

# Development Management Sub Committee

Wednesday 19 April 2017

**Application for Planning Permission 16/04062/FUL  
At 116 Colinton Road, Edinburgh, EH14 1BY  
Planning application for full planning permission for  
demolition of existing garage and re-development for 37  
units, access, parking, associated infrastructure and  
landscaping (as amended).**

**Item number** 4.4

**Report number**

**Wards** A09 - Fountainbridge/Craiglockhart

## Summary

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The proposal is acceptable in principle and the density, layout, scale, form and design is appropriate within this sustainable location. The proposal will achieve an acceptable environment for future occupiers and will not have an adverse impact on the amenity of neighbouring properties. The proposal will not have a detrimental impact on road safety, traffic, drainage, archaeology, air quality or biodiversity.

The proposal complies with the Development Plan and non-statutory guidance. The proposal is acceptable and there are no material considerations which outweigh this conclusion.

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## Links

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[Policies and guidance for this application](#)

LDEL01, LDES01, LDES03, LDES04, LDES05, LDES06, LDES08, LEN09, LHOU01, LHOU02, LEN21, LHOU03, LHOU04, LHOU06, LHOU01, LTRA02, LTRA03, NSDCAH, NSGD02, NSP,

# Report

## **Application for Planning Permission 16/04062/FUL At 116 Colinton Road, Edinburgh, EH14 1BY Planning application for full planning permission for demolition of existing garage and re-development for 37 units, access, parking, associated infrastructure and landscaping (as amended).**

### **Recommendations**

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1.1 It is recommended that this application be Minded to Grant - Legal Agreement.

### **Background**

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#### **2.1 Site description**

The application site is approximately 0.36 hectares in area and is located on the west side of Colinton Road in between the junctions of Craiglockhart Road North and Colinton Drive.

The site's existing use is for the sale and display of motor vehicles (sui generis) and until recently was occupied by Western Motors. The site comprises a collection of connected garage and showroom buildings and a car wash. The buildings cover approximately 46% of the site, have a commercial/industrial character and range in height from one to two storeys with a mix of pitched and flat roofs. Parking for vehicles for sale is located along part of the site's frontage with Colinton Road with a larger customer parking area to rear of the site. Vehicular and pedestrian access into the site is provided from Colinton Road.

The levels across the site drop by approximately 3.6m from south-east to north-west, and the access route from the car park has a relatively steep incline onto Colinton Road. The north-western boundary of the site is higher than the adjacent land by approximately 2.5m and a retaining wall edges this part of the site along with a row of conifers. Due to the change in levels across the site and adjacent land, buildings bounding the site at the corner of Colinton Road and Craiglockhart Road North step up to three storeys at the rear.

Residential development bounds the site to the east, north and west and consists predominantly of semi-detached and detached bungalows and two storey terraced dwellings. The site's north-western, north-eastern and majority of the site's southern boundaries abut rear gardens and are edged with a mix of walls and planting.

Craiglockhart Local Centre is located adjacent to the site and comprises a variety of uses including a post office, convenience store, pharmacy and hairdressers (use class 1), a dentist (use class 2), a hot food takeaway and a pub (sui generis). The pub and convenience store are currently vacant.

The wider area comprises a mix of residential and commercial uses including Craiglockhart Leisure Centre across Colinton Road to the south-east. Large two storey stone built villas characterise the eastern side of Colinton Road. Two large flatted developments exist in close proximity to the site; one two and a half storey block at Lockharton Avenue further east, and a three and a half storey block adjacent to the leisure centre to the south. Generally, lower densities prevail to the south and west of the site in the form of one and two storey semi-detached and detached houses. The Union Canal, which is a Scheduled Ancient Monument, is located approximately 80m north of the site, beyond which lies 'Meggetland', a recently constructed high density flatted development.

Colinton Road is a principal route into the city centre from the A720 city bypass and is served by a number of buses which connect to the city centre and beyond. National Cycle Route 754 (NCR 754) is accessible approximately 400m west of the site along the northern bank of the Union Canal.

