

Development Management Sub Committee

Wednesday 20 February 2019

**Application for Planning Permission 18/09696/FUL
At Former St Margaret's School, 4 East Suffolk Road,
Edinburgh
Conversion of pre-school nursery to six dwellings with car
parking, bin stores and landscaping.**

Item number	7.1
Report number	
Wards	B15 - Southside/Newington

Summary

Whilst the proposal broadly complies with the policies in the Edinburgh Local Development Plan there are policy infringements in relation to the lack of quality open space and the location of the bin and cycle stores. However, the proposal is one of a succession of recent applications for the site, which have resulted in a piecemeal approach to the development of housing on the site with limited scope for improvements. Therefore, the current constraints and recent appeal decisions are relevant material considerations which, on balance, outweigh these infringements. The proposal will not have a deleterious impact on the character and appearance of the conservation area. The proposal will not adversely affect neighbouring amenity and future occupiers will have satisfactory levels of amenity. Adequate car and cycle parking will be provided for all occupiers within the site.

Links

[Policies and guidance for this application](#)

LDPP, LHOU02, LHOU03, LHOU04, LHOU05, LDES12, LEN06, LEN12, LEN21, LTRA02, LTRA03, LTRA04, NSG, NSGD02, OTH, CRPCMP,

Report

Application for Planning Permission 18/09696/FUL At Former St Margaret's School, 4 East Suffolk Road, Edinburgh Conversion of pre-school nursery to six dwellings with car parking, bin stores and landscaping.

Recommendations

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

Background

2.1 Site description

The site is a two-storey, sandstone building located on the south side of East Suffolk Road at its junction with East Suffolk Park. A pre-school nursery occupies the ground and the first floor to the front of the building. The building to the rear is also occupied by four flatted residential units on the ground, first and attic floors.

The surrounding area is principally a Victorian residential suburb, but with purpose-built student residences and buildings with educational uses dating from the early years of the twentieth century.

This application site is located within the Craigmillar Park Conservation Area.

2.2 Site History

1 September 2011 - Application granted for a pre-school nursery with part change of use and sub-division of part of the first floor to form two flats with a separate entrance. Flat one to be used by the owners of the nursery, with car parking and ancillary buildings. Erect solar panels on the existing flat roof (Application number 11/01819/FUL).

15 December 2014 - Planning permission was granted to erect four residential units, car parking and associated landscaping (Application number 14/04188/FUL).

16 February 2015 - Conservation area consent was granted to demolish two existing single-storey classroom buildings (Application number 14/04189/CON).

10 December 2015 - Planning permission was granted for the conversion of attic space to one self contained flat with external works and landscaping (Application number 15/03246/FUL).

21 September 2016 - Planning permission was granted for part conversion of existing pre-school nursery to ground floor flat (Application number 16/01295/FUL).

29 September 2017 - Planning permission was refused for conversion of pre-school nursery to 6 dwellings with car parking, bin store and landscaping (application number 17/03472/FUL). This application was refused on the grounds of failure to comply with policies Hou 3, Hou 4, Hou 5 and Tra 3 of the LDP. No appeal was submitted.

12 March 2018 - Planning permission was refused for the conversion of pre-school nursery to 6 dwellings with new vehicle access, car parking and bin store (Application number 17/04787/FUL). This application was refused on grounds of failure to comply with policies Env 12, Hou 3, Hou 4, Hou 5 and Tra 4 of the LDP. An appeal in relation to this decision was submitted and dismissed.

3 July 2018 - Decision issued not to make a Tree Preservation Order and to allow the removal of a Birch and Leyandii tree (Application number 18/03063/TCO).

27 July 2018 - DPEA appeal against application number 17/04787/FUL dismissed for the conversion of pre-school nursery to 6 dwellings with new vehicle access, car parking and bin store (DPEA reference number PAA-230-2225).

Main report

3.1 Description Of The Proposal

Proposal

The application is for a change of use of the existing pre-school nursery to form six new flatted units with car parking, bin stores and landscaping. The details of the proposal are as follows:

Ground Floor

- Flat 1 - 2 bed unit with a footprint of 81.2 sqm
- Flat 2 - 2 bed unit with a footprint of 98.9 sqm
- Flat 3 - 3 bed unit with a footprint of 92.5 sqm

First Floor

- Flat 5 - 1 bed unit with a footprint of 70.47 sqm
- Flat 6 - 2 bed unit with a footprint of 82.4 sqm
- Flat 7 - 3 bed unit with a footprint of 84 sqm

Cycle parking is to be located within the building on the ground and lower basement with a provision for 19 cycle spaces.

