

**Full Planning Application 04/02591/FUL**  
**at**  
**Coburg Lane**  
**Edinburgh**  
**EH6 6ET**

---

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

---

**1 Purpose of report**

To consider application 04/02591/FUL, submitted by St Ninian's Partnership + Knowe Properties Ltd.. The application is for: **Residential development of 34 apartments with car parking (as amended)**

It is recommended that this application be **GRANTED**

**2 The Site and the Proposal**

**Site description**

The site lies between Coburg Street and the Water of Leith, having frontage to both.

Currently only one building survives on site; a modest, flat-roofed two storey office dating from around 1925. To the rear the remnant walls of a modern brick structure remain as a boundary wall to the west. On this west side the site faces into North Leith Churchyard, a listed churchyard dating from the late 16th century, unusually remote from the church it served. To the east, Quayside Mills (also listed, and incorporating fragments of North Leith Church and an intact manse from 1599) has recently been converted to residential use, with offices at ground floor. This building forms a dominant feature on this section of the river.

Also to the east, but at the Coburg Street end of the site, a second warehouse from the 1920s stands. This is the subject of a current application for redevelopment of flats over offices. Beyond that a scheme for similar flats over a large ground floor office is nearing completion.

Photographic evidence shows that the site was previously occupied by large stone warehouses, rising to seven storeys high.

To the north, on the opposite side of Coburg street, the area is equally in a state of flux. Immediately opposite, stands a curved flatted block in white, blue and yellow render, only recently completed (rising to six/seven storeys). To the north-west a site on the corner of East Cromwell Street is under construction, having consent for five storey flats. Between these two stands a single storey "tin shed" containing a sports goods retail warehouse. Enquiries have been made regarding further residential development on that site, which would be acceptable in principle.

Further to the east, the final stage of the Ronaldsons Wharf scheme (the element containing solely Housing association units), has recently been completed, and is also visible from the site, and relevant to the urban context. The Ronaldsons Wharf scheme as a whole rises to six storeys high on the riverside.

On the riverside adjacent to the site, the Water of Leith Walkway passes through the 5m gap between the site and the river.

On the opposite side of the river brick built flats (Sherrif Bank) also rise to 6 storeys high on the riverside (facing east).

The whole area lies in the Leith Conservation Area.

### **Site history**

Historically this was a site redeveloped by Edinburgh Corporation after its take over of Leith in 1920. Former six to eight storey stone warehouses were demolished to create two storey offices with limited storage space. The site was part of a General Development Area for this side of the river, designated in the 1950s, whereby most traditional forms were replaced with modern factories and offices.

In more recent years the riverside section of the site contained large plant connected to the adjacent MacGregors Mills complex.

19.8.1981 - consent granted for the now remaining office/warehouse on Coburg Street for change of use to public house (never taken up).

18.5.1994 - consent granted for change of use of mill to east to residential and offices (in principle)

4.12.1996 - detailed consent granted for alterations to mill and new build to the west (within the riverside section of the current application site). Note- although the new build was not constructed, this consent remains live due to the other works within the application being begun (and now complete). The footprint of this approval and relationship to the walkway is almost identical to that now proposed, though the height was less.

## **Description of the Proposal**

The application proposes clearance of a 20th century office building and construction of a flatted development with basement car parking. Office accommodation (two units of 80sqm) is provided on the ground floor facing Coburg Street, the proposal is otherwise residential. In total 34 flats are proposed.

The form steps down the sloping site to the river. On Coburg Street the development is five storeys high, reflecting the height of developments opposite. The top storey is set back, both for visual effect, and to ensure full daylight to ground floor flats opposite.

On Coburg Lane the form steps down to a repeat form of five storeys with set back top floor. Here a gable feature faces the river.

The main feature of the proposal is its form at the riverside. A chamfered front echoes the front of the mill adjacent, but, in combination with the gable form on the lane behind, forms a step up to a dramatic climax, before the open space beyond. The form here is effectively seven storeys over the adjacent walkway. The lowest level is solely the basement area, accommodating the car park. Five storeys of accommodation stand above, with the top level accommodating a double height volume in the centre. The forwardmost section adopts a light framework form, so that it repeats the form of the mill front, only in a more skeletal style, thus reducing its otherwise greater visual weight. It is noted that the mill conversion was by the same architect.