## **2.2 Site History**

There is a lengthy history associated with this site, the most relevant of which is as follows:

15 September 2006 - Application for planning permission withdrawn for new residential development comprising 14 apartments and six townhouses, including internal garages and parking on-street, with associated private and communal gardens (application number 06/01856/FUL).

29 August 2016 - Application for planning permission withdrawn for demolition of existing garage and re-development for 34 residential units, access, parking, associated infrastructure and landscaping (application number 16/00636/FUL).

## **Main report**

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### **3.1 Description Of The Proposal**

This application seeks planning permission for the demolition of the existing garage, car wash and showroom buildings and the development of 37 residential flats with associated open space, access and parking.

The mix of units is as follows:

Block A: Eight flats comprising five x 2 bed units and three x 3 bed units.

Block B: Fifteen flats comprising twelve x 2 bed units and three x 3 bed units.

Block C: Fourteen flats comprising thirteen x 2 bed units and one x 3 bed unit.

The internal floorspace area of the two bedroom units ranges from 66sqm to 80sqm and the three bedroom units ranges from 84sqm to 108.5sqm.

Block A is three storeys to the Colinton Road frontage and four storeys to the rear due to the change in ground levels. The lower ground floor along the Colinton Road frontage will be subterranean and will be used for parking and bin storage for all three blocks. Two of the flats contain a private balcony and the two top floor flats contain private outdoor terraces. The height of Block A will step down and back along Colinton Road adjacent to the single storey commercial units to the south-west. The Colinton Road frontage comprises natural stone panels, light and dark grey cladding, grey facing bricks and aluminium framed glazing, with a single ply membrane flat roof.

Block B comprises four storeys with gable front detailing on the front elevation. The ground floor flats include private patios to the rear, and the upper floor flats each have a private balcony or terrace. The block comprises a mix of render (stone coloured), grey facing bricks, light and dark grey cladding and aluminium framed glazing, with a shallow pitched grey metal standing seam roof.

Block C comprises three storeys and its floor plan is staggered comprising four main connected gable sections. The block contains a small gym with an associated concierge on the ground floor. Two of the flats contain a small balcony and the two top floor flats contain outdoor terraces. The block consists of a mix of render (stone coloured), grey facing bricks, light and dark grey cladding and aluminium framed glazing, with a shallow pitched / part flat grey metal standing seam roof.

The proposal provides 40 car parking spaces including two disabled spaces. There is also provision for 64 cycle spaces within two lockers of 14 spaces each located to the rear of Block B and a third locker for 36 cycles located between Blocks A and C.

Vehicular access is provided directly from Colinton Road into a shared surface space accessing parking in four main areas. Pedestrian access for the residents is gained through an entrance directly from Colinton Road for Block A and through the shared surface access from Colinton Road for Blocks B and C. Externally level access is provided to each block along with lifts within each block.

Communal open space with planting is to be provided around each block and equates to approximately 24% of the total site area. A low natural stone wall will be erected along the site's Colinton Road frontage to separate the pavement and a small front garden associated with Block A. Existing trees to the site's southern boundary will be retained and the site's boundary walls will also be retained.

With the exception of levelling works to create the lower ground floor for Block A, there will be no material change in the existing levels of the site. The drop in levels at the boundary of the site with rear gardens associated with properties along Colinton Grove will remain at approximately the same distance as the existing.

Sustainable Urban Drainage (SUDS) will be incorporated.

## **Scheme 1**

Initially 38 units were proposed however this was reduced to 37 units to increase the provision of family sized units through the amalgamation of a studio and a two bed unit. Reconstituted stone was originally proposed for Block A's Colinton Road frontage along with a reconstituted low stone wall along the pavement.

