

Spurttle



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BROUGHTON'S INDEPENDENT STIRRER Free

REPORTER REFUSES EYRE PLACE PLANS

A Reporter acting for Scottish Ministers has refused planning permission for a proposed development of the former Jewson's site at 72-4 Eyre Place.

CA Europe had wanted to create purpose-built student accommodation comprising 142 student flats across 3-6 storeys here, with 9 town houses adjacent.

Numerous local residents, the New Town & Broughton Community Council, the Yard, Cockburn Association, Friends of King George V Park, an MP, MSPs and local councillors all opposed the plans.

The Reporter found that the proposal's 5-6-storey scale, height and massing would be at odds with the current 'mews character' of Eyre Place Lane and the sense of place here. Noise in external community spaces would have the potential to negatively impact neighbouring residential amenity.

Regarding the separate application for townhouses, the Reporter said the plans failed to take account of the sloping site and would result in an 'uncomfortable relationship' with the existing mews opposite. She said insufficient information about daylighting meant she could not conclude that the proposal would comply with the overall Edinburgh Local Development Plan.

However, there was much in the Reporter's findings which agreed with the developer's vision for student accommodation in this area. We would not be surprised to see a modified proposal along similar lines in future. For more detail and reaction, see [bit.ly/EyPlno].



OLD CLOCK'S LOST TOCK



The Broughton St Mary's Parish Church clock dials have lacked hands over recent weeks. The much-loved but temperamental old timepiece is being repaired at Council expense (a legacy of the city's role in commissioning the 1824 structure) by James Ritchie & Son's parent company Smith of Derby. Expect normal service to resume by mid-July and another breakdown by Christmas at the latest.

THINGS WILL GO BUMP IN THE NIGHT

From 12 June to 4 Sept, overnight road and footway resurfacing will proceed by stages at the Henderson Row/Dundas St junction, Brandon St and Ter, Huntly St, Howard Pl, Tanfield, Summer Pl, Canonmills Bridge and parts of Canon St and Canonmills.

When work on Canonmills starts, it will be open only to northbound traffic between 7pm and 6.30am. The west end of Warriston Rd will be blocked at times, with signalised access possible from Logie Green Rd.

Expect diversions for Lothian Bus services 9 and 13. 'Milling and jackhammering' should stop at 11pm, but other unromantic noises will continue throughout bedtime hours. Operations will pause during the Festival.

NTBCC predicts much disturbance and displaced traffic filtering through the New Town. While accepting that the work is necessary, it has criticised Council and contractors for insufficient notice (1 week) given before the start and poor communication with locals.

RUG NOT PULLED FROM UNDER COUNCIL'S STL POLICY

Last month, a judge in the Court of Session's Outer House ruled parts of Edinburgh Council's new scheme to regulate short-term lets unlawful.

Licensing policy failed over: secondary letting in tenements or shared main-door accommodation being considered unsuitable, unless proved otherwise; lack of provision for temporary licences; and the requirement to supply floor coverings. The court also found that the policy breached *The Provision of Services Regulations 2009*.

However, the ruling related only to certain *Licensing* provisions in the Council scheme, flaws which we understand can easily be tweaked. The scheme's *Planning* provisions (including no whole-flat STLs on common stairs) remain in place.

Citing Edinburgh's housing crisis and 'years of disturbance' endured by permanent residents, Council Leader Cammy Day said, 'We remain committed to ensuring the whole city benefits from our thriving visitor economy, but it has to be managed and it has to be sustainable.'

'I continue to believe that fair and effective STL controls would be an important step in the right direction.'

UNUSUAL VIOLENCE ALL TOO FAMILIAR

A 23-year-old man has been charged after a police murder enquiry into the death of Peter Mullen on Leith St last month.

At 7.45pm on 2 June, officers responded to a disturbance near Greenside Row. Mullen, aged 30, suffered serious injuries and was ambulated to the Royal Infirmary where he died soon after.

Several people were involved in the disturbance and a 41-year-old man was also taken to hospital for treatment.