Thirty four parking spaces are provided, twenty nine within the basement area. Thirty five individual cycle lockers are also provided. A small number of external cycle racks are also provided (for visitors) immediately adjacent to a new connection formed to the Water of Leith Walkway. A small seating area is also formed here, within a triangular space at the "prow end" of the created form.

Flat sizes range from single bedroom (3 in number, 9%) to three bedroom (6 in number, 18%) with the bulk being two bedroom (73%). Units have a great variety of layouts internally, including differing layouts from floor to floor. One duplex unit is included. All "penthouse" level flats have very large outer terraces. Other flats have smaller terraces, some with notable open aspect to the river or the graveyard.

Materials are render and buff sandstone cladding, with several areas of oak weathboarding laid out in panels. The roof is in metal with a standing seam detail.

The scheme was amended several times during the course of the application. The principal alterations were:

1. Inclusion of offices to Coburg Street
2. Changes to roof form
3. Reorientation of flats to Lane
4. Changes to form and design of riverside component.
5. Improvements to pedestrian access
6. Improvements to car park layout

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

#### **DETERMINING ISSUES**

The determining issues are

- Do the proposals improve and enhance the appearance of the conservation area? If they do not, there is a presumption against the granting of planning permission.
- 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 to determine this application the Committee should consider

- a) The principle of development
- b) The effect of the scale, form and design of the proposal on the character and appearance of the conservation area
- c) Parking and road safety
- d) Effect on neighbouring residential amenity

e) The amenity of the created units

a) The principle of a mixed use development as now proposed meets the objectives of the local plan, subject to other policy requirements being met.

Financial contributions are required towards infrastructure requirements, but the proposal falls below the limit at which Affordable Housing becomes a requirement.

Due to the historic significance of the site an archaeological dig is required.

**b) *Conservation Area Character Statement***

*The Leith Conservation Area covers the extent of the historic town, including the Madeira Area (Leith's 'First New Town'), and also Leith Walk - the town's main link with Edinburgh City Centre. The character of the Conservation Area derives from Leith's history both as a port and as an independent burgh. Several fine Georgian and Victorian warehouses survive, some now converted for residential or office use; in many cases these were initially built to hold wine and dry goods, although many were converted in the late 19th Century to serve the whisky industry. A rich mixture of civic buildings and mercantile architecture survive, particularly at Bernard Street and The Shore. Significant earlier buildings include Lamb's House and St Ninians Manse (both early 17th Century); although many more recent buildings have been built, and present street pattern of The Shore closely follows that of the historic town.*

*The Inner Harbour of the water of Leith provides a vibrant focus for the Conservation Area, with buildings along The Shore forming an impressive waterfront townscape. The Conservation Area also covers the older parts of Leith Docks, containing many early features including listed dock buildings and the Victoria Bridge, a scheduled Ancient Monument.*

*The Madeira area retains a largely Georgian domestic character, with stone buildings and slate roofs predominating; some of the Georgian buildings retain astragaled windows and doors with fanlights. Many of the roads are setted, the main exception being Prince Regent Street; stone garden walls are a feature of this area. North Leith Parish Church provides a visual focus to this mainly residential area, which also includes major public buildings such as Leith Library and Town Hall.*

*Leith Walk remains the main artery linking the centre of Edinburgh to the old burgh of Leith. It characterised mainly by Victorian tenements and pubs at the ground floor level. There are a number of Georgian survivals, most notably Smith's Place dating from 1814. Between Smith's Place and Albert Street lies a series of tenemented streets, mainly designed by John Chesser.*

*Building types within the Conservation Area vary but are traditionally of stone with slate roofs; however more recent building has generally used block or render and traditional brick where previously found. Pockets of public*

*housing development of the 1960s and 1970s, of a contemporary character, fall within the expanded Conservation Area. Open space is concentrated at Leith Links, which provides a spacious contrast to the relatively dense settlement pattern of the remainder of the Conservation Area.*

The proposal recreates a traditional form along one of Leith's sole surviving closes on the medieval pattern. Recreation of a tall form on the close requires concessions in other areas (see below) but is seen as critical in terms of appropriate urban design on this site.