Three new car parking spaces are to be provided within the site to the east, bringing the total number of off-street car parking spaces to 13.

The bin stores are to be located beside the ramp on the east side of the building and on an existing area of car parking space. The bin store will be enclosed with a 1.8 metres high vertical timber fence.

The existing synthetic lawn to the front of the building is to be removed and reinstated with grass.

External alterations to the building includes the insertion of two new window openings on the south elevation of the building to match the existing and the re-positioning of one window on the west elevation.

Scheme Four

The original drawings have been revised to address issues relating to the location of the proposed cycle and bin stores. The creation of new car parking spaces has reduced from 4 to 3 spaces in order to accommodate the location of the new bin store. Internal cycle parking has increased from 17 to 19 spaces.

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

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 proposed use is appropriate in the location;
- b) the proposals will detract from the character or appearance of the conservation area;
- c) the proposal will impact on neighbouring amenity;
- d) the proposals address issues of road safety;
- e) any other material considerations; and
- f) any matters raised in representations have been addressed.

a) Principle

Policy Hou 5 of the Edinburgh Local Development Plan (LDP) states that planning permission will be granted for the change of use of existing buildings in non-residential use to housing, provided that a satisfactory residential environment can be achieved. Housing would be compatible with nearby uses; appropriate open space, amenity and car and cycle parking standards are met; and the change of use is acceptable having regards to other policies in the plan. This is addressed in each turn below.

Residential Amenity

The proposed mix of units exceeds the minimum internal floorspace specified in the Edinburgh Design Guidance and will provide a satisfactory living amenity space. The floor space will have a range of 70.47 sqm to 98.9 sqm with a mix of 1, 2 and 3 bed units. The front of the property benefits from large windows and future occupiers of each habitable rooms will receive adequate levels of daylight.

Nearby uses

The surrounding area is predominantly residential, with partially constructed new build housing within the site and with other parts of the building being converted to residential uses. The introduction of six new dwelling units will bring the total within the existing standalone building to ten units. Therefore, housing in this location is compatible with nearby uses.

Housing Density

The proposed alterations to form six new flats on this site would bring the total number of units, within the former wider site, to fourteen (four of these are outwith the current red line boundary). This would bring the total density of the site to 70 dwellings/hectare. Whilst Committee considered the previous proposals were contrary to Policy Hou 4 on grounds of inappropriate density, the Reporter was of the view that this did not take account of flatted conversions. Despite the immediate area being laid out at a relatively low density, the Reporter draws attention to the Craigmillar Park Conservation Area Character Appraisal which states that "*many of the buildings have been subdivided into flats because of the original houses were very large.*" Therefore, it would be difficult to accurately assess whether a residential density of 70 dwellings per hectare would be 'appropriate' in comparison to the existing density in the area when flat conversions in the area have not been expressly quantified. In other words, there is no empirical evidence to compare the 70 dwellings per hectare against in this area.

The non-statutory 'Edinburgh Design Guidance' (EDG) advises that the density of new developments should respect the scale, form and grain of historic environments. In addition, high density development is encouraged where there is good access to a full range of neighbourhood facilities, including immediate access to the public transport network (within 500m of the development).

Policy Hou 4 also encourages higher densities within the City Centre and other areas where a good level of public transport accessibility exists. Craigmillar Park is a major bus corridor and East Suffolk Road is within an area of good public transport accessibility. There would be no significant changes to the external appearance of the building as a result of its conversion and the formation of six flats would have a negligible impact on the character of the area. In these circumstances, policy Hou 4 is complied with.

Open Space

Policy Hou 3 Private Green Space in Housing Development of the LDP states that planning permission will be granted for development which makes adequate provision for green space for future occupiers.

The submitted plans show proposed areas of private garden ground for the ground floor flats and an area of shared garden space to the front. On the basis of the drawings submitted, the application meets the requirement of Hou 3 of the LDP in terms of providing 10 sqm of open space per flat. However, the usability of the north facing garden which makes up the bulk of the open space is questionable.

Whilst the previous scheme was refused on grounds that proposed open space would prejudice the implementation of other consents on the site and was of low amenity value in terms of its usability (north facing and not screened from traffic), the Reporter was of the view that the proposal would provide sufficient outdoor living space to reasonably meet the needs of all of the occupants on the site. In these circumstances, the planning history of the site and the Reporter's view is a relevant material consideration and an exception to policy Hou 3 is therefore justified.