A 46-year-old woman was arrested and charged in connection with a minor assault. If you have information about

this 'atypical and isolated incident', see [bit.ly/MrdrLSt].

Less than 2 weeks later, at 12.30pm on 14 June, a 39-year-old man was assaulted in St Mark's Park near to the play area. He was taken to hospital with 'serious but not life-threatening injuries'. Police again called for witnesses [bit.ly/StMPass].

Regarding a third atypical incident, police last month issued images of a man who may be able to help them with their enquiries into an assault last Nov in Greenside Pl. Details here [bit.ly/PSappls].

Briefly



Anwar and Ruby at Canonmills Newsagent (3 Howard St) are celebrating 22 years in business. They thank their customers for continued **support and generosity** and look forward to continuing to serve their community in future.

Contrary to local rumour, a **Police Scotland** spokesperson has confirmed to *Spurtle* that there are no plans to change, let alone close, **Gayfield Sq** police station.

Past and present **Dean Village, Stockbridge and Canonmills** will be the subject of a guided walk organised by the **Water of Leith Conservation Trust** on 6 Aug (2–4pm). Tickets £7 (free to members). For details see [bit.ly/wetwalk1].

Plans to convert the unused **Powderhall** railway spur into an active-travel route connecting **Edinburgh to Broughton** are going nowhere. A recent report before the **Transport & Environment Cmte** confirmed Network Rail classifies the now demolished **Powderhall waste transfer station** as a supplementary **strategic freight site**, and a long-term lease remains with the former service operator there. **Network Rail** continues to discuss extinguishing that lease, but with all the urgency of **Gordon the tender engine** pulling a goods train.

Too good to lose. **Temporary toilets** appeared in **Inverleith Pk** on 19 June. Transport & Environment Convener **Cllr Arthur** says 'Tourist Tax' could make them permanent.

Harmonium on **E London St** has closed. Those behind the much praised restaurant, which opened here in **Sept 2020**, said 'The current economic climate is making it increasingly difficult to operate within the hospitality industry.' We wish the venture's **talented team** every success in future.

Friends of Calton Hill held their first members meeting on 24 June in **Greenside Parish Church**. Initial priorities include more and better managed litter bins, effective restriction of vehicle access, and improved path lighting. Membership costs £10 p.a.

In late summer this year, Edinburgh Council plans to start installing **410 new bin hubs** in Broughton, Hillside and Inverleith. Others are likely to follow in Canonmills and Stockbridge in Feb next year. Meanwhile, officials say the trial of **gull-proof sacks** for 1k New Town residents (begun in Oct last year) has resulted in less wind-blown litter. They intend to **increase collection frequency** here for mixed recycling from fortnightly to weekly, and to encourage more recycling of food waste. In the event that gull-proof areas become permanent, **Cllr MacFarlane** (Ward 11) seeks to safeguard those living nearby who fear their hubs will become exempt neighbours' **bin-tourism destinations**

Capital overnighers face new bill

If passed, the Scottish Govt's Visitor Levy (Scotland) Bill, put before the Scottish Parliament in May, would allow local authorities to set a charge on overnight stays based on a percentage of accommodation cost. The resulting revenue would be ring-fenced to enhance facilities and services for the principal benefit of tourists [bit.ly/VisLev].

Reactions among *Spurtle*'s Twitter followers have been mixed. Optimists suggest improved arrangements for tourists will also improve residents' experience of their own city. The Cockburn Association welcomes the proposal, particularly the possibility of investing tourist tax in Edinburgh's underfunded historic architecture and streetscape.

Some hoteliers and accommodation providers resent the potential administrative burden and claim the cost would deter visitors. Experience elsewhere in the world offers little evidence for this.

Some worry that the Scottish Govt will retain a distant and insensitive control over how the money is spent. Others suspect that, given half a chance, councils will disguise the use of tourist tax to subsidise general expenditure elsewhere. A few argue the income will be used not to mitigate mass tourism's worst effects but to increase the capital's visitor capacity still more, creating a vicious circle.

Latest news on Lothian Buses

At May's Transport & Environment Cmte, a motion by Cllr Lang (Ward 1) with an amendment by Cllr Bandel (Ward 5) won cross-party support.