It is noted that the relationship of the riverside section to the Water of Leith Walkway repeats the relationship within the still-live consent (see History).

As seen from the river and opposite bank the proposal forms a natural progression of heights in relationship to the existing chamfered mill front to the side.

The proposal is a modern reinterpretation of these traditional forms.

It is noted that use of natural stone is very rare on this side of the river. The building currently on site (and its neighbour) are in an early artificial stone from the 20th century. It is also noted that the two Council sponsored and award winning schemes nearby on the riverside, are both finished in smooth render. In particular, the closest, Ronaldsons Wharf, includes a very similar palette of materials, also including use of timber boarding. The materials proposed are therefore considered appropriate.

The very close relationship to the graveyard would not normally be acceptable in that the development derives a large degree of its amenity from outwith its own site boundary. However, in this instance this relationship exactly replicates the historical relationship of buildings to the graveyard, both historically (with both the former warehousing and current offices sitting hard on the boundary, both with many windows facing over, and more recently within the last granted consent for development on this site.

Maintaining a 9m distance from the boundary would sterilise most of the site and create a building in a non-traditional position. In these exceptional circumstances, the relationship of the building to the adjacent open space is therefore considered acceptable. It is also noted that the graveyard currently and historically suffers from a high degree of vandalism and abuse. The close relationship of housing to the graveyard should greatly improve security within the graveyard and limit current abuses.

c) The proposal has open pedestrian access on three sides and recreates the close to the east in an upgraded form. A condition is added to ensure that the existing line and character of this lane is broadly retained.

All vehicular access is from Quayside Street.

Parking provision is largely within the basement of the property, with an internal circulatory route through the building. A small number of spaces lie on the outside, opposite existing spaces serving the Quayside Mills conversion. Cycle storage for residents is 100% within the basement area. A further provision for visitors is made externally adjacent to the cycleway at the southern tip of the site.

d) The proposal maintains appropriate privacy and daylight levels across Coburg Street.

On the eastern flank of the riverside section a small portion (around 4m in length) slightly impinges upon privacy to the Quayside Mill conversion, where distances between windows drops to 16m. However, this relationship repeats a relationship agreed in the previous consent, and is more preferable in urban design terms than creating a check into the form to fully comply on this corner. The effect is considered minimal and acceptable in terms of the overall context. Daylight to the converted building remains within policy guideline limits at all points.

Daylight to the graveyard is not covered by policy and is already compromised by existing buildings, and was so historically. The relationship to the graveyard is not considered to breach any policy guidelines (see above).

e) To the west side of the Coburg Street section, concessions must be given to both privacy and daylight in order to maintain an appropriate urban form along the close edge (Coburg Lane). Widths on this lane vary from 5m at the head to 8m at the base. All units facing this lane have aspects to other sides, and it has been assured in the layout that no living apartments will face this lane as their sole outlook. As a result, it is only bedrooms affected on this lane. These bedrooms will have limited privacy and daylight, but each flat taken as a whole is considered to have adequate amenity. It is noted that the top two storeys will have full daylight in policy terms. The site beyond shall be asked to arrange their flats similarly.

Communal open space on site is limited to a central courtyard of 150sqm (around 17% of the built site area), but this links directly to the open space of the adjacent graveyard. All flats other than those on the NE corner have open outlook either to the graveyard or to the Water of Leith (and many to both). In addition to the courtyard space all flats have terraced areas or balconies. In particular upper level flats have generous terraces ranging from 30 to 50 sqm in area. When taking various terraces into consideration open space totals around 23% of site area). Amenity levels in all flats is considered acceptable.

In conclusion, the application is considered a valuable addition to the evolving urban fabric in this redeveloped area of Leith, recreating a historic street pattern whilst making minimal compromises to policy requirements.

It is recommended that the Committee approves this application, subject to conditions on site decontamination, an archaeological dig, works to Coburg

Lane, material samples and a legal agreement on contribution to Transport infrastructure.

