Planning Statement;
- Pre-Application Consultation Report;
- Design and Access Statement;
- Landscape and Public Realm Design and Access Statement;
- Transport Statement;
- Surface Water Assessment;
- Daylight and Sunlight Assessment Report;
- Townscape and Visual Impact Assessment;
- Sustainability Form S1; and
- Archaeology and Interpretation Statement.

These documents are available to view on the Planning and Building Standards Online Services.

3.2 Determining Issues

Do the proposals harm the character or appearance of the conservation area? If they do, there is a strong presumption against granting of consent.

In considering whether to grant consent, special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. For the purposes of this issue, preserve, in relation to the building, means preserve it either in its existing state or subject only to such alterations or extensions as can be carried out without serious detriment to its character.

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 proposal will impact upon the Outstanding Universal Value of the World Heritage Site;
- c) the proposal will preserve and enhance the setting of the Old Town and New Town Conservation Areas, and setting of listed buildings and ancient monument;
- d) the proposed scale, design and materials are acceptable;
- e) the proposal is detrimental to the amenity of neighbours;
- f) there are any traffic and parking issues;
- g) the proposal affects flooding;
- h) the proposal meets sustainability criteria; and
- i) the proposal has any equalities or human rights impacts.

a) Principle of development

The principle of office development in this location has already been established through the 2014 and 2017 planning consents, with construction now underway.

The site is located within the City Centre as defined in the Edinburgh Local Development Plan (LDP). The LDP supports development within this location which maintains and enhances the character, attractiveness, vitality and accessibility of the city centre, whilst contributing to its role as a strategic business and regional shopping centre. The site lies within an area identified in the LDP as CC 2 New Street. Proposal CC 2 refers to the Caltongate Masterplan, formally approved in October 2006. It states that wider proposals will be expected to provide for a mix of uses, including offices.

The principle of Class 4 office use in this location is therefore acceptable and meets the aspirations of the Caltongate Masterplan, as well as LDP Policy Emp 1 and Del 2, both of which support high quality office development in the city centre. The proposed development seeks approval for 21,000 sqm of class 4 office floorspace, which was granted under the 2017 consent and is a 2,273 sqm increase on the 2014 consented scheme. Given the growing shortage of office space in Edinburgh, this increase represents a positive change. It is estimated that 21,000 sqm of floorspace would generate 1,750 FTE jobs based on a typical employment density of one full-time equivalent employee per 12 sqm. The proposed building has been fully pre-let to the UK Government Property Unit for the Secretary of State for Communities and Local Government. The proposed building will accommodate approximately 2,900 employees, which would directly support annual gross value added of approximately £215.9 million based on 2015 prices. However, it is important to note that the leasing of the proposed development is part of a wider consolidation of the UK public sector estate. There will, therefore, be a high level of displacement of jobs from elsewhere in Edinburgh and the wider region, suggesting that the net increase in jobs and GVA will be lower. Nevertheless, the proposed development will enable the release of at least 13,904 sqm of existing office stock in Edinburgh city centre and West Edinburgh onto the market for alternative occupiers which will help mitigate the growing shortage of office space within the city.

To enable the delivery of the quantum of class 4 office space required by the occupier, and in order to meet their stringent security requirements, the proposed development does not include publically accessible class 1, 2 and 3 ground floor units. The Caltongate Masterplan states that in order to add vitality at ground floor level, proposals must include new retail or cafe/restaurant floorspace onto the public square in the form of separate ground floor uses. Instead, the application proposes activation to the public square by providing internal active office support functions at ground floor level, which still offer a visual connection to the public square. Furthermore, a wide mix of commercial uses at ground floor level onto the public square have successfully been implemented as part of the southern development. Since its formation, the civic square has become a very well used place by tourists and students in particular, and the space has been further activated by temporary pop-up uses. It is considered that the space already operates as a positive addition to the city without these units. In this regard, for the reasons set out above, a minor infringement to the Caltongate Masterplan is justified in this case.

It is concluded that the principle of the proposed use is acceptable in this location.

b) Impact upon the Outstanding Universal Value of the World Heritage Site

The Outstanding Universal Value of the World Heritage Site is expressed in the Statement of Significance adopted by the World Heritage Committee of UNESCO. The application site is a sensitive location within the Old and New Towns of Edinburgh World Heritage Site, however it is not considered to be typical of the organic medieval form that underpins much of the Old Town. The application site is an empty gap site, cleared of the remnants of the former bus depot and the industrial legacy of the Waverley Valley. In its current form, it does not provide a positive contribution to the character and quality of the setting of this part of the World Heritage Site.