Car and Cycle parking

Policies Tra 2 - Tra 4 of the LDP sets out the requirement for private car and cycle parking.

The site is well served by public transport where Craigmillar Park is a major bus corridor and is within an area of good transport accessibility.

The number of off-street car parking spaces within the site to the east have increased over the years through previous consents. There are currently 10 approved car parking spaces for the approved eight units within the red and blue boundary line. The proposed six new units will see an introduction of three new car parking spaces, bringing the total number of off-street car parking spaces on the wider site to 13 for the 14 units. Therefore, parking provision on this site complies with the maximum parking levels as set out in the Edinburgh Design Guidance and is acceptable.

Although the total number of off-street car parking will exceed 10 spaces, the current proposal is only for three new car parking spaces in connection to the proposed six units. Therefore, provision for electric vehicles cannot be sought as part of this application. However, an informative has been added to encourage provision of electric vehicle charging points.

The site currently has provision for one disabled parking bay. There is no requirement to provide additional disabled parking bays as a result of the proposal.

Provision continues to be made for cycle parking within the development in compliance with standards but this would require access via a number of doors on the ground floor. Whilst the Committee considered previous proposals were contrary to policy Tra 4 on grounds that the location of the cycle store would inhibit usability, the Reporter was of the view that provision could be made for conveniently located, secure cycle parking within the site boundary. However, the drawings as submitted were amended on four occasions to explore all alternative options to re-locate the cycle stores. Given the piece-meal approach to developing this site over the years, there is limited scope to provide adequate cycle stores in a more convenient and secure location without effectively compromising the layout of previous consents and, without the visibility of the cycle stores impacting on the character and appearance of the conservation area. Whilst the proposed cycle parking does not comply with Tra 4, the planning history and the requirement in recent years to provide more cycle parking are relevant material considerations. In these circumstances, failure to provide cycle parking in accordance with Council guidance can be justified.

The proposal broadly complies with policy Hou 5 of the LDP. An exception to policy Hou 3 and Tra 4 is justified.

Loss of Employment Use

The loss of the existing business premises complies with policy Emp 9 Employment Sites and Premises of the LDP as the conversion to residential would not prejudice the activities of any nearby employment uses.

b) Conservation Area

Policy Env 6 Conservation Areas- Development of the LDP states that development within a conservation area will be permitted which preserves or enhances the special character or appearance of the conservation area and is consistent with the relevant character appraisal.

The site is located within the Craigmillar Park Conservation Area. The character appraisal emphasises the following:

The predominance of high quality stone-built Victorian architecture of limited height which provides homogeneity through building lines, heights, massing and the use of traditional materials, and the predominant residential use. The architectural character is generally uniform, with buildings of two and three storey. The front gardens are enclosed with low walls, railings and hedges.

The alterations that would affect the character of the property in the conservation area to the greatest extent are the location of the new bin stores and the increase in the numbers of off-street parking from 10 to 13 spaces. There are limited alterations to the proposed external appearance of the existing building.

The location of the bin stores was amended to address concerns raised by Transport and Waste. The bin stores will be located to the side of the building on an existing area of car parking and it will be enclosed by a 1.8 metre high vertical timber fence. As this is a corner site, the location of the bin stores will be highly visible from public view. However, given the piecemeal approach to developing the site over the years, there is limited scope to re-locate the bin stores without compromising the convenient access arrangement for waste collection.

In terms of the appearance of the conservation area, the bin store will be an incongruous addition to the streetscape. However, the area is currently open parking so the overall impact of an enclosed bin store has to be balanced with the visual qualities of the immediate streetscape. On balance, the overall impact on the appearance of the conservation area will be broadly acceptable although it does not comply with policy Env 6. This also applies to the character of the conservation area as publicly visible bin stores are not part of the historic character of the area. Although the proposed bin stores do not comply with policy Env 6 of the LDP, the planning history of the site is a relevant material consideration. In these circumstances, failure to provide bin stores in a less intrusive location is justified.