## Supporting Statements

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

- Planning Statement;
- Design and Access Statement;
- Site Investigation Report;
- Transport Statement;
- Flood Risk Assessment and Drainage and SUDS Strategy;
- Letter from Scottish Water confirming capacity in system;
- Noise Impact Assessment;
- Landscape Statement;
- Bat Survey; and
- Sustainability Statement.

### 3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals 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 of the proposed development is acceptable;
- b) the proposal is of an appropriate density, layout, scale, mix and design;
- c) the proposal raises any issues in terms of neighbouring amenity;
- d) the proposal raises any issues in terms of residential amenity for the occupiers of the development;
- e) the proposal raises issues in terms of traffic, parking or road safety;
- f) is acceptable in relation to other relevant material considerations;
- g) the proposal is acceptable in respect of affordable housing and infrastructure;

- h) any impacts on equalities or human rights are acceptable; and
- i) comments raised have been addressed.

a) Principle

The application site is located in the Urban Area as designated by the Edinburgh Local Development Plan (LDP), and is previously developed.

LDP Policy Hou 1 (Housing Development) supports new housing development on suitable sites within the urban area, subject to compliance with other relevant policies in the LDP.

The site is in a sustainable location within easy walking distance of amenities including Craiglockhart Local Centre and Craiglockhart Leisure Centre, bus services and a national cycle route. The site does not fall within the boundary of the local centre and will not result in the loss of commercial units within it.

The proposal is acceptable in principle.

b) Density, Layout, Scale, Mix and Design

**Density**

The spatial character of the area is mixed. Generally higher densities and larger built form and footprints exist along the Colinton Road corridor particularly to the north and east of the site the closer it gets to the city centre. To the south and west, lower densities prevail. The site, along with Craiglockhart Local Centre and Craiglockhart Leisure Centre, marks the gateway to this change in character and an opportunity exists to create a development which contributes to a greater sense of arrival.

The proposal's high density (equivalent to 103 dwellings per hectare) reflects its sustainable location along an arterial route, and will assist in generating further activity around the local centre. Notwithstanding the high density, the footprint sizes of the blocks are comparable and in some cases smaller than the terraces along Colinton Road and Lockharton Avenue.

The density and of the proposal is acceptable and it will not have a detrimental impact on the spatial character of the area.

**Layout**

The existing garage and showroom buildings are fairly large both in footprint and scale particularly along the Colinton Road frontage, and sit close to the site's eastern, southern and western boundaries. No greenspace is provided as part of the existing site layout and the majority of the external space is used for parking. The proposal represents an opportunity to reconfigure the site so it relates better to its context in terms of the positioning, scale and footprint of the buildings and the integration of greenspace.

The development is split into three blocks facing into a central space. The majority of the communal greenspace is located to the boundaries of the site in a 'back garden' type arrangement similar to that established in the surrounding area. The blocks have been positioned approximately 9m or more from the site's boundaries with the rear gardens of neighbouring residential properties, which is acceptable.

The quantity and quality of communal green space along with private terraces and balconies complies with LDP Policy Hou 3 (Private Green Space in Housing Development).

Access into and around the site will be provided by a shared surface for pedestrians, cyclists and vehicles which is acceptable.

Externally, parking is arranged in three small areas which results in better integration of the communal greenspaces. A small amount of undercroft parking is also provided within Block A which represents a space efficient response and will reduce the visual impact of parked cars.

The provision of communal bin storage within the lower ground floor of Block A is acceptable.

The layout of the proposal is acceptable.

## **Scale**

Block A responds to the scale of adjacent buildings along its Colinton Road frontage, stepping down and back adjacent to the single storey commercial units associated with Craiglockhart Local Centre, and stepping up towards the site's access point and the two storey terraced properties further north.

Block B is four storeys in height but due to the drop in ground levels it will appear lower than Block A when viewing the site from Colinton Road. It will appear at approximately the same height as the buildings at the corner of Colinton Road and Craiglockhart Road North, where they step up to three storeys at the rear. In addition to the drop in levels, the shallow pitch of the roof and various set-backs and terraces on the top floor of Block B will ensure that it does not appear out of scale with its context.

