

**Full Planning Application 04/03740/FUL  
at  
11 - 13 Arthur Street  
Edinburgh  
EH6 5DA**

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**Development Quality Sub-Committee  
of the Planning Committee**

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**1 Purpose of report**

To consider application 04/03740/FUL, submitted by E Hendrie Property Developments. The application is for: **Four storey residential development. Ten two-bedroomed flats with associated car parking and amenity area (as amended to nine units with altered stair tower)**

It is recommended that this application be **GRANTED** subject to the conditions in Appendix B.

**2 The Site and the Proposal**

**Site description**

The site extends to 20m x 20m, and was formerly occupied by a shed used for vehicle storage. This was recently demolished.

The site to the south remains a shed for vehicle storage.

To the north a former egg-grading station has been redeveloped as four storey flats, with ground floor garaging.

To the east lie a range of different Georgian and Victorian buildings on Leith Walk, separated by back greens. These properties are in the Leith Conservation Area and several are listed. These are not usually visible from

this section of Arthur Street, although demolition has allowed a temporary glimpse view of their rear side.

On the opposite side of the street stands a small garage, with two storey houses to its north, and modern brick flats to its south, set back from the road to allow addition of a basement level.

### **Site history**

23.9.2004 - earlier application for 10 flats withdrawn (this had a more prominent rear stair and series of balconies).

### **Description of the Proposal**

The application originally proposed a development of 10 flatted units over a ground floor containing 8 parking spaces.

This has been amended to 9 units (including 2 "maindoor flats" independently accessed by stairs leading to first floor level, and 4 duplex units within the upper storeys). Car parking reduced to 7 spaces. Open space is increased as a result of the changes.

The building is four storeys high with a shallow curved metal barrel roof. Walls are in white render with "blue brick" at lower levels (see Assessment).

Flats (other than the two outer first floor flats) are accessed via a rear stair. This was originally a feature projecting perpendicularly into the back green. This has been amended to pull the form into the rear of the building, now acting as a slight projection on that side. Access balconies have been removed as part of this change.

## **3 Officer's Assessment and Recommendations**

### **DETERMINING ISSUES**

The determining issues are:

- Do the proposals comply with the development plan?
- If they do, are there any compelling reasons for not approving them?
- If they do not, are there any compelling reasons for approving them?

### **ASSESSMENT**

In order for the Committee to determine this application the following issues should be considered a) the acceptability of residential use; b) the effect of the scale, form and design on the character of the area c) parking and road safety issues; d) open space provision/ amenity of the created unit; e) effect on neighbouring amenity.

a) Residential use accords with the local plan as long as other policy requirements are met.

There is no objection to the loss of the existing business use which formerly occupied the site.

b) The scale of the proposal echoes that of the emerging form in the street, with all recent consents creating four storey structures in place of previous smaller commercial buildings.

The building will sit comfortably with the neighbouring building in terms of eaves and ridge height. Although the use of a curved barrel roof is not characteristic of the street, it creates a positive architectural feature of interest.

"Blue brick" as described is actually a dark slate blue-grey in colour. Samples are available, and it has been used on several schemes in Edinburgh.

As a whole the composition of design and materials is considered acceptable in this context.

c) The applicant seeks a reduced parking ratio on the basis of using the City Car Club. This would give 7 on-site spaces for the 9 flats, plus membership of the City Car Club to address the shortfall. Transport has no objection to this arrangement, subject to a legal agreement linked to the City Car Club Provision.

d) Open space is 35% of site area, and groups together with existing open spaces on three sides to visually create a single large open space in a traditional format, split between each building facing the rear area. This grouping of spaces greatly enhances overall amenity and benefits daylight to the area as a whole.

e) The proposal as amended maintains 9.3m to its rear boundary, and is therefore in compliance with privacy standards.

In this instance 306 Leith Walk to the rear is abnormally deep in relation to flanking buildings on Leith Walk, and stands only 8m from the mutual boundary. It therefore lies only 17.3m from proposed windows, and affects privacy to a small degree due to a prejudicial effect the existing building has on the development site. However, since it is the existing building which does not comply with policy, and since the breach is small, the effect is considered acceptable. This acceptance also allows appropriate development of this site in terms of urban design footprint.

302 Leith Walk (facing the north half of the rear) is set 10m from the boundary and this section fully complies with policy.

