

Development Management Sub Committee

Wednesday 17 June 2015

**Application for Planning Permission 15/00877/FUL
At 69 - 97 Inglis Green Road, Edinburgh, EH14 2EZ
Demolition of existing buildings and redevelopment to
provide mixed tenure residential development (as amended
to provide 54 units).**

Item number	5.3
Report number	
Wards	A07 - Sighthill/Gorgie

Summary

The proposal is an acceptable design and would have a positive impact on neighbourhood character. The proposed flats provide an acceptable level of amenity for future occupants and would not harm neighbouring residential amenity. The loss of small business premises is contrary to Edinburgh City Local Plan policy Emp 4: Employment Sites and Premises because no additional floorspace for small businesses is provided. An infringement is justified because the Second Proposed Local Development Plan, approved by the Planning Committee on 14 May 2015, removes the requirement to provide new floorspace for business users on sites less than one hectare under policy Emp 9: Employment Sites and Premises. Accordingly the provision of additional floorspace suitable for business is not required under emerging planning policy and its absence is acceptable. The provision of a housing development on an accessible, brownfield site in a predominately residential area and the need to address the shortage of effective housing land supply also justifies an infringement to policy Emp 4: Employment Sites and Premises.

Links

[Policies and guidance for this application](#)

LPC, CITH1, CITH2, CITH3, CITH7, CITEM4, CITR11, CITCO1, CITD3, CITD6, CITE9, CITE16, CITE17, CITT4, CITT5, LDPP, PLEM09, NSG, NSGD02, NSP,

Report

Application for Planning Permission 15/00877/FUL At 69 - 97 Inglis Green Road, Edinburgh, EH14 2EZ Demolition of existing buildings and redevelopment to provide mixed tenure residential development (as amended to provide 54 units).

Recommendations

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

Background

2.1 Site description

The site is located on the south side of Inglis Green Road, opposite the Water of Leith. It currently accommodates a single storey, flat roof, 1960's suburban shopping centre comprising of 15 units that open onto a central inner courtyard. A number of the former retail units are now in class 4, business, use.

A car park is located on the corner of Redhall Crescent and Redhall Avenue and further parking and to the west of the building, accessed from Millbrae Wynd.

The L-shaped application site is 0.33 hectares and is steeply sloping, dropping from south to north. It is bounded by Inglis Green Road to the north and Redhall Crescent to the south and has two distinct frontages. It incorporates Millbrae Wynd, a north-south road between Inglis Green Road and Redhall Crescent. Redhall Avenue and Graysknowe bound the site to the east. A garage and forecourt is located on the adjacent plot to the north east of the site. It also acts as a servicing garage and MOT station.

The surrounding area is predominantly residential in nature ranging from two-storey terraced dwelling-houses to three and four storey flatted blocks.

2.2 Site History

1976 - 1981 - various planning permissions granted for the change of use of vacant retail units to class 4 business premises.

25 March 1987 - planning permission granted for the change of use of units 1 and 2 from shops to hot food takeaway (application reference: 87/00310/FUL).

20 October 1999 - planning permission granted for the change of use of 81 Inglis Green Road from workshop to fitness centre (application reference: 99/01588/FUL).

4 February 2009 - planning permission granted to demolish existing building and form new mixed use development: 51 flats, five retail units and landscaped grounds and car parking (application reference: 07/02689/FUL).

23 December 2009 - application for planning permission for a sheltered housing development for older people (50+) comprising of 63 units and three retail units. Pending decision waiting for the conclusion of a legal agreement (application reference: 09/03339/FUL).

15 October 2012 - declined to determine an application to vary condition 1 of planning permission 07/02689/FUL because the pre-application consultation between the applicant and the community requirement had not been carried out (application reference: 12/01798/FUL).

20 September 2013 - application to vary condition 1 of planning permission 07/02689/FUL is pending decision waiting for the conclusion of a legal agreement (application reference: 13/03948/FUL).

Other relevant planning history

10-12 Inglis Green Road

12 September 2011 - planning permission in principle granted for the demolition of all structures and redevelopment with a foodstore, petrol filling station, car parking, servicing facilities and associated works (application reference: 10/02306/PPP).

19 April 2012 - approval of matters specified in condition approved for demolition of all structures and development of foodstore, petrol filling station, car parking, servicing facilities and associated works (application reference: 11/04125/AMC).

Land 100m north of 86 Longstone Road

28 January 2015 - proposal of application notice received from Castle Rock Edinvar Housing Association for a proposed residential development of 180 houses/flats across a range of tenures (application reference: 15/00353/PAN).

Main report

3.1 Description Of The Proposal

The application proposes the demolition of the existing building and the erection of an affordable flatted development of 54 flats: 21 one-bedroom flats and 33 two-bedroom flats. Seven of the proposed flats are designed to meet the needs of wheelchair users. The housing mix would provide accommodation for one to four people.

Two buildings are proposed: one facing Inglis Green Road and another on Redhall Crescent. The proposed buildings are three and four storeys high. They would be finished with facing brick and drydash render with a white and buff finish. The roofs would be covered in grey tiles and the windows would be recycled upvc. Each block would have an internal cycle store with vertical bike stackers capable of housing a total of 60 bikes. Refuse and recycling stores would be provided within each building.

A central courtyard and car parking area is positioned between the buildings. Millbrae Wynd would be stopped-up permanently. Greysknowe would be upgraded to adoptable standards and altered to a one way operation for vehicles. The existing car park on the corner of Redhall Avenue and Redhall Crescent would be retained, resurfaced with planting around it.