Block C is staggered in plan form resulting in a series of three storey gable fronted pitched roof sections which help to break up the massing of the building. Residential properties closest to the site's boundary with Block C are bungalows however the siting of Block C at least 9m from the boundary and the backdrop of larger scale buildings further south and east ensure that it will sit comfortably within its context.

The scale of the proposal is acceptable.

## **Mix**

The proposal comprises a mix of two and three bed units all of which exceed the minimum internal floor area requirements set out in the Edinburgh Design Guidance.

The Edinburgh Design Guidance states that in developments over 12 units, 20% of the total number of units should be designed for growing families comprising three bedrooms and good access to private gardens or safe play areas for children. The proposal satisfies this requirement through the provision of seven x 3 bed units comprising two units at ground floor level with easy access to external outdoor space and the remaining units at upper floor level with access to private terraces.

The mix of units proposed is acceptable.

## **Design**

The existing garage buildings on the site are utilitarian in form and appearance, and make a minimal contribution to the wider townscape. Whilst the use of the site for the sale and display of motor vehicles is established, bringing it into residential use presents the opportunity to create a greater sense of place and activity around Craiglockhart Local Centre.

The proposed flats have a contemporary design, with the predominant materials being glazing, render, stone and cladding. A mix of contemporary, post war and traditional building styles exist in the wider area in addition to the use of stone, render and cladding. The design and materials proposed are appropriate within the site's context and will add interest to the site. A condition has been added requesting further details of materials.

The front elevation of Block B comprises projecting gable front detailing which relates to surrounding gable fronted and pitched roofed properties within the wider area, particularly along Colinton Road. The use of render in contrast to the grey cladding and large areas of glazing further emphasises the gable front detailing on the first and second floors. This front gable, pitched roof detailing is also incorporated into Block C.

The use of natural stone panels on Block A's Colinton Road frontage will assist in integrating the development with the surrounding stone built villas and terraces. In addition, the stone wall and garden to the Colinton Road frontage will create a sense of unity with the surrounding properties which have similar stone wall boundaries with front gardens beyond.

The Sustainability Statement confirms that the proposal will meet the requirements of LDP Policy Des 6 (Sustainable Buildings) through adherence to current Building Standards. Solar panels positioned on the roofs of each block will meet requirements regarding the use of low and zero carbon generating technologies. The proposal incorporates a Sustainable Urban Drainage System (SUDS).

The design of the proposal is acceptable.

## **Conclusion**

The proposal is of an acceptable density, layout, scale, mix and design and responds appropriately to its location. The proposal will make a positive contribution to the wider townscape and will create a greater sense of arrival and activity around Craiglockhart Local Centre.

The proposal complies with LDP policies Des 1 (Design Quality and Context), Des 4 (Development Design - Impact on Setting), Des 6 (Sustainable Buildings), Des 7 Layout Design, Des 8 (Public Realm and Landscape Design), Hou 2 (Housing Mix), Hou 3 (Private Green Space in Housing Development), Hou 4 (Housing Density) and the Council's associated Edinburgh Design Guidance.

### **c) Neighbouring Amenity**

The proposed use of the site is compatible with the surrounding area which comprises a mix of residential and commercial uses.

The proposed blocks will be located at sufficient distances from site boundaries and existing residential properties to ensure that requirements regarding privacy, daylighting, outlook and overshadowing, as set out in the Edinburgh Design Guidance, are met.

Environmental Protection does not raise any concerns with regard to the impact of the development on neighbouring amenity, including in relation to noise and light pollution.

The proposal is acceptable from the perspective of protecting existing neighbouring amenity and complies with LDP Policy Des 5 (Development Design - Amenity) and the Edinburgh Design Guidance.

### **d) Amenity of Occupiers**

The layout of the proposal does not raise any concerns regarding the amenity of future residents in relation to privacy, daylight, outlook or overshadowing.