The proposed redevelopment would deliver strong urban blocks characteristic of the large buildings along the Waverley Valley, such as Waverley Railway Station, the City of Edinburgh Council's Headquarters building and St Andrews House, sitting in the valley between the New Town Conservation Area and the Royal Mile corridor of the Old Town Conservation Area.

A Townscape and Visual Impact Assessment has been submitted to support the application. This assesses the impact of the proposed development upon the cultural heritage assets of the city. The consent for the New Waverley North site (application reference 13/03406/FUL) formed the baseline for the new application against which the effect of the proposed development was assessed against. It includes six verified viewpoints, as agreed by the Council. These are taken from North Bridge (southern end), Regent Road, Calton Hill, Salisbury Crags Footpath, North Bridge (northern end), and Calton Road West. It is concluded that the proposal would not detrimentally harm these views or qualities which justified the inscription of the Old and New Towns as a World Heritage Site. The proposed development is consistent in scale and character to both the adjacent Council building and the existing residential buildings west of Old Tolbooth Wynd and represent a modest alteration to the consented development. Historic Environment Scotland (HES) were consulted on the application and indicated that the proposals do not raise historic environment issues of national significance. HES did not object to the application.

The proposal creates an attractive permeable grain which reflects the Old Town pattern. A new pedestrian through route is proposed to the east of the new building from the Canongate to Calton Road and is specifically aligned to frame views to the Nelson Monument from the new civic square. In addition, the upgrading of the public realm along New Street will enhance the pedestrian experience within the World Heritage Site. In this regard, the proposal meets the objectives and vision of the World Heritage Site Management Plan 2011-2016, which 'supports a confident and thriving capital city centre, its communities and its cultural and economic life'. An updated Management Plan is currently being prepared to cover 2017-2021. This retains very similar key themes and visions.

The site has been identified as occurring within an area of potentially high archaeological significance. To date, a substantial level of excavation works have taken place on this site as required by Condition 2 under the previous consent (application reference 13/03406/FUL). One of the objectives of the World Heritage Site Management Plan is to increase awareness through interpretation, guidance and promotional activities. The requirement to include heritage interpretation is still to be discharged. As set out in both the supporting Landscape and Public Realm Design and Access Statement and Archaeology and Interpretation Statement, bespoke furniture design and finishes offer the opportunity to explore, develop and express site identity referenced to the local area. A condition is included which secures the detail and implementation of the archaeological interpretation elements.

It is considered that the proposal would enhance the qualities justifying the inscription of the Old and New Towns as a World Heritage Site. In this regard, the application complies with LDP Policy Env 1.

c) Preserve and enhance the setting of Old Town and New Town Conservation Areas, and setting of listed buildings and ancient monuments

The application site is located within the Old Town Conservation Area and on the edge of the New Town Conservation Area. The site sits below St Andrew's House, a category A listed building. The Old Town Conservation Area Character Appraisal (2005) identifies the following distinctive elements of the Old Town Conservation Area:

- The spatial structure of the Old Town is a microcosm of urban development, reflecting the multiple layering of built heritage and responding to the drama of the site's topography and setting.
- Building lines and heights respond to natural features and contours to create a sculptural appearance as streets wind up and down hill, reinforcing the organic character of the Old Town.
- The hard edged nature of the main streets and spaces within the area formed by the continuous frontages of tall buildings built directly up to the back pavements.
- The importance in providing consistent and high quality natural materials, street furniture and lighting in the public realm to unite and set off the built heritage.
- The consistent and harmonious height and mass of buildings: usually four or five storeys high on street frontages.
- The quality and robustness and durability of the materials of construction. The importance of stone as a construction material for both buildings and the public realm. The limited palette of materials, mainly stone and slate, provide a unity of character. The importance of archaeological record.
- The numerous important institutional and public service uses that contribute to its character and the nation's capital. The strong and continuing presence of a residential community. Mixed uses at ground floor level are important in securing active streets and street life.

The Old Town Conservation Area has evolved over time and experienced periods of growth and renewal, subsequently showcasing a variety of building styles and materials. The proposal satisfies the aspirations of the Caltongate Masterplan to deliver a development that will provide both unity and diversity of styles within the conservation area.