The proposed Inglis Green Road building contains 28 flats; nine one-bedroom flats and 19 two-bedroom flats. Access to the building would be from Inglis Green Road and the courtyard.

The proposed Redhall Crescent building contains 26 flats; 12 one-bedroom flats and 14 two-bedroom flats. Access to the building would be from the courtyard.

Scheme 1

The proposal was amended to remove a block on Redhall Crescent and Redhall Avenue and subsequent alterations to the open space and car parking. The number of units reduced from 60 to 54.

Supporting Statement

The following documents have been submitted in support of the application and are available to view on the Planning and Building Standards Online Services:

- Design and Access Statement and Planning Statement, plus addendum dated 22 April 2015;
- Pre-application Consultation Report;
- Site Investigation Report;
- Noise Impact Assessment, plus Supplementary Acoustic Information dated 7 May 2015;
- Bat Survey;
- Sustainability Statement;
- Flood Risk Assessment;
- Drainage Statement and modelling;
- CEC Waste Servicing Agreement; and
- Bike rack specification.

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

3.2 Determining Issues

Do the proposals comply with the development plan?

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

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

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the principle is acceptable;
- b) the proposal is an acceptable design and layout and in keeping with the local area;
- c) the proposal will not be detrimental to the amenity of neighbouring residents;
- d) the proposal will provide an acceptable standard of amenity for future occupiers;
- e) the proposal raises any parking or road safety concerns;
- f) there are any material considerations that justify approval or refusal;
- g) any impacts on equalities or human rights are acceptable; and
- h) any comments raised have been addressed.

a) Principle

Loss of retail/business premises

The centre is not a designated retail centre or employment site and, with the exception of the hot food takeaway, class 2 constituency office and class 4 commercial bakery, the other units are subject to regular turnover of tenants and periods of vacancy. There is no need to retain the shop units to meet local needs due to the erection of a supermarket 300 metres to the north-east of the site. The loss of the shop units is acceptable and accords with Edinburgh City Local Plan (ECLP) policy Ret 11: Alternative use of shop units in other locations. The units in class 2 use and in use as a hot food takeaway are not subject to protection against their loss.

The loss of the business premises is contrary to ECLP policy Emp 4: Employment Sites and Premises, because new floorspace for business is not provided. The viability of the existing business units is low and subject to regular turnover of tenants. The Second Proposed Local Development Plan, approved by the Planning Committee on 14 May 2015, removes the requirement to provide new floorspace for business users on sites less than one hectare under policy Emp 9: Employment Sites and Premises. Accordingly the provision of additional floorspace suitable for business is not required under emerging planning policy and its absence is acceptable. The provision of a housing development on an accessible, brownfield site in a predominately residential area and the need to address the shortage of effective housing land supply also justifies an infringement to policy Emp 4: Employment Sites and Premises. Economic Development has no objections to the proposal recognising the location, age and design of the centre, coupled with strong competition from nearby retailers, means it is unlikely to perform successfully as either a retail or business centre.

Proposed use

The site is located in the urban area where the principle of housing is supported by policy Hou 1: Housing Development provided it accords with other local plan policies. The Edinburgh Local Development Plan Housing Land Study (June 2014) assumes the site has the capacity to provide 51 units. The proposal exceeds this providing one and two bedroom flats suitable for one to four people which is an acceptable mix.

The principle is acceptable provided the proposal accords with other local plan policies.

b) Design and neighbourhood character

The area is predominately residential characterised by two-storey dwellings to the south and east and three to four storey flats to the west. The site is appropriate for higher density development due to its accessibility to public transport and local services and relationship to existing flatted developments to the west.

The proposal would be viewed between a single storey garage and four storey flats on Inglis Green Road and alongside three storey flats on Redhall Crescent. The proposed blocks step down from east to west to achieve a height that is similar to the existing blocks of flats. The retention of the car park and the additional planting proposed ensures the proposal will not dominate the streetscape. The proposal is appropriate in terms of height and massing and will not adversely affect neighbourhood character.

The proposed roof form incorporates hips and gables with a flat ridge and is acceptable because of the variety of roof forms around the site. The proposed blocks would be closer to the road than the existing flats and dwellings but will not overwhelm the area.

The proposed materials are compatible with neighbourhood appearance and character and are acceptable.

The provision of an internal courtyard that is overlooked by the proposed windows provides a private amenity space for future occupiers. Incorporating cycle stores and refuse and recycling facilities within the proposed buildings protects the space from unnecessary clutter.

The proposal accords with policy Des 3: Development Design and non-statutory Edinburgh Design Guidance.

c) Neighbouring amenity

The proposal accords with the daylighting criteria because of its distance from the opposite dwellings and its gable to gable relationship to adjacent flats and will not have an adverse impact on the amount of daylight reaching neighbouring properties. Overshadowing outwith the site affects adjacent roads and will not have an adverse impact on the amount of sunlight reaching neighbouring properties. The Redhall Crescent block is over 18 metres from the buildings opposite and will not adversely impact their privacy.