Concerns were raised over the discrepancies in the floor plans as a result of removing the existing staircase to facilitate Unit 7. An amended drawing has clarified that the large window on the west elevation of the building will remain as existing with the floor level stepped down adjacent to the window. A small window on the same elevation will be infilled and relocated to serve the new bathroom. Therefore, the new floor level will not cut across the existing large stairwell window and it will not impact on the appearance of the property. A condition is required to ensure that the newly relocated window is replaced in timber to match the existing. This is to safeguard the character of the building and surrounding conservation area.

Although the introduction of three new car parking spaces within the site will reduce the amount of landscaping within the site, it will not further harm the visual amenity of the surrounding conservation character and appearance.

An exception to policy Env 6 of the LDP is justified.

c) Impact on neighbouring amenity

The proposals will not have a significant adverse impact on neighbouring residential amenity, through loss of privacy, daylight or sunlight.

d) Impact on Traffic and Road Safety

The application does not propose the formation of a new access road.

The proposed new parking spaces are shown approximately 5 metres deep by 2.5 metres wide. The size of the bays are of sufficient size to accommodate larger family cars and is an improvement in comparison to the previous refused scheme.

Transport has not raised concerns on road safety grounds as a result of the proposal. Policy Tra 2 is complied with.

e) Other Material Considerations

Flooding issues

A Surface Water Management Plan was submitted. The proposal will not increase flood risk or be at risk of flooding itself. The proposal complies with Policy Env 21 of the LDP.

Developer contributions

As the current application is for only six dwellings, no developer contributions are applicable as this does not meet this minimum threshold. The site will not provide any affordable housing provision. Whilst the wider site has had approval for 14 dwellings over 5 years, there is no legal basis to apply policy Hou 6 retrospectively to approved developments and seek affordable housing.

Waste

The proposal makes adequate provision for waste facilities within the site.

Impact on Trees

With regards to the removal of a birch and leyandii tree within the site, the Council issued a decision not to make a Tree Preservation Order and to allow its removal. Therefore, it will not be possible to retain these trees as part of this application or to request replacement planting to offset its loss to amenity.

f) Representations

Material Representations - Objection:

- Inappropriate housing density and mix - fails to address concerns of the DPEA Reporter in dismissing appeal against refusal by the City of Edinburgh Council - Addressed in Section 3.3 (a and b).
- Discrepancies in proposed floor levels in relation to No. Flat 7 - Addressed in Section 3.3 (b).
- Visual impact of No.14 car parking spaces to the east of the site on the character and appearance of the conservation area - Addressed in Section 3.3 (b).
- Limited landscaping and removal of trees - Addressed in Section 3.3 (e).

Material Representations - Support:

- No external change to the building and will not impact on the character or appearance of the conservation area - Addressed in Section 3.3 (b).
- Will offer a mix of good quality developments - Addressed in Section 3.3 (a).
- Adequate open space provision - Addressed in Section 3.3 (a).
- Housing in this location is compatible with nearby uses - Addressed in Section 3.3 (a).
- Ample cycle storage will be provided - Addressed in Section 3.3 (a).
- Car space for each flat - Addressed in Section 3.3 (a).

- The proposal complies with policy Hou 2, Hou 3, Hou 4, Hou 5 and Tra 3 of the Edinburgh Local Development Plan - Addressed in Section 3.3 (a-e).
- The design of the proposal meets the relevant policies - Addressed in Section 3.3 (a) and (b).
- Will not impact on neighbouring amenity - Addressed in Section 3.3 (c).
- Future occupiers will have acceptable levels of amenity - Addressed in Section 3.3 (a).

Non Material Representations - Support:

- Shortage of housing in Edinburgh;
- Shortage of affordable housing;
- Street is already busy and proposal will reduce traffic compared to nursery use;
- Empty derelict building will be detrimental to area;
- The site is derelict and overgrown;
- No loss of boundary wall; and
- Will benefit local community.

Community Council

The Grange/Prestonfield Community Council did not request to be a statutory consultee but it objected on the following grounds:

- Housing density and mix - creation of six units is excessive in number and better environment and living condition for future occupiers would be created by fewer apartments.
- Flat 7 - discrepancies in the floor levels in the proposed floor plan for Flat 7 as a result of removing the staircase. The new floor level would be visible externally across the existing large stairwell window on the west elevation.
- Visual impact of the proposed 14 car parking spaces on the character of the conservation area.
- Limited landscaping as a result of the 14 car parking spaces.
- The existing extensive area of paving on the east side of the site is not in accordance with the site layout in 16/01295/FUL approved on 21 September 2016.
- Change in bin and cycle store storage arrangements will reduce shared garden space on the southeast corner of the site and the private garden areas of Flat 4 and Units 1 & 2 of the separate building on the site.
- Reference to the Reporter's Decision of 27 July 2018.
- Loss of birch tree.