In terms of daylight, residential properties start at first floor in 302 Leith Walk. All properties will continue to receive adequate daylight to the rear.

306 Leith Walk is closer, as explained above, and also contains ground floor flats. However, since the former building occupied the entire depth of the site up to the boundary with that property, to a height of two tall storeys, daylight is improved to all lower flats. The new building meets the daylight boundary conditions to the rear apart from the stair tower itself.

It is recommended that the Committee approves this application, subject to conditions on materials, contamination, and transport issues.

*Alan Henderson*

**Alan Henderson**  
Head of Planning and Strategy

<b>Contact/tel</b>	Stephen Dickson on 0131 529 3901 (FAX 529 3706)
<b>Ward affected</b>	22 - Lorne
<b>Local Plan</b>	North East Edinburgh
<b>Statutory Development Plan Provision</b>	Housing and Compatible Uses
<b>Date registered</b>	8 October 2004
<b>Drawing numbers/ Scheme</b>	3 Scheme 2

#### **Advice to Committee Members and Ward Councillors**

The full details of the application are available for viewing on the Planning and Building Control Portal : [www.edinburgh.gov.uk/planning](http://www.edinburgh.gov.uk/planning).

If you require further information about this application you should contact the following Principal Planner,

If this application is not identified on the agenda for presentation, and you wish to request a presentation of this application at the Committee meeting, you must contact Committee Services by 9.00a.m. on the Tuesday preceding the meeting on extension 4229/4239. Alternatively, you may e-mail [blair.ritchie@edinburgh.gov.uk](mailto:blair.ritchie@edinburgh.gov.uk) or [sarah.bogunovic@edinburgh.gov.uk](mailto:sarah.bogunovic@edinburgh.gov.uk)

**Application Type** Full Planning Application  
**Application Address:** 11 - 13 Arthur Street  
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## Consultations, Representations and Planning Policy

### Consultations

#### Environmental Services

*No objections to this proposal subject to a contaminated land condition being attached.*

#### Transport

*Legal consent should not be issued until an agreement is signed by the developer to provide an Edinburgh City Car Club contribution of £13,000. This figure includes Car, City of Edinburgh costs including TRO and free memberships for 3 years for 10 flats.*

- 1. Dropped kerb entrance to the development to be constructed*
- 2. All car parking spaces to be communal.*

### Representations

Due to omission of some neighbours at 302 Leith Walk the period for receipt of objection was extended allowing 14 days from the late notification for all comments to be received.

8 representations were received. This includes objection from Pilrig Residents Association and Cllr Attridge. The reasons for objection were

1. Use of "blue brick"/ inappropriate materials.
2. Height and density too great
3. Use of deck access and "remote" stair
4. Inappropriate form and design

5. Parking inadequate
6. Design elements of ground floor (gates etc)
7. Arthur Street should be traffic calmed
8. Security issues to exposed rear gardens of Leith Walk properties

***Full copies of the representations made in respect of this application are available in Group Rooms or can be requested for viewing at the Main Reception, City Chambers, High Street.***

## **Planning Policy**

The site lies in an area of Housing and Compatible Uses as shown in the North East Edinburgh Local Plan.

### Relevant Policies:

Policy E25 (DESIGN OF NEW DEVELOPMENT - OBJECTIVE): encourages new development of the highest possible standard.

Policy E26 (QUALITY OF NEW DEVELOPMENT): sets out general design requirements for new development, and requires particular attention to be paid to main approach roads to the city centre and seafront and waterfront locations.

Policy H1 (HOUSING DEVELOPMENT) encourages the provision of new housing development on identified sites.

Policy H4 (DESIGN OF NEW HOUSING DEVELOPMENT) sets out general design considerations for new housing development.

Policy E7 (OPEN SPACE PROVISION): specifies minimum standards of open space provision in new housing developments to meet both recreational and amenity needs.

Policy T7 (CYCLE PARKING) requires new development to provide secure cycle parking in conformity with approved standards and in appropriate public locations where it contributes to greater cycle use.

Policy T10 (PRIVATE CAR PARKING) requires all new development to comply with approved car parking standards as set out in the Development Control Handbook

Non-statutory guidelines 'DAYLIGHTING, PRIVACY AND SUNLIGHT' set criteria for assessing proposals in relation to these issues.