While accepting that it's neither possible nor appropriate for councillors to have a direct role in deciding Lothian Buses' routes and timetables, all agreed local ward members should be consulted, engaged with and briefed before significant changes to bus services are announced. A balance is needed between councillors' influence in making decisions about service changes and the extent to which they are expected to communicate and explain such changes to communities they serve.

The T&E Convener will write to LB requesting improved communication when route changes are considered and before a final announcement is made.

Although E London St and related E-W rat-runs were not explicitly mentioned on this occasion, the development does come at a time of mounting frustration among elected representatives and constituents at Lothian Buses' cloth-eared like-it-or-lump-it approach to customer relations [bit.ly/No328p1].

In other news, a petition by residents about bus and other heavy-vehicle overuse of E London St is now available for signing at [bit.ly/ELStpet].



It ain't easy being green

Having initially been told to remove the bright pink paint on their front door in Oct 2022, the owner of 9 Drummond Pl was granted consent on 14 Feb 2023 to style it in a 'dark muted red'. On 23 Feb, though, they applied for permission to use a 'muted green'.

Their choice of Aloha (PPG1229-5), somewhere between Tropical Tide and Electric Mint, was still too much for Council planners. On 18 May, officials refused permission to use it, saying it would adversely impact on the special architectural or historic interest of the A-listed building and, through its 'discordant and obtrusive change', detract from the conservation area [bit.ly/DrPlAnura].

On 19 May, the owner made a further two applications. The first was for what they described as a 'very pale off-white' called Gaiety (PPG1184-1), between Hair Salon and French Poodle. It looks pink to us. The second was for Jamaican Sea (PPG1236-6), a cheerful marine aqua-blue between High Dive and Sunny Spell.

With 1,253 shades remaining in the PPG/Johnstone's Trade colour range for paints, we suspect this story may run and run. See [bit.ly/hhh-h].



Parking problems on private streets

Residents in Shaw's St and Shaw's Ter have received letters saying they must apply for parking permits in the new N7 Controlled Parking Zone.

However, officials tell them they are not entitled to parking permits as their streets have not been adopted for maintenance by the Council.

Meanwhile, in the N1 CPZ, the access to Shaw's Sq [bit.ly/ShawsSq] pend (too narrow to park a car in) is also unadopted, whilst the Gayfield St Lane access to the rear is both adopted and unadopted, depending on which part of the Council's website you believe. This guddle is worsened, some believe, by officers referring to maps rather than street-level knowledge of the area.

Chapter and verse appear in the 'Issue of Residents' Permits on Private Roads Protocol' here [bit.ly/CPZPro]. As a way of not adding to difficulties in already oversubscribed public roads within CPZs, there is a presumption against giving permits to private-road residents.

However, exceptions can be made, for example when: most residents choose to have their private road adopted; there's low demand on spaces in the local CPZ; a private road would add to overall capacity. In these cases, there are legal hoops to jump through.

Meanwhile, residents on unadopted roads could in theory continue to enjoy free parking on their own street but could not prevent non-residents doing the same there unless, as happens in Powderhall, they were to contract a private company to enforce restrictions for them.

It's all a bit moose-in-a-Magimix: discernible parts but no coherent whole. Cllr Booth unscrambles some aspects here [bit.ly/CBCPZ].

First glimpse inside new museum

Last month, the Museum of Scottish Fire Heritage in Dryden Ter ran a preview tour for local residents. Telling the story of fire fighting in Edinburgh and Scotland from medieval times, it shows that while technology has developed out of all recognition, the need for clear organisation and communication, and the bravery of firefighters, remain unchanged.

The child-friendly exhibition is laid out chronologically, the oldest object displayed being a 16th-century *cleike* (long pole with a hook), used to pull burning material from buildings. The fire engines range from a hand-pumped Duns engine (still in use up to the Second World War) to a 1936 Daimler 'Limo', the first to give cover to firefighters en route to a blaze. Former firefighters provide expert guidance.