The Caltongate Masterplan sets guide AOD levels to indicate the proposed tops of accommodation relative to existing ridge levels and roof heights; +61.00 metres for the northern section, +65.00 metres for the central section, and +69.00 metres for the southern section. The building in total measures a maximum of 113 metres in length. 14 metres of the additional level 4 accommodation on the northern building extends above the +61.00 metres guide height by 3 metres, whilst the remainder of the building sits at or slightly under the guide heights. The plant and ventilation systems marginally extend above the proposed guide height within the 'feature' level of the 'Roof Zone' as illustrated in the Caltongate Masterplan. A section of the south building measuring 55 metres in length extends into the 'feature' level by up to 5 metres. A section of the north building measuring 30 metres in length extends into the 'feature' level by up to a maximum of 5 metres in part. These are all within or match existing roofscape features in the wider area, for example on the Council office building to the west and the Old Sailors Arc to the south. Furthermore, the plant on the north building is in part contained on lower levels to allow the roof level accommodation which creates an attractive roofscape, in conjunction with the accessible green roof. Whilst the accommodation in parts exceeds the guidance, the overall effect is a positive addition to the valley without harming any long views. The Townscape and Visual Impact Assessment demonstrates no significant adverse effects of the proposed heights on the townscape fabric, townscape character or designations or at key viewpoints.

The proposed design approach respects the character of the Old and New Town Conservation Areas in terms of its spacing, height and massing. Historically, this part of the Old Town Conservation Area has contained larger buildings. One of the key features of the Old Town is the predominance of the pitched roof form and the interest given to the roofscape. The proposed roof is articulated to reflect the complex roofscape of the Old Town Conservation Area and has integrated the plant and service equipment into its overall design. The breaking up of the two large building blocks will also allow for greater permeability and a massing that respects the character of the Waverley Valley. This roofscape will be visible from Regent Road and Calton Hill and has been carefully considered to sit comfortably within the key historic views.

The proposed public realm provides for new pedestrian/cycle connectivity through the site linking Calton Road to the Canongate. The route from the civic square to Calton Road will be characteristic of the tighter medieval grain, with a higher level of enclosure. The hard and soft landscaping proposed as part of this application will significantly improve the environment of the area, helping to integrate the proposed development into this part of the Old Town Conservation Area.

The stepping down of the buildings in height across the site from the new civic square down to Calton Road respects the form and contours of the Waverley Valley, whilst also being subservient to the Old Town ridge. The proposed building sits comfortably under Calton Hill and will not adversely impact upon the setting of St Andrew's House, a category A listed building. The buildings will sit slightly lower than the Canongate Venture and the Old Sailors Ark such that the development will not impact adversely on the setting of the listed buildings from Calton Hill. The finish will be of a high quality, using a limited palette of materials, predominantly stone, reflective of the character of the conservation area. The roof of the south building will be finished in zinc standing seam and the north building will have an accessible green sedum roof which also includes species that support the objectives of the Edinburgh Biodiversity Action Plan.

It is considered that the proposed development will result in a positive contemporary response to this part of the Old Town Conservation Area.

The proposal will improve upon the pedestrian experience and public realm within the application site, opening up routes from Calton Road and New Street through to the Canongate. This satisfies the aspiration of the Caltongate Masterplan to create a new strategic link through the development, which can connect into the wider cycle network. A detailed landscape plan has been submitted providing upgrades to the public realm including new paving and planting treatment around the civic square and the internal streets. This will upgrade and enhance the environment of the conservation area and prioritises pedestrian movement within the site.

The proposals are of an appropriate scale and design and will have a positive impact upon the Old Town Conservation Area and the setting of the New Town Conservation Area. HES did not raise any objections. The proposal accords with LDP Policies Env 3 and Env 6.

d) Proposed scale, design and materials

The location is one of considerable historic sensitivity. However, the already completed developments within the masterplan area have created sensitive modern additions to this historic setting. The application represents relatively minor additions to the scheme consented in 2014 and subsequently varied in 2017.

The east and west elevations step down in height across the site from the new civic square down to Calton Road, creating a series of elements that reflect the topography of the site. The south elevation is the principal facade with a strong composition and entrance to reflect the importance of the new public square. The use of a limited palette of high quality materials, with natural sandstone as the dominant element on all elevations ensures a unity of character, whilst the varying size and design of the building blocks will achieve diversity, reflective of the character of the Old Town Conservation Area.

The roofscape of the southern building is heavily articulated, whilst the north building is more open and green to reflect the bottom of Calton Hill. The variation and articulation in detailing and materials to the roof respond well to the Old Town context. The additional level 4 accommodation, one of the main differences from the previous consents, is set back from the building line and uses glass and metal cladding, respecting the character of the roofscape within the lower section of the Waverley Valley. The proposed zinc cladding and glazing will complement the stone and serve to break up the building into discreet elements.