The proposal will not materially harm the amenity of neighbouring properties and accords with policy Des 3: Development Design and the non-statutory Edinburgh Design Guidance.

d) Amenity of future occupiers

The proposed flats are a mix of dual and single aspect and are acceptable in terms of daylight because the internal layout ensures the open plan living room/kitchens and bedrooms have windows to ensure reasonable level of daylight. The proposed flats meet, and some exceed, the minimum internal floor area criterion for one and two bedroom flats. The proposed blocks are separated by a courtyard and car park and are 20 metres apart and provide an acceptable level of privacy within the flats and passive surveillance of the amenity space. Most overshadowing would be within the site, affecting the central area of open space, however the space is large enough and open at the east and west ends to allow adequate level of sunlight into it.

The proposed open space exceeds the standard 10 square metre per flat from the provision of a central seated courtyard and other area distributed across the site. It fails to provide 20% greenspace of the total site area that includes Greysknowe and the public footpath on Redhall Crescent. An infringement is justified because it exceeds it when the road and footpath are removed from the site area.

Environmental Assessment raises concerns about noise from the traffic on Inglis Green Road and from the neighbouring garage. They accept a closed window standard for traffic noise, subject to specific details of the proposed glazing, but expect an open window standard for commercial noise. The proposed Inglis Green Road block and flats within the Redhall Crescent block with windows facing north or east are sensitive to traffic noise. Three flats within the proposed Redhall Crescent block positioned to the north-east corner are sensitive to commercial noise. An addendum to the Noise Impact Assessment demonstrates that using windows designed to address road traffic noise will also protect residents from noise from the existing garage. Subject to a condition detailing the acoustic performance of the proposed windows the future occupiers will not be adversely affected from noise from traffic or garage.

The Site Investigation is dated January 2008 and requires to be updated to ensure it is comparable with present guidance on site investigation and risk assessment. Accordingly a condition requiring a Site Investigation Report is necessary.

The proposed flats will achieve an acceptable standard of living accommodation for future residents and accords with policies Des 3: Development Design, Des 4: Layout Design, and Hou 3: Private Open Space.

e) Parking and Road safety

The application proposes one space per unit for the 28 mid market rent units and six spaces for the 26 social rent units with visitor spaces on Inglis Green Road. The provision accords with the non-statutory Parking Standards. Secure internal cycle storage rooms are provided within each block and are appropriate. Transport Planning has no objections to the parking provision. The proposed car and cycle parking provision accords with local plan policies Tra 4: Private Car Parking and Tra 5: Private Cycle Parking and the non-statutory Parking Standards.

The proposal requires changes to the road network. Millbrae Wynd, an adopted road that functions as a north-south access road to/from Inglis Green Road and Redhall Crescent and provides parking and servicing to Longstone Centre, will be closed. Greysknowe, an unadopted road, will be brought up to adoptable standards and introduces one way direction of travel for vehicles from Redhall Avenue to Inglis Green Road. The applicant is required to have suitable rights to stop up Millbrae Wynd and to subsequently carry out building works on it and to carry out works on Graysknowe to bring it up to an adoptable standard. Transport Planning has no objections to the proposed changes to the network as they do not raise any highway safety concerns. A legal agreement is required to secure contributions of up to £10,000 for the orders required to introduce these changes and other necessary works.

f) Material considerations

Affordable housing

The proposal provides 100% affordable homes for social rent and mid-market rent and includes wheelchair adapted homes and accords with policy Hou 7: Affordable Housing. A suitable legal agreement is required to secure the affordable housing.

Archaeology

The site is located within an area of archaeological potential due to its location opposite the 17th century Gray's Mill. However, due to the levels of modern construction on the site and its location out with the core of the historic mills it is unlikely that significant buried remains have survived in situ. Accordingly, the Council's archaeological service concludes there are no known archaeological implications. The proposal accords with policy Env 9: Development of Sites of Archaeological Significance, and will not adversely affect archaeological remains.

Ecology

The accompanying bat survey found the existing building had negligible opportunity for bat roosting. The proposal will not adversely affect a protected species and accords with policy Env 16: Species Protection.

Education

Additional educational infrastructure is required to support housing growth in the area to accord with ECLP policy Com 2: School Contributions. Subject to a suitable legal agreement to secure a contribution from the two-bedroom flats, the proposal accords with policy Com 2: School Contributions. Education contributions of £13,563 for non-denominational primary (index linked to October 2009) and £25,000 for non-denominational secondary (index linked to second quarter 2014). This equates to £41,989 when index linked to second quarter 2015. Further information on the level of contribution required is available in Appendix 1.

Flood risk

The application site is located opposite an area of importance for flood management and the flood risk assessment identifies a small area to the north-west of the site overlaps the floodplain of the 200 year return period. A compensatory flood storage scheme is proposed to mitigate and manage flood risk. Flood Prevention acknowledge a small area of compensatory storage is required for extreme flood events and draw the applicant's attention to obtain a building warrant for the proposed scheme and emphasise the need for rigorous maintenance. A condition requiring the flood prevention scheme is implemented in accordance with the approved Flood Risk Assessment, Drainage Statement and plans is recommended.

Sustainability

The applicant has submitted a sustainability statement in support of the application.

The proposal is a major development and has been assessed against Part B of the standards. The points achieved against the essential criteria are set out in the table below:

Essential Criteria	Available	Achieved
Section 1: Energy Needs	20	20
Section 2: Water conservation	10	10
Section 3: Surface water run off	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total points	80	80

The proposal meets the essential criteria despite the use of upvc because it is proposed to use recycled upvc windows. Further details on the specification of the proposed windows is required accordingly it is necessary to attach a condition to ensure the proposed windows meet achieve an 'A' rating from the BRE Green Guide.

g) Equalities and human rights

The proposed development will create an environment where public spaces can be used safely and securely. The proposal offers a good standard of living with access to transport and public places including green spaces. The proposal has a positive impact in respect of human rights.