This is a long-awaited homecoming: McDonald Rd housed the previous Museum of Fire for 25 years until it moved to the old fire station in Lauriston Place in 1986. The Scottish Fire and Rescue Service sold that building to Edinburgh University in 2016, and the collection went into storage across central Scotland.

Rebuilding McDonald Rd Fire Station took longer than anticipated, and the new museum will now open to the public later this year, 5 years late. Entry will be free with a £3 donation suggested. See [bit.ly/MusSFH] and [bit.ly/MSFHFB]. A longer review of the exhibition appears at [bit.ly/No330p3].—David Sterratt



Local comedian and funny money

In these days of many unfortunate bankruptcies, at least those sequestered are not imprisoned as they once were. In 1852, Horatio Frederick Lloyd, a comedian who took over the management of the Theatre Royal in Broughton Street, got into debt: 'the man may be a clever actor, and yet a very indifferent manager.'

To escape prison, Lloyd used the ancient protection of sanctuary at Holyrood House. As he later recounted: 'I spent time in the beautiful and salubrious neighbourhood of Holyrood House, where it was arranged that during my stay there, I should not be intruded upon by unpleasant visitors.'

'This consummation was effected by means of my being kindly furnished with a document, of which the following is a verbatim copy:—"At Holyrood House, the 13 September 1852, the which day Horatio Frederick Lloyd, No. 8 Raeburn Place, Edinburgh, hereby is admitted and received to the Benefit and Privilege of the Sanctuary of Holyrood House, in whose bounds and precincts thereof; and is hereby protected therein accordingly, conforming to law."

Horatio appears to have cleared his debts on that occasion and been spared prison, but his financial problems returned in 1858 while on tour in Ayr. With no sanctified grounds in the vicinity, he was jailed.

His son, Arthur Lloyd, by then one of the music hall's most successful singer-songwriters [bit.ly/No160p3], probably paid his father's debts to release him. For additional notes, see [bit.ly/HLLloyd].—Barclay Price



Image: Mitchell Library.

Briefly



Timetabled services began in earnest along the **Newhaven-Broughton tramway** extension on 7 June. Hundreds or thousands of defects (depending on how you count them) remain to be fixed. The contractor must pay for the work, but who will actually undertake it **over the next 2 years** is less clear. Leith Central Community Council deplores the absence of a dedicated official monitoring progress. Council attention now turns to tram extensions **involving Granton (by 2035), Hermiston, Little France and Dalkeith**. At present, though, there is no money to pay for such projects. Former Edinburgh North & Leith MP **Mark Lazarovicz** suggests in the *Edinburgh Reporter* sending trams along the south suburban rail line and also over the old **Forth Road Bridge** to Fife.

The former premises of Shamoons at **50 Broughton St** will become 'Marko's Wraps and Kebab's'. At least one person has objected to a **planning application** for signage (23/02294/ADV) on the grounds that a **superfluous apostrophe** here would spoil grammatically minded locals' residential amenity.

LCCC's experienced **Chair and Vice-Chair** will each serve one more year, after which **replacements must be found**. Does any reader fancy stepping up and making a difference? **Non-irksome shadow training** will be provided.

Anguished of Antigua St writes: 'Boxes used to deliver cooked pizzas are contaminated by oil and fat and **cannot** be recycled.'

On 6 June, the **Scottish Govt** announced that its Active Travel Transformation Fund would invest £3.34m in the **Picardy PI island**. This means Edinburgh Council will no longer have to find the money from its own budgets. Completion of the project has slipped to the **end of Aug** because workers prioritised getting the tram extension ready first.

The Council has allocated an additional £2m towards **flood-prevention measures** in 2023/24. It will be spent across 5 programmes: coastal, £380k; Craigleith Catchment, £400k; parks drainage, £200k; natural river management, £200k; surface water, £795k; communications, £25k. **Some £10k** will go to investigation of flood alleviation measures for **Royal Cres** in extreme rainfall events. See [bit.ly/Edfld2324].

Hackland+Dore's self-demolition and replacement by a 3-storey block of **9 flats at 16 Annandale St** has been approved following successful completion of a legal agreement with the Council (21/05382/FUL).