The proposed mass and breaking up of the large building blocks allows for greater permeability through the site, north-south and east-west. The proposed public realm will provide a central focus to the development and provide connectivity through the site linking Calton Road to the Canongate. A new high quality pedestrianised street with a 3.7 metre wide clear central space for occasional vehicle access opens up a strategic walking/cycling route from Calton Road through to the Canongate, satisfying the aspiration of the Caltongate Masterplan. The proposed materials for the street include high quality granite setts to match the existing public square, caithness surfacing and new whinstone kerbs. Opportunities to sit will be provided by new granite benches.

Overall, the proposal will result in a high quality environment that contributes to the comprehensive regeneration of the wider area and meets the standards set out in the Edinburgh Design Guidance. The proposal respects the character and historic context of the Old Town. The proposal responds successfully to issues of spatial structure, permeability, townscape, architectural expression, roofscape and materials in accordance with the principles of the Caltongate Masterplan. The proposal accords with LDP Policies Des 1-8.

e) Amenity of neighbours

The proposed office development lies to the west of the consented residential scheme referred to as PA4 North and PA4 South within the original brief and consents. A Daylight and Sunlight Assessment Report has been submitted, which considers the potential impact of the proposed office development on daylight, sunlight and overshadowing of the consented residential. This assessment utilised a baseline of the 2014 consent (application reference 13/03406/FUL).

The proposed development has been designed to ensure that appropriate levels of daylight and sunlight remain in the consented residential development. No significant impacts have been identified. The levels of daylight predicted are considered typical of what would be expected within the Old Town context of a closer urban grain. The report also considered that the impact of the proposed application in terms of sunlight is also insignificant.

Should the office support uses proposed on the ground floor include an internal canteen area ancillary to the main Class 4 office use, detailed internal plans showing the ventilation systems will require to be approved by the Planning Authority. It is therefore, recommended that a condition be imposed to ensure both existing and proposed residents are protected.

A contamination survey has been carried out on the site following the demolition of the buildings. The conditions in respect of site survey in relation to the 2008 consented scheme (application reference 07/01287/FUL) have been discharged. There is therefore no requirement for a further site investigation on this site.

It is concluded that the proposal will have no detrimental impact upon residential amenity and complies with LDP Policy Des 5.

f) Traffic and parking issues

The site is highly accessible by public transport and active travel. The application is proposing 42 basement level car parking spaces (including two disabled spaces) and 24 motorcycle spaces. Five visitor motorcycle spaces are proposed along the east side of New Street. The proposed development will also provide 176 cycle storage spaces in the basement and 22 external visitor cycle spaces, which exceed the minimum requirements. Two electric vehicle charging points are proposed in the basement. Due to the timing of when the application was submitted, it has been assessed under the 2009 Parking Standards, which the scheme fully accords with. With the exception of the proposed number of electric vehicle charging points, the proposed parking provision also complies with the 2017 Parking Standards as set out within the new Edinburgh Design Guidance. It would not be appropriate to require the five additional electric vehicle charging points as part of this application. Servicing and delivery movements associated with the office building will be received at a dedicated bay within the basement level car park.

A total of six kerbside car parking spaces will be provided for Car Club vehicles on the east side of New Street. Under the previous consent, these spaces were identified at a location within the development site, including at basement level. Due to the security requirements of the occupier, their location has altered. Provision of these spaces is a requirement of the Caltongate Masterplan and set out within the existing legal agreement. As per the previous legal agreement, a contribution of £18,000 is being sought for car club provision. A condition is proposed which secures their appropriate location and implementation.

Due to the security requirements of the occupier, a combination of fixed and rising Hostile Vehicle Mitigation (HVM) bollards will control authorised vehicular access into the civic square and between Calton Road and the Canongate and will also be positioned at various points along New Street. This is a change from the consented layout, which proposed the link between Calton Road and the Canongate as a one-way southbound link, intersecting anticlockwise with the east-west lane to the south of the residential block and back towards Calton Road. The revised approach will result in the street to the east of the consented residential blocks becoming two-way over its full length. The works to the easternmost lane to align with the revised circulation strategy will be subject to further applications and approval is not being sought as part of this application. It is important to note that while the public realm across the completed site will be delivered to an adoptable standard, the intention is that it will remain in private ownership. The proposed layout prioritises pedestrians by creating a well-designed, welcoming, safe and secure public realm for future employees, visitors and members of the public. This is in line with the Edinburgh Street Design Guidance which emphasises the importance of street design towards place-making and pedestrian movement, reducing the dominance of motor vehicles.