The site is accessible for people with mobility issues. Over the site, a range of living accommodation will be provided that will support different users including young families and the elderly and includes an acceptable level of affordable housing to assist those who cannot access traditional housing markets. Seven wheelchair accessible flats are provided.

The proposals will have a positive impact in respect of equalities and rights.

h) Public comments

Material considerations

- insufficient car parking - addressed in section 3.3e).
- increase volume of traffic, congestion and pollution - addressed in section 3.3e).
- loss of sunlight, daylight and privacy - addressed in section 3.3c).
- height of corner building - corner building has been removed.
- proposed deck would benefit from landscaping - deck has been removed.
- mix of housing not in keeping with area, prefer semi-detached and terraced dwellings - addressed in section 3.3a and b).
- proposed materials should harmonise and be sympathetic with area - addressed in section 3.3b).
- access onto Greysknowe easier from Inglis Green Road - Transport Planning has no objections to the proposed changes to the network.
- use of MOT bays - this is a civil matter between the applicant and third party affected.

Longstone Community Council

Longstone Community Council support the amended scheme and welcome the development because it makes a better use of an underused site and provides much needed accommodation for local people.

Conclusion

The proposal is an acceptable design and would have a positive impact on neighbourhood character. The proposed flats provide an acceptable level of amenity for future occupants and would not harm neighbouring residential amenity. The loss of small business premises is contrary to Edinburgh City Local Plan policy Emp 4: Employment Sites and Premises because no additional floorspace for small businesses is provided. An infringement is justified because the Second Proposed Local Development Plan, approved by the Planning Committee on 14 May 2015, removes the requirement to provide new floorspace for business users on sites less than one hectare under policy Emp 9: Employment Sites and Premises. Accordingly the provision of additional floorspace suitable for business is not required under emerging planning policy and its absence is acceptable. The provision of a housing development on an accessible, brownfield site in a predominately residential area and the need to address the shortage of effective housing land supply also justifies an infringement to policy Emp 4: Employment Sites and Premises.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. 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, 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 Planning Authority.
 - 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 for the approval of the Planning Authority.
2. The flood prevention scheme is implemented in accordance with the approved Flood Risk Assessment and Drainage Statement.
 3. Prior to the installation of the proposed windows, a detailed specification of the proposed windows detailing the acoustic performance, as required, window type and Green Guide reference shall be submitted and approved in writing by the Head of Planning & Building Standards.
 4. A detailed specification, including trade names where appropriate, of all the proposed brick, render, coloured panels and roof tiles shall be submitted to and approved in writing by the Planning Authority before construction work is commenced on site; Note: samples of the materials may be required.
 5. A fully detailed landscape plan, including details of all hard and soft surface treatments and all planting, shall be submitted to and approved in writing by the Planning Authority before construction work is commenced on site.
 6. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.

Reasons:-

1. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
2. In order to protect the proposed development from flood risk.
3. In order to protect the amenity of future occupiers and ensure the proposed development uses suitable recycled uPVC windows.
4. In order to enable the planning authority to consider these matters in detail.
5. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
6. In order to ensure that the approved landscaping works are properly established on site.

Informatives

It should be noted that:

1. Planning permission shall not be issued until a suitable legal agreement has been concluded in relation to the following:
 1. affordable housing;
 2. education contribution; and
 3. changes to the road network including stopping-up Millbrae Wynd, one way working on Graysknowe, introduce waiting and loading restrictions on Graysknowe, redetermine sections of the footway and carriageway, and control disabled persons' parking if necessary.
2. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
3. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
4. 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.
5. The applicant's attention is drawn to the following comments from Transport Planning:
 1. The applicant is required to bring Graysknowe, an unadopted road, up to an adoptable standard and is expected to apply for its adoption under Section 16 of the Roads (Scotland) Act 1984. Appropriate lighting, drainage and materials will be required. Structural approval may be required. Note: Road Construction Consent is not expected to be required;
 2. The applicant should be satisfied that they have suitable rights to stop up Millbrae Wynd and to subsequently carry out building works on it and to carry out works on Graysknoe to bring it up to an adoptable standard;
 3. Consent should not be issued until the applicant has entered into a suitable legal agreement to:
 - a. Contribute the sum of £2,000 for a stopping up order for Millbrae Wynd under Section 207 of the Town and Country Planning (Scotland) Act 1997;
 - b. Contribute the sum of £2,000 to progress a suitable order to introduce one way working on Graysknowe;
 - c. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions on Graysknowe;
 - d. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary;

- e. Contribute the sum of £2,000 to progress a suitable order to control disabled persons' parking spaces if necessary (see disabled parking note below);
The applicant should note that the above orders are open to objections and therefore no guarantee can be given that they will be successfully progressed;
 4. A number of lighting columns within the site will require to be removed and disconnected from the Council supply;
 5. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
 6. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;
 7. Any gate or gates must open inwards onto the property;
 8. Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012;
 9. The applicant should be informed that prior to carrying out any works to form a footway crossing a Minor Roadworks consent must be applied for and secured;
 10. The works to form a footway crossing must be carried out in accordance with "Development Roads - Guidelines and Specification". See pages 5, 15 & 16 of http://www.edinburgh.gov.uk/download/downloads/id/704/guidance_for_householders
 11. 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 Head of Transport 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. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport.
6. The applicant's attention is drawn to the following comments from Flood Prevention:
1. Full acceptance from Building Standards should be sought prior to the works commencing on site.
 2. It is recommended that:
 - a) the title deeds to the property detail the storage site to ensure that the inlets to the storage are not blocked up,
 - b) that a rigorous maintenance regime is adhered to, ensuring that the inlets are kept clear at all times,
 - c) that the occupants are fully aware of the storage and therefore are not alarmed to see water flowing into their foundations.