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## Conditions/Reasons associated with the Recommendation

### Recommendation

To recommend that this application be **Granted**

### Conditions

1. The development hereby permitted shall be commenced no later than five years from the date of this consent.
2. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site; Note: samples of the materials may be required.
3. i) Prior to the commencement of construction works on site:
  - a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning and Strategy, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
  - b) Where necessary, a detailed schedule of any required remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning and Strategy.
- ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning and Strategy.

4. Prior to the issue of consent the developer shall enter into a legal agreement with the Council to ensure a contribution of £13000 to the City Car Club (this sum includes 3 years membership for all residents within the development)
5. The car park to be accessed via a dropped kerb over a continuous pavement.
6. All car parking to be on a communal, non-allocated basis.

### **Reasons**

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
2. In order to enable the Head of Planning & Strategy to consider this/these matter/s in detail.
3. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
4. In order to ensure that the level of off-street parking is adequate.
5. In order to safeguard the interests of road safety.
6. In order to ensure that the level of off-street parking is adequate.

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**End**

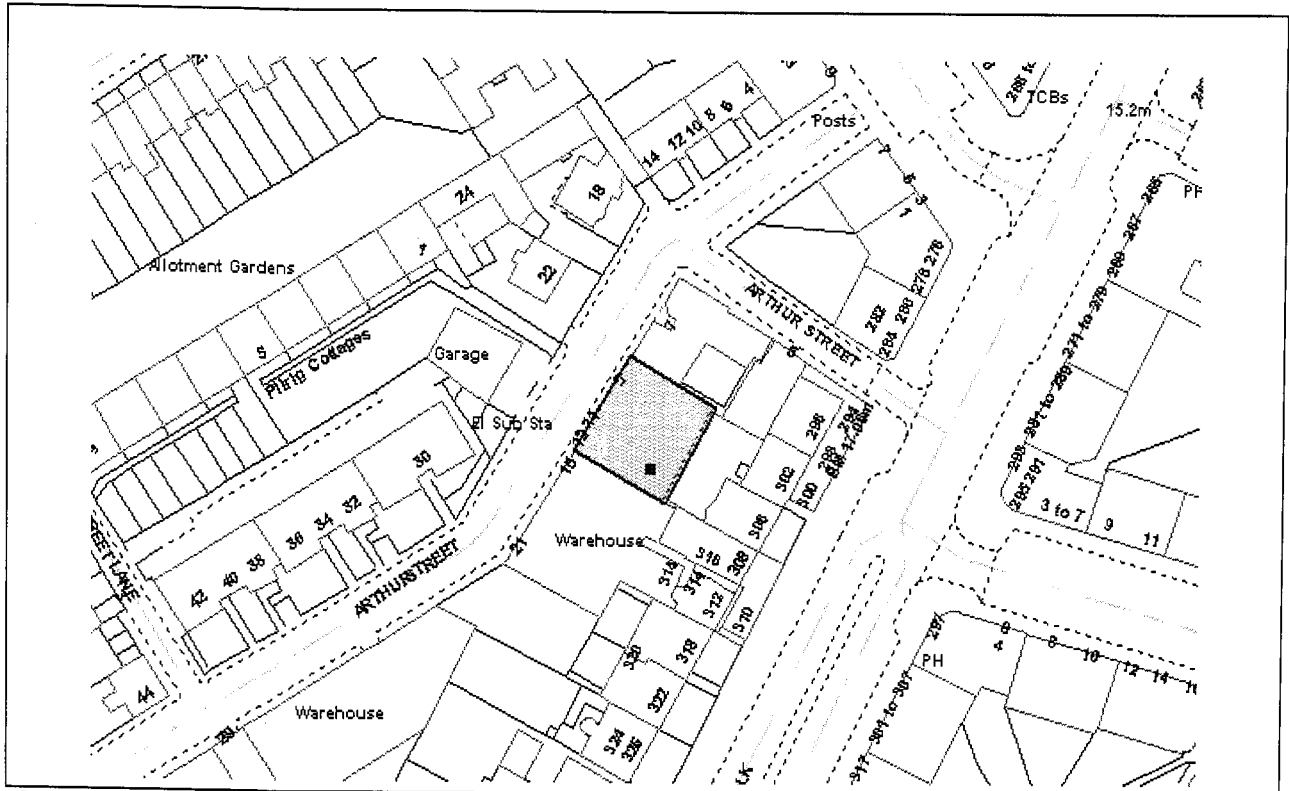


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### Location Plan



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