The Roads Authority is satisfied that the Transport Statement is acceptable and has raised no objection, subject to a suitable legal agreement. The proposals meet the principle of the Caltongate Masterplan and satisfy LDP Policies Tra 1-4.

As stated above, there is an existing over-riding legal agreement for the wider masterplan area. The required tram contribution under this legal agreement has been paid. The additional 2,273 sqm gross floor area attracts an additional tram contribution of £55,381.

g) Flooding

A review of SEPA's indicative flood map shows that the site is not located in an area at risk of flooding from rivers or the sea. There are no records of the site having experienced flooding in the past from any source. A Surface Water Strategy has been provided which details how the effects of the development will be mitigated, as well as how the future surface water load on the network will be improved. Flood Prevention is satisfied that the appropriate surface water management and drainage of the site will be achieved.

h) Sustainability criteria

The applicant has submitted a Sustainability Statement Form in support of the application. The site is within close walking distance of Waverley Station and the city centre, offering a range of amenities. 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. The proposal accords with LDP Policy Des 6.

i) Equalities or human rights impacts

The proposal does not include buildings accessible to the general public. Issues with respect to protecting neighbouring amenity have been addressed in section 3.3 e). An Equalities and Rights Impact Assessment has been completed.

Conclusion

In conclusion, the proposal represents a positive contribution to area wide aspirations and is supported by the Development Plan in this location. The quality of urban design solution will enhance the Old and New Town conservation areas, the Old and New Towns of Edinburgh World Heritage Site and the setting of listed buildings. The development is considered to be in line with the policies of the Edinburgh Local Development Plan and the approved Caltongate Masterplan. 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. The approved site landscape scheme shall be implemented within twelve months of first occupation of any part of the building.
2. The implemented landscape scheme shall thereafter be maintained by the applicants and their successors for five years in accordance with the approved landscape maintenance strategy. This shall include the replacement of any trees which fail to survive for whatever reason to ensure its establishment in accordance with the approved landscape scheme.
3. Prior to the occupation of the building, the applicant shall submit details of the kitchen's ventilation system, which shall be capable of achieving 30 air changes per hour, and be ducted to roof level to ensure that no cooking odour escape or are exhausted into any neighbouring premises. The ventilation systems shall be installed, tested and operational, prior to the use hereby approved being taken up.
4. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site. Samples of the materials may also be required, as necessary.
5. Detailed design of the archaeological interpretation elements within the public realm shall be submitted to and approved in writing by the Planning Authority before work is commenced on site. The agreed archaeological interpretation element should be implemented within twelve months of first occupation of any part of the building hereby approved.
6. The six car club spaces should be formed, laid-out and available for use at the location specified on approved drawing number 24A, or other location, as agreed in writing by the Council, within six months of first occupation of any part of the building hereby approved.

Reasons:-

1. In order to ensure that the approved landscaping works are properly established on site.
2. In order to ensure that the approved landscaping works are properly established on site.
3. In order to safeguard the amenity of neighbouring residents and other occupiers.
4. In order to enable the planning authority to consider this/these matter/s in detail.
5. In order to safeguard the interests of archaeological heritage.

6. In order to ensure an adequate and appropriate means of alternative transport provision for the users of the development in the interests of traffic safety in the vicinity of the development site.

Informatives

It should be noted that:

1. **Legal Agreement**

A suitable legal agreement is required and must be signed before planning permission is granted for the following developer contributions:

Transport

- Contribute the sum of £55,381 (based on an additional 2,273 sqm office in Zone 3) to the Edinburgh Tram in line with the approved Tram line Developer Contributions report; the sum to be indexed as appropriate and the use period to be 10 years from date of payment.
- Contribute the sum of £18,000 for car club provision.

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. 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. 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.
6. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a welcome pack, a high quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), and timetables for local public transport.

7. Road construction consent is not required, however for future proofing the development, the private access is expected to be built to adoptable standards and to be checked and recorded by the Council against RCC standards.
8. Network Rail guidance should be adhered to.

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/piling works 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 Network Rail's Asset Protection Engineers regarding the above matters.

9. A Traffic Regulation Order of £2,000 to introduce waiting and loading restrictions may be required. A Traffic Regulation Order of £2,000 to introduce Disabled Person Parking Places may also be required.
10. The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment.