Financial impact

4.1 The financial impact has been assessed as follows:

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

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

This application was assessed in terms of equalities and human rights. The impacts are identified in the Assessment section of the main report.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

In accordance with the Planning etc (Scotland) Act 2006, a Proposal of Application Notice was submitted and registered on 28 October 2014 (planning reference 14/04491/PAN). A copy of the notice was also issued to Longstone Community Council.

A public exhibition was held in Sighthill Library on Wednesday 10 December 2014 from 14:00-18:00. The proposal was also presented to Longstone Community Council on Monday 8 December 2014.

Full details can be found in the Pre-Application Consultation report, which sets out the findings from the community consultation. This is available to view on the Planning and Building Standards online service.

A pre-application report on the proposals was presented to the Development Management Sub-Committee on 14 January 2015. Committee noted the key issues at that stage.

8.2 Publicity summary of representations and Community Council comments

Scheme 1

The application attracted four representations objecting to the proposal.

Material considerations

- insufficient car parking;
- increase volume of traffic, congestion and pollution;
- loss of sunlight, daylight and privacy;
- height of corner building;
- proposed deck would benefit from landscaping; and
- mix of housing not in keeping with area, prefer semi-detached and terraced dwellings.

General comments

- proposed materials should harmonise and be sympathetic with area.
- access onto Greysknowe easier from Inglis Green Road; and
- use of MOT bays.

Longstone Community Council had no comments on the first scheme.

Scheme 2

The application attracted one letter of support in response to the amended scheme.

No letters of objection were received.

Material comments in support

- removal of corner building addresses concerns with height and amenity;
- supports the retention of the car park;
- reduced size in keeping with character of area; and
- proposal an improvement to the area.

Longstone Community Council commented that they welcome the development because it makes a better use of an underused site and provides much needed accommodation for local people.

Background reading/external references

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

**Statutory Development
Plan Provision**

Edinburgh City Local Plan - Urban Area

Date registered

3 March 2015

Drawing numbers/Scheme

01A-02A; 03B; 04A; 05-09; 10A; 11-15,

Scheme 2

David R. Leslie

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Links - Policies

Relevant Policies:

Relevant policies of the Edinburgh City Local Plan.

Policy Hou 1 (Housing Development) supports housing on appropriate sites in the urban area, and on specific sites identified in the Plan.

Policy Hou 2 (Housing Mix) requires the provision of a mix of house types and sizes in new housing developments.

Policy Hou 3 (Private Open Space) sets out the requirements for the provision of private open space in housing development.

Policy Hou 7 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

Policy Emp 4 (Employment Sites and Premises) sets out criteria for development proposals affecting business & industry sites and premises.

Policy Ret 11 (Alternative Use of Shop Units in Other Locations) sets out the factors to be taken into account in assessing the change of use of a shop unit outwith defined centres.

Policy Com1 (Community Facilities) sets requirements for the provision of community facilities associated with large scale residential development, and the protection of existing community facilities.

Policy Des 3 (Development Design) sets criteria for assessing development design.

Policy Des 6 (Sustainable Design & Construction) sets criteria for assessing the sustainable design and construction elements of development.

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

Policy Env 16 (Species) sets out species protection requirements for new development.

Policy Env 17 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

Policy Tra 4 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in supplementary planning guidance, and sets criteria for assessing lower provision.

Policy Tra 5 (Private Cycle Parking) requires cycle parking provision in accordance with levels set out in supplementary guidance.

Relevant policies of the Proposed Local Development Plan.

Proposed Local Development Plan Policy Emp 9 sets criteria for assessing proposals in sites currently or last in use for employment purposes.

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 and landscape, in Edinburgh.

Non-statutory guidelines on 'PARKING STANDARDS' set the requirements for parking provision in developments.

Appendix 1

Application for Planning Permission 15/00877/FUL At 69 - 97 Inglis Green Road, Edinburgh, EH14 2EZ Demolition of existing buildings and redevelopment to provide mixed tenure residential development (as amended to provide 54 units).

Consultations

Affordable Housing

TOWN AND COUNTRY PLANNING SCOTLAND ACT 1997 DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT TO PROVIDE MIXED TENURE RESIDENTIAL DEVELOPMENT (60 UNITS). AT 69 - 97 INGLIS GREEN ROAD, EDINBURGH, EH14 2EZ REFERENCE NUMBER: 15/00877/FUL WARD NO: A07

1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

Services for Communities have developed a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy (AHP) for the city.

- The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.

- This is consistent with Policy Hou 7 Affordable Housing in the Edinburgh City Local Plan.