Conclusion

Whilst the proposal broadly complies with the policies in the Edinburgh Local Development Plan there are policy infringements in relation to the lack of quality open space and the location of the bin and cycle stores. However, the proposal is one of a succession of recent applications for the site, which has resulted in a piecemeal approach to the development of housing on the site with limited scope for improvements. Therefore, the current constraints and recent appeal decisions are relevant material considerations which, on balance, outweigh these infringements. The proposal will not have a negative impact on the character and appearance of the conservation area in terms of the bin store but on balance this is insufficient reason for refusal. The proposal will not adversely affect neighbouring amenity and future occupiers will have satisfactory levels of amenity. Adequate car and cycle parking will be provided for all occupiers within the site. It is recommended that the application be granted.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Notwithstanding the approved drawings, the newly re-located window on the west elevation of the building (Drawing No.10 B) shall be timber to match the existing windows on the building and the existing window opening shall be infilled with stonework to match the existing on the building.
2. Notwithstanding the approved drawings, details of the surface treatment for the proposed car parking shall be submitted to and approved in writing by the Planning Authority.
3. Notwithstanding the approved drawings, the cycle parking within the development site shall be of 'Sheffield types' as specified in the Edinburgh Design Guidance.

Reasons:-

1. In order to safeguard the character of the building and the surrounding character and appearance of the conservation area.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. To ensure that suitable cycle stands are provided within the development.

Informatives

It should be noted that:

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

2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport.
5. The applicant should be advised that as the development is located in the extended Controlled Parking Zone, they will be eligible for one residential parking permit per property in accordance with the Transport and Environment Committee decision of 4 June 2013. See http://www.edinburgh.gov.uk/download/meetings/id/39382/item_7_7 (Category E - Sub divided, or converted).
6. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved.
7. Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 30 November 2018 and 131 letters of representations were received: 129 supporting and 2 objecting. These included comments from Grange/Prestonfield Community Council and Craigmillar Park Association. A signed petition with 52 signatories in support was also received.

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

Background reading/external references

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

Statutory Development

Plan Provision

The site is an urban area as designated in the Edinburgh Local Development Plan and the Craigmillar Park Conservation Area.

Date registered

7 November 2018

Drawing numbers/Scheme

01-06, 07D, 08B, 09A, 10B,11 and 14.,

Scheme 4

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Chief Planning Officer

PLACE

The City of Edinburgh Council

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Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Hou 2 (Housing Mix) requires provision of a mix of house types and sizes in new housing developments to meet a range of housing needs.

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

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

LDP Policy Hou 5 (Conversion to Housing) sets out the criteria for change of use of existing buildings to housing.

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

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

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

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

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.

Relevant Non-Statutory Guidelines

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

Other Relevant policy guidance

The Craigmillar Park Conservation Area Character Appraisal emphasises the predominance of high quality stone-built Victorian architecture of limited height which provides homogeneity through building lines, heights, massing and the use of traditional materials, and the predominant residential use.

Appendix 1

Application for Planning Permission 18/09696/FUL At Former St Margaret's School, 4 East Suffolk Road, Edinburgh Conversion of pre-school nursery to six dwellings with car parking, bin stores and landscaping.

Consultations

Flooding Prevention

This is fine to be determined with no further comments from Flood Prevention.

Waste

I have been asked to provide my comments as a consultee to this application on behalf of the Waste and Cleansing Services.

Compliance with Waste Strategy (Domestic Waste Only)

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

The waste collection teams will require safe and efficient access to these from the earliest occupation and therefore cognisance must be taken of my comments below in relation to operational viability. Should these drawings substantially change, please let me know.

I am assuming that the bin lorry is expected to remain on the public highway and that the bins will be pulled out from the bin store. A dropped kerb will be required.

For high density properties such as these flats, we recommend communal waste containers for landfill waste, mixed recycling for paper and packaging, glass, and food. The number of bins required is calculated on the number of properties using each bin store, and have been calculated as per design and access statement. However, it should be noted that due to changes within the service over the next three years, the bin requirements will change, and you should review these with us prior to starting work.

For the 6 flats suggested, the bins required under the current service is 1 x domestic waste, 2 x mixed recycling, 1 x glass and 1 x food.