Financial impact

4.1 The financial impact has been assessed as follows:

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

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application 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 8 May 2017 (Reference: 17/02156/PAN). Copies of the notice were also issued to:

- Old Town Community Council;
- New Town/Broughton Community Council;
- Councillor Karen Doran;
- Councillor Joanna Mowat;
- Councillor Alasdair Rankin;
- MSP Ruth Davidson; and
- City Centre Neighbourhood Partnership.

A public exhibition took place on Tuesday 6 June 2017 between 2.30 pm and 6.15 pm at the Old St Pauls Church Hall, Scottish Episcopal Church, 63 Jeffrey Street, Edinburgh. 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 Development Management Sub Committee on 21 June 2017. The Committee noted the key issues to be addressed.

8.2 Publicity summary of representations and Community Council comments

The Old Town Community Council were consulted but did not submit any comments.

No representations have been received.

Background reading/external references

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

Statutory Development Plan Provision	The site is located within Proposal CC 2 of the Edinburgh Local Development Plan (LDP) and covered by the Caltongate Masterplan approved in 2006.
Date registered	1 September 2017
Drawing numbers/Scheme	01,02,03,04,05,06,07,08,09,10,11,12,13,14,15A,16A,17A,18A,19A,20A,21A,22A,23,24A,25A,26,27,

David R. Leslie
 Chief Planning Officer
 PLACE
 The City of Edinburgh Council

Contact: Emma Fitzgerald, Planning Officer
 E-mail:emma.fitzgerald@edinburgh.gov.uk Tel:0131 529 3794

Links - Policies

Relevant Policies:

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

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

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

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

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

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

LDP Policy Des 11 (Tall Buildings - Skyline and Key Views) sets out criteria for assessing proposals for tall buildings.

LDP Policy Env 1 (World Heritage Site) protects the quality of the World Heritage Site and its setting.

LDP 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.

LDP Policy Env 6 (Conservation Areas - Development) sets out criteria for assessing development in a conservation area.

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 15 (Sites of Local Importance) identifies the circumstances in which development likely to affect Sites of Local Importance will be permitted.

LDP Policy Env 20 (Open Space in New Development) sets out requirements for the provision of open space in new development.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

LDP Policy Emp 1 (Office Development) identifies locations and circumstances in which office development will be permitted.

LDP Policy Ret 1 (Town Centres First Policy) sets criteria for retail and other town centre uses following a town centre first sequential approach.

LDP Policy Tra 1 (Location of Major Travel Generating Development) supports major development in the City Centre and sets criteria for assessing major travel generating development elsewhere.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

The Old Town Conservation Area Character Appraisal emphasises the survival of the original medieval street pattern; the wealth of important landmark buildings; the survival of an outstanding collection of archaeological remains, medieval buildings, and 17th-century town houses; the consistent and harmonious height and mass of buildings; the importance of stone as a construction material for both buildings and the public realm; the vitality and variety of different uses; and the continuing presence of a residential community

The New Town Conservation Area Character Appraisal states that the area is typified by the formal plan layout, spacious stone built terraces, broad streets and an overall classical elegance. The buildings are of a generally consistent three storey and basement scale, with some four storey corner and central pavilions.

Policy TRAN3 states that local plans should include car parking standards that relate the maximum permitted level to accessibility by public transport.

Non-statutory guidelines - EDINBURGH STREET DESIGN GUIDANCE - Edinburgh Street Design Guidance supports proposals that create better places through the delivery of vibrant, safe, attractive, effective and enjoyable streets in Edinburgh. It sets out the Council's expectations for the design of streets and public realm.

Appendix 1

Application for Planning Permission 17/04118/FUL At Land Adjacent To, New Street, Edinburgh Redevelopment/erection of office development and associated uses; landscaping/public realm, access and other associated works.

Consultations

Roads Authority - response dated 17/11/2017

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

1. *The applicant will be required to:*
 - a. *Contribute the sum of £55,381 to the Edinburgh Tram (see Note below). The sum to be indexed as appropriate and the use period to be 10 years from date of payment (see Note a);*
 - b. *Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
2. *It is understood that a legal agreement has been signed and the applicant proposes to contribute £18,000 (£1,500 per order plus £5,500 per car) towards the provision of 3 car club vehicles in the area. It should be noted that the applicant proposes 6 car club spaces adjacent to the site, which is in accordance with the previous Section 75 agreement for this site. Those spaces should be the subject of an appropriate condition;*
3. *All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes any bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;*
4. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of, public transport travel passes, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport and a monitor that displays real time information for public transport;*