2. Affordable Housing Requirement

This application is for a proposed 60 unit residential development to be built on a Brownfield site and as such the 25% AHP will apply. The site proposal is to deliver homes of 100% affordable tenures and is to be owned and managed by Hillcrest Housing Association. This far exceeds the AHP requirement which would seek a commitment for at least 15 homes to be of affordable tenure. The affordable units comprise of 28 homes for mid market rent and 32 homes for social rent. The homes will consist of a mix of 1 and 2 bedroom units and will include 7 homes specifically designed for wheelchair use on the ground floor. The proposal to provide 60 (100%) affordable homes for social rent and midmarket rent including wheelchair adapted homes is highly commended and warmly welcomed by this department.

Furthermore the site is in close proximity to a main bus corridor with frequent services and is also within close access to existing cycle route networks including the off-road route (NCN 75) along the Union Canal Towpath. The easy access to public transport and cycling/pedestrian routes is commended by this department. Likewise the specification for highly energy efficient homes designed for a mixture between 2, 3 and 4 persons is supported by this department.

This department is highly supportive of this application and request that the applicant enters into a S.75 agreement to provide the affordable housing before commencement of the project.

Archaeological Services

69-97 Inglis Green Road

Further to your consultation request I would like to make the following comments and recommendations concerning the above planning application for the demolition of the existing buildings and redevelopment to provide mixed tenure residential development (60 units).

Until the construction of the current post-war shopping centre the site remained open farm land. It's location opposite the historic 17th century Gray's Mill placing it within an area of archaeological potential. However the levels of modern construction on the site and location out with the core of the historic mills it is considered unlikely that significant buried remains will have survived in situ. Accordingly I have concluded that there are no know archaeological implications upon this application.

Children and Families

Policy Com 2 in the Edinburgh City Local Plan indicates that new housing development which would lead to an additional demand for school places that cannot be met in schools serving the development will be expected to make a financial contribution to meet the cost of providing the necessary additional places.

The Second Proposed Local Development Plan, accompanying Proposed Action Programme and the Developer Contributions and Affordable Housing Guideline (February 2014) set out a new approach to developer contributions focussing on identified actions.

The application site is not identified as a housing proposal in the Second Proposed Plan and it does not lie within a Contribution Zone. A new policy is being prepared to cover education contributions for development on sites outwith Contribution Zones. In the meantime, the Guidance states "the net impact on infrastructure capacity will be assessed. If it is necessary to mitigate that impact by providing additional capacity above and beyond the actions identified within the Action Programme, the Council will consider whether a legal agreement can be used to mitigate those impacts. These identified infrastructure requirements may be added to the actions in the Action Programme. The Council will always ensure that contributions are proportionate to the impacts arising from any new development and used to mitigate those impacts."

A report on Rising School Rolls to the Education, Children and Families Committee on 9 December 2014 indicated that there will be insufficient capacity in primary and secondary schools across the City within eight years. Children and Families have indicated that contributions are required towards increasing capacity at non-denominational primary and the non-denominational secondary school in the vicinity of the site. The non-denominational catchment schools for the application site are Firhill High and Longstone Primary. The application proposes 54 flats; 21 one-bedroom flats (39%) and 33 two-bedroom flats (61%). Having regard to the policy tests contributions must satisfy in Circular 3/2012 an education contribution from the proposed one-bedroom flats is not sought. Using the assumed pupil generation rates set out in the Edinburgh Local Development Plan Revised Education Appraisal (June 2014), Children and Families have advised that the development will generate one high school pupil and two primary school pupils.

The Developer Contributions Guidance requires the Council to ensure that contributions are proportionate to the impacts arising and used to mitigate those impacts. At present it has not been possible for a new contribution zone with appropriate actions to be developed for the area in which this development site is located. In the absence of a contribution zone, it is proposed to use the figures in the Council's previous developer contributions policy to identify "a proportionate contribution" for the non-denominational primary school element of the contribution. In October 2009, these were £411 per flat for non-denominational primary. For the non-denominational secondary school element of the contribution the methodology outlined in the Education Infrastructure Appraisal associated with the second proposed Local Development Plan is deemed to be satisfactory in terms of determining "a proportionate contribution". For 1 pupil the contribution would be £25,000 index linked to Quarter 2 2014.

Education contributions of £13,563 for non-denominational primary (index linked to October 2009) and £25,000 for non-denominational secondary (index linked to Qtr 2 2014) for the proposed 33 two-bedroom flats are required.

It is recommended that this be secured through a legal agreement which will include a requirement for the Council to identify and implement relevant actions to increase non-denominational capacity at Firhill High School and Longstone Primary School.

If there is a funding shortfall in providing additional non-denominational primary capacity in this area, it is the Council's responsibility to investigate other means of addressing this. This may have financial implications for the Council as at present there is no budget provision for education infrastructure required as a result of new development.

Economic Development

The following are comments from the City of Edinburgh Council's Economic Development Service (EDS) which relate to the planning application 15/00877/FUL for the demolition of existing buildings and redevelopment at 69-97 Inglis Green Road to provide a 60 unit mixed tenure residential development.

Edinburgh's economic strategy, "A Strategy for Jobs 2012-17" aims to achieve sustainable economic growth through supporting the creation and safeguarding of jobs in Edinburgh. A key element of delivering jobs-driven economic growth is through supporting businesses and the provision of an adequate supply of workplaces.

Commentary on existing uses

The site is currently occupied by the Longstone Centre with an associated car parking area to the east. The Longstone Centre is a brick-built single-storey courtyard shopping centre constructed in 1966 that is now occupied by an eclectic mix of users. The Longstone Centre currently provides 12 units with a total footprint of 1,489m² (16,000 sq ft) comprising five offices; two storage units; a studio; a workshop; a retail outlet; a takeaway; and a place of worship. It is estimated that, if fully let, the Longstone Centre could directly support approximately 52 full-time equivalent jobs.