Barcelona-based **Impress**, 'experts in invisible orthodontics' will soon occupy the long empty **1 Canonmills Invisible Bridge**.

Moreover ...



A coach operated by German tour operator Jürgens Reisen mounted the pavement at **Waterloo PI** on the morning of 7 June to debus passengers close to a nearby hotel. **Cllr McFarlane** (passing at the time) remonstrated with the driver, who was allegedly **unamused, rude and unrepentant**. Images of the dangerous manoeuvre, and subsequent reversing onto **Leith St** with pedestrians nearby, spread on social media to general outrage [bit.ly/Badbus]. *Spurtle* has approached the **Bad Nenndorf**-based firm for comment. Police Scotland are investigating.

Last spring, Planning Convener **Cllr Osler** wrote to the Scottish Govt requesting **more time** for Edinburgh Council to determine major planning applications (Issue 328). The idea was to make sure **local voices are heard**. The Scottish Govt has now said *no*. In other news, LCCC is writing to Osler **requesting consistency** about when and in what detail responses to planning applications by the public and community councils appear on the Council website and reports.

The *Broughton Beacon* says the merger of **Broughton St Mary's Parish Church** and **Greenside Parish Church** will occur either this month or in Oct. B-listed **Greenside** will likely be sold. A-listed St Mary's will be the place of worship of the 'united charge'. At a time yet to be decided, the combined congregation will then unite with that of **St Andrew's and St George's**.

Bar Hütte's kennel-based karaoke will not return to **St James Sq** next Christmas. The W Edinburgh hotel will require much of the open space for access once it opens in the winter.

Priorities changed in Feb to favour E-W over N-S traffic at the **Albany St/Dublin St/Abecromby PI** junction have been changed back again. Pedestrians can now rediscover the fun of being flattened by fast-moving downhill cyclists rather than rat-running motorists speeding across the flat.

Danehurst Developments Ltd seek planning consent for purpose-built student accommodation at **22, 24-36 Dunedin St** (23/02154/FUL). They propose 155 bedspaces across 4-6 storeys facing north, under blue-green roofs. Danehurst argues that the proposal would not increase the **student concentration** above 50% of the population in this locality. For further details, see [bit.ly/DunStdev].

The long empty gentlemen's hairdresser premises at **36 Rodney St** will soon be filled by a 'boutique bathroom shop'. We don't know its name but one *Spurtle* informant would favour SudULike.

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RODNEY STREET BARBERS

Julie 07989 441557, 42 Rodney Street
 Tues-Fri, 11am-5pm; Sat, 10am-2pm



LEITH CENTRAL COMMUNITY COUNCIL

A forum for local people who want to engage with and work for their local community.



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Participate in local democracy.

Make representations to City of Edinburgh Council, other public bodies and private agencies on everything that matters locally.

Next meeting: 7pm, Mon. 21 August, Nelson Hall, McDonald Road Library.

<https://leithcentralcc.co.uk>



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 Edinburgh North and Leith

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 Second Friday of the month 2-3pm

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Member of the Scottish Parliament for Edinburgh Northern and Leith Constituency



Drop-in Help & Advice Surgeries

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9:30 to 10:30 Royston/Wardieburn Community Centre, 11 Pilton Drive North, EH5 1NF	11:00 to 12:00 West Pilton Neighbourhood Centre, 19 West Pilton Grove, EH4 4BY
15:30 to 16:30 Leith Community Centre, 12A Newkirkgate, EH6 6AD	

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RESIDENTS AIM TO REDUCE TRAFFIC IN LOCAL STREETS ...

Please help and support our petition by signing: bit.ly/ELStpet

Neighbours in East London Street and nearby areas are concerned by increasing traffic on our streets.

We, the residents, are petitioning Edinburgh Council for:

- an immediate reduction in the amount of buses and other heavy traffic here
- replacement of setts with tarmac in the centre of East London St to reduce noise and vibration
- a traffic count, urgent repairs, and a better traffic management plan.

To find out more, contact us at tarels@icloud.com