Additionally, it is important to consider the British standards BS5906:2005, which states that an occupier should not be required to carry waste a distance of more than 30m from their door. It would be strongly recommended that they be provided with an additional bin store within reasonable distance of these flats.

Developers can either source their own bins in line with our requirements, or can arrange for us to do so and recharge the cost - this will probably be most convenient for them.

Waste Management Responsibilities

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

Although there are no details of any commercial aspect, for completeness, it would be the responsibility of any third party commercial organisations using the site to source their own trade waste uplifts. Architects should however note the requirement for trade waste producers to comply with legislation, in particular the Waste (Scotland) Regulations which require the segregation of defined waste types to allow their recycling. This means there would need to be storage space off street for segregated waste streams arising from commercial activities.

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

Operational Viability

Developers need to ensure that services are accessible so that our collection crews can provide the service in a safe and efficient manner, taking account of turning circles, length and width of vehicles, distance bins must be pulled, surfaces, slopes and so on. The access to the bin stores requires the bin lorry waiting on a busy road, in a bus lane, close to the junction, which is less than ideal as it could increase the risk of accidents.

Obviously sufficient capacity must also be provided to allow successful collection of each segregated waste stream. Initial information on the requirements for waste services is available in the Architect's Instructions, which can be provided for reference.

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

Transport

Whilst there are no objections to the application in principle, a number of issues require to be addressed:

1. Transport Scotland's document Cycling By Design sets out a number of criteria which cycle parking proposals are expected to meet:

•Convenient

- Visible
- Accessible
- Convenient and easy to use

The proposed cycle parking locations require access via a number of doors and step and is not therefore not considered acceptable. The applicant should be required to revise the cycle parking provision to meet the above requirements;

2. The proposed bin location adjacent to East Suffolk Park is likely to lead to conflict with parked vehicles, including those in the disabled parking space. The proposed location should be revised.

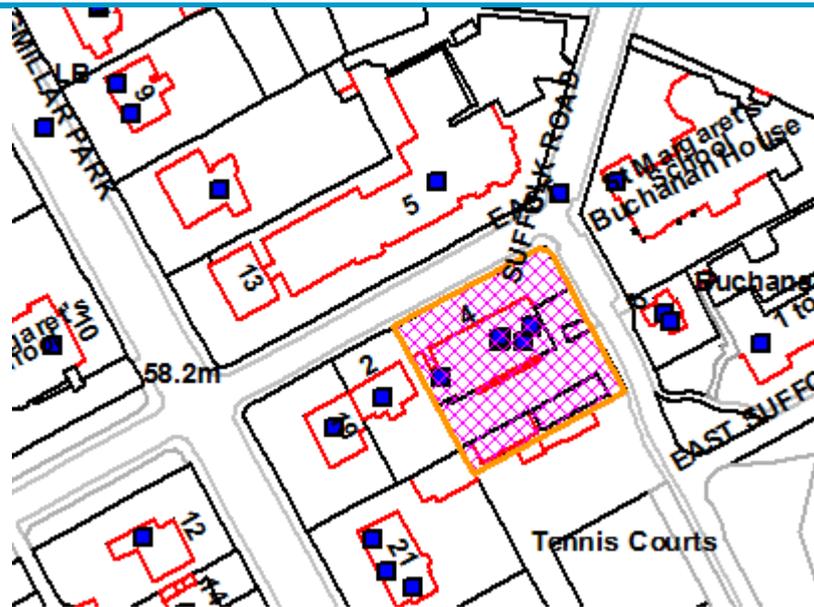
Should you be minded to grant the application, the following should be included as conditions or informatives as appropriate:

- 1. Cycle parking to be provided in a secure and convenient location;*
- 2. Bin provision to be located so as not to interfere with the safe and convenient use of the disabled and other parking spaces;*
- 3. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*
- 4. The applicant should be advised that as the development is located in the extended Controlled Parking Zone, they will be eligible for one residential parking permit per property in accordance with the Transport and Environment Committee decision of 4 June 2013. See http://www.edinburgh.gov.uk/download/meetings/id/39382/item_7_7 (Category E - Sub divided, or converted);*
- 5. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;*
- 6. Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.*

Note:

It is understood that the proposed development of 6 units will result in 14 off-street car parking spaces being provided for 14 units. A total of 14 cycle parking spaces are being provided in secure and undercover locations for the total development.

Location Plan



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