The current mix of uses indicates that the Longstone Centre is not performing as a shopping centre with the majority of units having been repurposed as low-cost business spaces. The advanced age and layout of the units, coupled with their location in a peripheral area of the city, means they will be unattractive to many occupiers and command modest rents and weak covenants. The Scottish Assessors records for the Longstone Centre show that six of the units are vacant representing 30% of the total floorspace.

The area in question is well-served by retailers. There is an oriental supermarket, Matthews Foods, approximately 80m east of the site and a Sainsbury's supermarket approximately 300m east of the site. In addition, there is an Asda superstore in the neighbouring Chesser area and there are plans to develop a new retail park on Chesser Avenue. These large-scale retail units represent significant competition for any convenience goods uses at the Longstone Centre and would impact on its future performance as a shopping centre. Additionally, the presence of these retailers means the loss of retail space at the Longstone Centre can not be expected to deprive residents of easy access to retail premises. As a result, the potential for the Longstone Centre to trade successfully as a retail centre is considered to be weak.

As noted, the Longstone Centre has largely been repurposed from its original role as a shopping centre to a source of low cost business space. There is a growing shortage of small industrial units in Edinburgh due to a weak development pipeline and ongoing redevelopment of ageing industrial properties. This is of concern as small industrial units are of key importance both as premises for early-stage businesses with the potential to grow and create new jobs and due to their role in supporting businesses that provide services vital to the smooth functioning of the city economy. The proposed development represents a loss of low cost light industrial space. It is however recognised that the units in question were not designed as light industrial units (and are in any event of advanced age) and that the area in question is not an established industrial area. As a result, the potential for the Longstone Centre to trade successfully as a source of light industrial units is considered to be weak.

Commentary on Proposed Uses

Houses (class 9) - Sui Generis

The proposed development is for a mix of one and two bedroom flats arranged over three blocks.

The proposed development would deliver 60 residential units. Given average household sizes in Edinburgh (2.08 as of 2013); this is projected to represent approximately 125 residents.

The development can be expected to support jobs in the area via household expenditure. Given the average expenditure of households in Scotland (£437.30pw), the combined expenditure of the households within the development is projected to total approximately £1.4 million per annum, including £171,000 on food and non-alcoholic drinks; £169,000 on recreation and culture; £83,000 on household goods and services; £72,000 on clothing and footwear; and £46,000 on alcoholic drink, tobacco and narcotics. It is reasonable to assume that a proportion of this expenditure will be made in the local area, supporting a modest number of jobs (fewer than 14) in retail and other sectors.

It is recognised that the proposal does not seek to retain or replace any of the retail or business uses on the current site. Therefore the proposal is contrary to Policy Emp 4: Employment Sites and Premises in the ECLP 2010, because it does not retain part of the site for business use nor provide new small business premises in replacement. However, Policy Emp 9: Employment Sites and Premises in the ELDP: Second proposed Plan (June 2014), states that outwith the designated Special Economic Areas and other business and industry sites, only proposals over one hectare are required to include floor space for business uses. The proposal is less than one hectare and is therefore not required to provide floor space for a range of business uses.

It is noted that the ground-floor retail elements contained in prior proposals have been removed. Given the challenges faced by units of this nature in other developments outwith town centres, this is considered to be pragmatic.

Sundry

It is noted that the existing Longstone Centre is single storey and therefore makes relatively inefficient use of the site. The proposed development at four storeys makes more efficient use of the site, albeit while still being of modest height given the number of new residential units required in Edinburgh, the pronounced shortage of developable land and the absence of any neighbouring units opposite the site on the northern side of Inglis Green Road.

The points raised by the developer about antisocial behaviour within the Longstone Centre are noted. It is recognised that residential development has the potential to mitigate this via the creation of defensible space.

Summary response to consultation

The development is expected to support £1.4 million of additional expenditure by residents if fully-occupied. This can be expected to support a small number of jobs in the local area.

The proposed redevelopment represents a loss of 1,489m² (16,000 sq ft) of retail and business space. If fully-let, this space could be expected to support approximately 52 full-time equivalent jobs. However it is recognised that 30% of the total floorspace is currently vacant. It is also recognised that the location, age and design of the Longstone Centre, coupled with strong competition from "big box" chain retailers in the surrounding area, means that it is unlikely to perform successfully as either a retail or business centre.

This response is made on behalf of Economic Development.

Environmental Assessment

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

Demolition of existing buildings and redevelopment to provide mixed tenure residential development (60 units) at 69 - 97 Inglis Green Road (15/00877/FUL)

The application site is bounded to the north by Longstone Road / Inglis Green Road, to the east by Graysknowe and the section of Redhall Avenue between the end of Graysknowe and Redhall Crescent, to the south by Redhall Crescent and to the west by Millbrae Wynd. To the north east of the site is a car dealership, the western aspect of which is occupied by the Royal Mile servicing garage and MOT station. Which is accessed from Graysknowe to the south?

Environmental Assessment has commented on a similar application before which is currently at the pending decision status (09/03339/FUL). Environmental Assessment had no objections to that proposed development subject to a number of conditions to address contaminated land and noise. The noise conditions can no longer be recommended as they are now deemed unenforceable. Therefore Environmental Assessment requires specific detailed noise mitigation measures to be provided up front for planning applications.