5. The applicant should note that new road names may be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.

Note:

a. The tram contribution for the previously consented scheme contributed an agreed sum of £50,000 for the masterplan area which included the 16,678m² office space and 2,049m² retail space (total 18,727m²). Under the current contribution policy this amount would have been £671,219 (£577,059 office and £94,160 retail). The currently proposed 21,000m² of office space in Zone 3 would require a tram contribution of £726,600. The difference between these two contributions, £726,600 and £671,219, is £55,381. It has been agreed that an additional tram contribution of £55,381 will be sought in relation to the additional floor space only;

b. This application has been assessed under the 2009 parking standards. The proposed parking is considered acceptable - see Table below:

Employees cycle parking

Location: Basement

Provision: 176

Requirement: 140 minimum at 1 space per 150m²

Visitor cycle parking

Location: External

Provision: 22

Requirement: 21 minimum at 1 space per 1,000m²

Employee motorcycle parking

Location: Basement

Provision: 24

Requirement: 21 minimum at 1 space per 1,000m²

Visitor motorcycle parking

Location: External

Provision: 5

Requirement: 5 minimum at 1 space per 4,000m²

Motor vehicle parking

Location: Basement

Provision: 42 (inc. 2 disabled and 2 electric charging points)

Requirement: 42 maximum at 1 space per 500m²

c. It has been agreed that the north-south route, known as Sibblad Walk, will not be built under Road Construction Consent. However, as this route will form part of the north-south cycle and pedestrian link between Calton Road and Canongate in preference to New Street, the applicant should endeavour to ensure that it is maintained and preserved as a public route in the long term. It is recommended that the applicant considers constructing it to adoptable standards and seeks inspections in line with the Council's Road Construction Consent standards to future proof the route should it be put forward for adoption at a later date.

Archaeology - response dated 13/11/2017

Further to your consultation request, I would like to make the following comments and recommendations in respect to this applications for redevelopment / erection of office development and associated uses: landscaping / public realm, access and other associated works

The site lies occupies the north-western corner plots of the medieval burgh of the Canongate, established as a result of the foundation of Holyrood Abbey in c.1128. Significantly however it overlay the site of one of the world's first municipal Gasworks established by 1818, excavated by AOC between 2006 & 2007.

As part of the redevelopment of the site interpterion of this nationally significant industrial heritage was to form a central part of the overall public realm strategy. Accordingly, this application must be considered under terms Scottish Government's Scottish Planning Policy (SPP) and Scottish Historic Environment Policy (SHEP) and CEC's Edinburgh Local Development Plan policies DES 3 & ENV9.

Having assessed the revised Archaeological Interpretation proposals produced by Ironside Farrer on behalf of the applicant I happy to accept this as the basis/blue-print for an agreed final scheme. According if granted it is recommended that this programme of archaeological interpretation is secured based upon the following condition;

'Detailed design of the archaeological interpretation elements within the public realm shall be submitted to and approved in writing by the Planning Authority before work is commenced on site.' Please contact me if you require any further information.

SEPA - response dated 21/09/2017

Thank you for your consultation email which SEPA received on the 12 September 2017.

The reason you have given for consultation is adequately covered by our standing advice below.

To assist with streamlining the consultation process, we now focus our site specific advice where we can add best value in terms of enabling good development and protecting Scotland's environment.

This consultation is below the threshold where we would provide bespoke advice. Please therefore refer to SEPA standing advice for planning authorities and developers on development management consultations. Further information on our consultation arrangements generally can be found in How and when to consult SEPA.

Environmental Protection - response dated 26/09/2017

The proposed premises a new office block of five storeys as part of phase 2 of the New Waverley development. There is existing residential property to the east of the site and further proposed residential properties forming part of the rest of the development.

Environmental Protection has no objections to this application, subject to the attached conditions:

- 1. Prior to the occupation of the building, the applicant shall submit details of the kitchen's ventilation system, which shall be capable of achieving 30 air changes per hour, and be ducted to roof level to ensure that no cooking odour escape or are exhausted into any neighbouring premises, all to the satisfaction of the Head of Planning and Building Standards. The ventilation systems shall be installed, tested and operational, prior to the use hereby approved being taken up.*
- 2. The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment.*

Historic Environment Scotland - response dated 25/09/2017

Thank you for your consultation which we received on 12 September 2017. We have assessed it for our historic environment interests and consider that the proposals affect OR have the potential to affect the following:

<i>Ref</i>	<i>Name</i>	<i>Designation Type</i>
<i>100018438,</i>	<i>Edinburgh World Heritage Site Boundary,</i>	<i>World Heritage Sites,</i>
<i>LB27756,</i>	<i>REGENT ROAD,</i>	<i>Listed Building,</i>
<i>LB27987</i>	<i>ST ANDREW'S HOUSE INCLUDING BOUNDARY WALL, LAMP STANDARDS AND GATES, 5 AND 7 REGENT ROAD, FORMER ROYAL HIGH SCHOOL, INCLUDING LODGE, CLASSROOM BLOCK, RETAINING BOUNDARY WALLS, GATEPOSTS AND RAILINGS</i>	<i>Listed Building</i>

You should also seek advice from your archaeology and conservation service for matters including unscheduled archaeology and category B and C-listed buildings.

Our Advice

The site occupies a position at the base of the Calton Hill at the junction of the Old Town and New Town Conservation Areas. It is also below the Category A listed St Andrew's House and the former Royal High School. Previously, we were not consulted on the effect the original development might have on the OUV of the World Heritage site.

Although the location is one of considerable sensitivity, and a significant new building, we note the current application represents relatively minor additions to a scheme that already has consent. On this basis we have no additional comments to make.

Planning authorities are expected to treat our comments as a material consideration, and this advice should be taken into account in your decision making. Our view is that the proposals do not raise historic environment issues of national significance and therefore we do not object. However, our decision not to object should not be taken as our support for the proposals. This application should be determined in accordance with national and local policy on development affecting the historic environment, together with related policy guidance.

Further Information

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

Guidance about national policy can be found in our 'Managing Change in the Historic Environment' series available online. Technical advice is available through our Technical Conservation website at www.engineshed.org.

Please contact us if you have any questions about this response.

Edinburgh World Heritage Trust - consulted on 12/09/2017

No response received.

Network Rail - response dated 22/09/2017

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:

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.

o 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.

Scottish Water - response dated 22/09/2017

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

Water

o There is currently sufficient capacity in the Glencorse 2008 Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Foul

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

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

Surface Water

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

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

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

General notes:

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

Site Investigation Services (UK) Ltd

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

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

- o *Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.*
- o *The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.*
- o *Please find all of our application forms on our website at the following link <https://www.scottishwater.co.uk/business/connections/connecting-yourproperty/new-development-process-and-applications-forms>*

Next Steps:

- o *Single Property/Less than 10 dwellings*

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

- o *10 or more domestic dwellings:*

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

- o *Non Domestic/Commercial Property:*

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

- o *Trade Effluent Discharge from Non Dom Property:*

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

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/ourservices/compliance/trade-effluent/trade-effluent-documents/trade-effluent-noticeform-h>

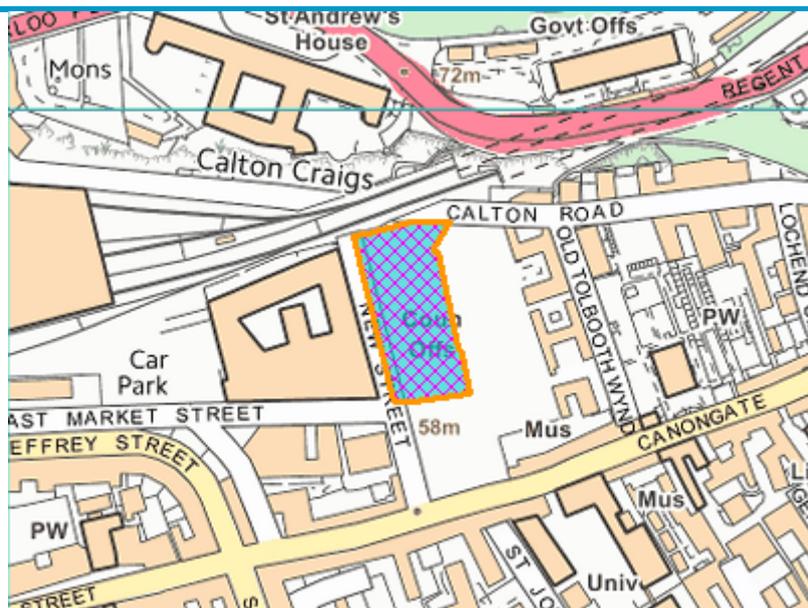
Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

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

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

If the applicant requires any further assistance or information, please contact our Development Operations Central Support Team.

Location Plan



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