*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>	12 - Newhaven
<b>Local Plan</b>	
<b>Statutory Development Plan Provision</b>	
<b>Date registered</b>	26 July 2004
<b>Drawing numbers/ Scheme</b>	50-60 Scheme 3

**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, Graham Dixon on 0131 529 3519. Email: [graham.dixon@edinburgh.gov.uk](mailto:graham.dixon@edinburgh.gov.uk).

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**

**Application Address:**

**Proposal:**

**Reference No:** 04/02591/FUL

---

## **Consultations, Representations and Planning Policy**

### **Consultations**

#### **Housing**

*The Housing Department has worked with Planning to develop a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy for the city. The Affordable Housing Policy makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at Ward level other than for sites of over 500 units. In Newhaven Ward, in which this site lies, the provision for affordable housing within sites of more than 40 units is 15%.*

*The application is for a development of 34 units, which is below the threshold to trigger the Affordable Housing Policy in this area.*

*The Affordable Housing Policy cannot therefore be applied to this application.*

### **Environmental and Consumer Services**

*Environmental Health has no objections to this proposed development subject to the following conditions being attached:*

*1. Prior to the commencement of construction works on site:*

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

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

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

*2. The design, installation and operation of the lift shall be such that any associated noise complies with NR20 when measured within any living apartment in the block of flats and no structure borne vibration is perceptible within any living apartment in the block of flats.*

## **Culture and leisure**

*The site is situated within the south-eastern limits of the important medieval port of North Leith which was granted burgh status in 1128. During the medieval periods, the site was on the edge of this settlement, lying on the southern side of a main road entering the port from the west. The historic maps of Leith, in particular Nash's 1709 Survey of Leith and Alexander Woods 1777 Plan of the Town of Leith, indicate that the majority of the southern part of the site, currently a car-park, was reclaimed from the Water of Leith's medieval harbour. Excavations of the harbour at Ronaldson's Wharf in 1997 (Lawson and Reed 1999) indicate that North Leith's river frontage was used primarily for ship repair, refitting and possible building.*

*The proposed development site may also clip the south eastern defensive ditch of Cromwell's Citadel at Leith, constructed by General Monck in 1655, which underlies Coburg Street and may also overly the course of earlier mid-16th century town defences. The historic North Leith Burial Ground forms the western boundary of the site. This burial ground was established as a result of the demolition of the mid 12th century parish church of St Nicholas to make way for Cromwell's Citadel. The graveyard contains in particular collection of 18th century gravestones, some of which lie adjacent to the site's boundary wall.*

*Based on the historical and archaeological evidence, the site has been identified as occurring within an area of archaeological significance. Accordingly, this application should be considered under following planning policies issued by the Secretary of State for Scotland; National Planning Policy Guidance 18: Planning and the Historic Environment (NPPG 18), 1999, and National Planning Policy Guidance 5: Planning and Archaeological (NPPG 5) and it's the accompanying Advice Note 42 Guidance 5: Planning and Archaeological (NPPG 5) and it's the accompanying Planning Advice Note 42 (PAN 42), 1994. **The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible archaeological excavation or an appropriate level of recording may be an acceptable alternative.***

*Although there has been no archaeological investigation at the site, the existing evidence indicates that the site has the potential for containing archaeological remains associated with the post-medieval town defences, medieval/post medieval harbour and town. It is considered however that given the recent construction history of the site that the impact of any proposed development, on current information would not be considered sufficient to justify refusal of consent on archaeological grounds. However, it is essential that the site is investigated prior to development*

*and any archaeological remains excavated and recorded where preservation on situ is not possible.*

*Further, the construction of the proposed development will have potentially serious affect upon the adjacent 17th century graveyard. Several historic gravestones occur immediately against the site's boundary wall and which could easily be damaged construction works. The new development will also share a communal boundary with the graveyard. This wall, which also forms the foundation of the current offices, could easily be damaged during demolition and construction, with any collapse of the wall to the inevitable disturbance of human remains.*

*It is therefore also essential that prior to construction, that the developer submit to CECAS for approval a written scheme who fully describes the methods to be uses to protect not only these gravestones but also the boundary wall of the graveyard. These remains must conform to Historic Scotland standard conservation practice.*

*It is recommended that these programme of works (excavation and conservation) be secured using a condition based upon the model condition stated on PAN 42 Planning and Archaeology (para 43), as follows;*