The applicant has submitted a supporting noise impact assessment which has assessed both traffic noise and commercial noise from the neighbour garage. The noise impact assessment has identified that transport noise will need to be mitigated in the form of upgraded acoustic glazing. Environmental Assessment accepts that a closed window standard can be applied for transport noise but we require specific details of the proposed glazing, this level of detail has not been submitted.

The noise impact assessment has also advised that the same mitigation measures (closed windows) will be required ensure noise breakout from the garage is mitigated. Environmental Assessment does not support the use of a closed window standard for commercial noise. It should be noted that the applicant was advised of this by Environmental Assessments during the pre-planning stage. It is therefore likely if the application is consented in its current form that new residents within the proposed development will complaint about noise from the existing garage which may result in enforcement action being taken against the garage.

The applicant has submitted a Site Investigation Report which is currently being assessed by Environmental Assessment. Until this has been completed Environmental Assessment recommends that a condition is attached to ensure that contaminated land is fully addressed if this applicant is granted.

Therefore Environmental Assessment recommends that this application is refused as it s is unlikely to provided the required level of amenity.

Flood Prevention

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 AS AMENDED BY THE PLANNING ETC. (SCOTLAND) ACT 2006

Proposed mixed tenure housing development comprising 60-65 apartments. at 69 - 97 Inglis Green Road Edinburgh EH14 2EZ
REFERENCE NUMBER: 15/00877/FUL

Following receipt of drawings 13098_21_004A, 13098_21_005A, email of the 16/3/15, WSP's drainage statement, MicroDrainage calculations and location plan of pipelines, the Flood Prevention Unit has the following comments:

1. Whilst the Flood Prevention Unit generally dissuades developers to apply compensatory storage as a form of flood mitigation for building on the floodplain (since there is little proof that it works), in this instance a small section of land is taken from the floodplain and for the top of an extreme event.
2. The approach of using the solum of the building as a means of flood storage is new to this department and it is unsure whether this type of system will work, however it is appreciated that it is for extreme flood events and a small area of storage is required. Theoretically the cut and fill should enable the area to take the excess flood waters, however without specialist 2D modelling it is unknown whether this concept will work. It is at the developers discretion to ensure that they are fully confident in this approach.
3. Full acceptance from building control should be sought prior to the works commencing on site.
4. It is recommended that:
 - a. the title deeds to the property detail the storage site to ensure that the inlets to the storage are not blocked up,
 - b. that a rigorous maintenance regime is adhered to, ensuring that the inlets are kept clear at all times,
 - c. that the occupants are fully aware of the storage and therefore are not alarmed to see water flowing into their foundations.

Transport Planning

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

PLANNING APPLICATION No: 15/00877/FUL

FOR: DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT TO PROVIDE MIXED TENURE RESIDENTIAL DEVELOPMENT (60 UNITS)

AT: 69-97 INGLIS GREEN ROAD, EDINBURGH

I have no objections to the application subject to the following being included as conditions or informatives as appropriate:

1. The applicant is required to bring Graysknowe, an unadopted road, up to an adoptable standard and is expected to apply for its adoption under Section 16 of the Roads (Scotland) Act 1984. Appropriate lighting, drainage and materials will be required. Structural approval may be required. Note: Road Construction Consent is not expected to be required;
2. The applicant should be satisfied that they have suitable rights to stop up Millbrae Wynd and to subsequently carry out building works on it and to carry out works on Graysknowe to bring it up to an adoptable standard;
3. Consent should not be issued until the applicant has entered into a suitable legal agreement to:
 - a. Contribute the sum of £2,000 for a stopping up order for Millbrae Wynd under Section 207 of the Town and Country Planning (Scotland) Act 1997;

- b. Contribute the sum of £2,000 to progress a suitable order to introduce one way working on Graysknowe;
 - c. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions on Graysknowe;
 - d. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary;
 - e. Contribute the sum of £2,000 to progress a suitable order to control disabled persons' parking spaces if necessary (see disabled parking note below);
- The applicant should note that the above orders are open to objections and therefore no guarantee can be given that they will be successfully progressed;
- 4. A number of lighting columns within the site will require to be removed and disconnected from the Council supply;
 - 5. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
 - 6. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;
 - 7. Any gate or gates must open inwards onto the property;
 - 8. Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012;
 - 9. The applicant should be informed that prior to carrying out any works to form a footway crossing a Minor Roadworks consent must be applied for and secured;
 - 10. The works to form a footway crossing must be carried out in accordance with "Development Roads - Guidelines and Specification". See pages 5, 15 & 16 of http://www.edinburgh.gov.uk/download/downloads/id/704/guidance_for_householders
 - 11. 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 Head of Transport 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. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport.

Note:

Current Council parking standards for this area (Zone 4) require approximately 0.2 spaces per unit for social rent but gives no guidance on mid market rent units. The application proposes to provide 28 spaces for the 28 mid market rent units (1 per unit) and 7 spaces for the 32 social rent units (0.21 spaces per unit), with space for approximately 3 visitor vehicles on-street. Transport is satisfied that the parking provision is appropriate for a development in this area.

Longstone Community Council

Scheme 2

Longstone Community Council welcomes this development because it makes a better use of an underused site and provides much needed accommodation for local people.

Scheme 1

Longstone Community Council has no comments to make.

Location Plan



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