*'No development shall take place on the site until the application has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the application and approved by the Planning Authority'.*

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

## **Education**

*This is spare capacity in the catchment primary school for this development. It is unlikely that this development would generate additional children for the other catchment schools. Accordingly, I have no objection to this development.*

## **Transport**

*I would be pleased if the application could be continued.*

*For the applicant to re-submit layout plans taking the following points into consideration:-*

- 1. A 2m footway (and 5.5m carriageway) be provided from Coburg Street to the rear pedestrian access*

2. Aisle width between angled parking bays are to be a minimum of 3.2m and 3.4m for 30 degrees and 45 degrees angled bays respectively

3. Minimum cycle parking provision to be 1 per dwelling which is to be provided in secure lockers or a lockable cycle store

4. Parallel parking bays are to be a minimum of 6m in length

5. One parking bay to be removed adjacent to the bin store to provide access from the lift and stairwell.

#### **Transport-additional comments: 13.07.2005**

No objections to the application subject to the Developer entering into a suitable legal agreement to provide the following:

1. £20,000 to the proposed Tram Line 1 as per the approved Tram Line Developer Contributions report.

2. £10,000 to the Council's Cycle Team budget. This will be used to carry out improvements to the Water of Leith cycleway within the vicinity of the development.

#### **Representations**

The application was advertised on 6th August 2004.

One representation was received. This was from a solicitor largely raising issues relating to neighbour notification in the adjacent commercial property (now the subject of a similar application).

No specific issues were raised relating to the scheme itself.

***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 the Mixed Activities Area in the Leith Conservation Area as shown in the North East Edinburgh Local Plan.

#### Relevant Policies:

Policy E21 (CONSERVATION AREAS - GENERAL): requires proposed development within a conservation area to retain all features which contribute to the character and appearance of the area.

Policy E22 (CONSERVATION AREAS - REDEVELOPMENT): sets out criteria against which new development in conservation areas will be assessed.

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

Policy H2 (HOUSING DEVELOPMENT - MIXED ACTIVITIES ZONE) encourages, and sets out criteria for assessing, proposals for housing development within the Mixed Activities Zone.

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

Policy ED1 (MIXED ACTIVITIES ZONE) supports in principle a range of uses within a defined 'Mixed Activities Zone' and encourages an appropriate mix of uses within it that could contribute positively to its character and vitality.

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

**Application Type**

**Application Address:**

**Proposal:**

**Reference No:** 04/02591/FUL

---

## **Conditions/Reasons associated with the Recommendation**

### **Recommendation**

It is recommended 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. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Head of Planning & Strategy, having first been agreed by the City Archaeologist.

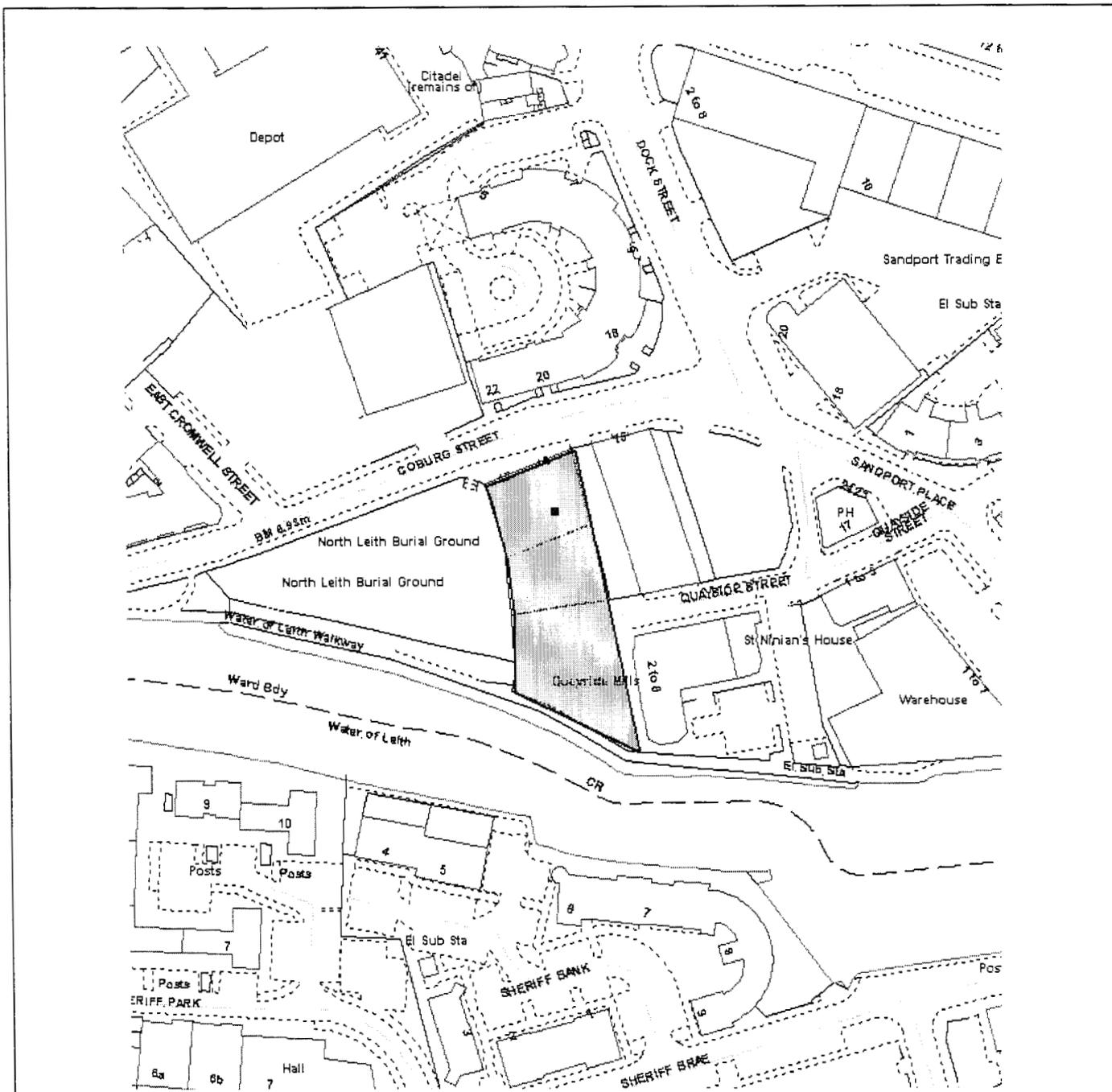
5. Coburg Lane to be pedestrianised with removable bollards at each end, but surfaced in natural setts. Details to be submitted for the written approval of the Head of Planning and Strategy, and agreed works to be complete prior to occupation. Information submitted to include cross-sections and ground levels, and ensure minimum change in relation to existing gradients.
6. Prior to the commencement of works on site, details of access to and space for waste management facilities, including recycling, shall be submitted to and approved in writing by the Head of Planning and Strategy. Thereafter, the requirements agreed shall be implemented to the satisfaction of the Head of Planning and Strategy, prior to the occupation of the development hereby approved.
7. Prior to the issue of the decision notice the applicant shall enter into a suitably worded legal agreement with the Council to ensure a contribution of £20, 000 towards Tram implementation plus a further £10,000 towards cycle route improvements.

### **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 safeguard the interests of archaeological heritage.
5. In order to retain the appropriate character and profile on the lane.
6. In the interests of sustainability.
7. In accordance with adopted policy requirements relating to the proposed tram route and in order to ensure that no financial burden is placed on local infrastructure.

---

**End**



Reproduction from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence Number 100023420 The City of Edinburgh Council 2004.

# **PLANNING APPLICATION**

<b>Address</b>	<b>Coburg Lane, Edinburgh, EH6 6ET,</b>
<b>Proposal</b>	<b>Residential development of 34 apartments with car parking (as amended)</b>

<b>Application number:</b>	<b>04/02591/FUL</b>	<b>WARD</b>	<b>12- Newhaven</b>
----------------------------	---------------------	-------------	---------------------

THE CITY OF EDINBURGH COUNCIL  
THE CITY DEVELOPMENT DEPARTMENT- PLANNING & STRATEGY