The floor areas for each unit comply with the Edinburgh Design Guidance, and all but one of the units will have a dual aspect.

The Noise Impact Assessment confirms that noise from Colinton Road and the adjacent pub and hot food takeaway can be satisfactorily mitigated through the implementation of acoustic glazing.

Environmental Protection does not raise any concerns with regard to noise, disturbance, odours from the adjacent commercial units, and ground contamination subject to the addition of relevant conditions.

The proposal is acceptable from the perspective of protecting future residential amenity and complies with LDP Policy Des 5 (Development Design - Amenity) and the Edinburgh Design Guidance.

#### e) Traffic, Road Safety and Parking

The Council's parking standards for this area (Zone 4) require a minimum of 40 spaces for the type and scale of development proposed. Forty spaces, including two disabled spaces, will be provided therefore the proposal meets the Council's minimum standard.

The provision of 64 cycle spaces complies with the cycle parking requirements.

The Roads Authority does not raise any concerns with regard to road safety, traffic impact and parking.

The proposal is acceptable from a traffic, road safety and parking perspective and complies with LDP policies Tra 2 (Private Car Parking) and Tra 3 (Private Cycle Parking) and the Council's Parking Standards.

#### f) Other Material Considerations

##### **Archaeology**

The Council's Archaeology Officer confirms that there are no known archaeological implications for this application.

The proposal will not have a detrimental impact on archaeology and therefore complies with LDP Policy Env 9 (Development of Sites of Archaeological Significance).

##### **Biodiversity**

The Bat Survey confirms that no bats were recorded on site therefore no concerns are raised with regard to this protected species. The Bat Survey sets out recommendations for how the site can be enhanced for biodiversity relating to protection of mammals, bats boxes, lighting and habitat enhancements.

The proposal is acceptable from a biodiversity perspective and complies with LDP Policy Env 16 (Species Protection).

##### **Flooding and Drainage**

The site is located outwith areas at risk of flooding from rivers and the sea (fluvial), however part of the southern and northern area of the site has been highlighted as potentially being at risk of surface water flooding (pluvial).

The Flood Risk Assessment and Drainage and SUDS Strategy confirms that surface drainage will remove any potential risk of surface water ponding.

Neither SEPA nor Flood Prevention have raised any objections to the proposal with respect of drainage (foul and surface water) and flood risk.

The proposal is acceptable in terms of flood risk, drainage and surface water management requirements and complies with LDP policies Env 21 (Flood Protection) and RS 6 (Water and Drainage).

## **Air Quality and Pollution**

The site is not located within an Air Quality Management Area. It is not anticipated that the addition of 37 dwellings will have a significant impact on existing air quality within the local area particularly in comparison to the existing use of the site. The site is located in close proximity to bus stops on Colinton Road and National Cycle Route 754 (NCR 754) thereby encouraging the use of public transport and bicycles.

A Site Investigation Report has been submitted with the application which includes details on the presence of ground contamination and ground conditions. Ground conditions relating to potential contaminants in, on or under the soil as affecting the site require further investigation and evaluation in line with current technical guidance and any remediation requirements require to be approved by the Planning Authority. A condition has been added to this effect.

Environmental Protection raises no concerns with regard to the proposal's impact on air quality or pollution, including light pollution.

The proposal does not raise any concerns with regard to air quality and pollution.

### g) Affordable Housing and Infrastructure

#### **Affordable Housing**

LDP Policy Hou 6 (Affordable Housing) requires that residential development consisting of 12 or more units should include provision for affordable housing amounting to 25% of the total number of units proposed. For proposals of 20 or more dwellings, the provision should normally be on-site. The Council's non-statutory Guidance on Developer Contributions and Affordable Housing states that where affordable housing cannot be delivered on-site, the payment of a commuted sum may be acceptable.

The Council's Housing and Regulatory Services confirm that in this case the payment of a commuted sum of £286,750 (equivalent to £31,000 x 9.25 units) is acceptable. The commuted sum will be secured through a legal agreement and paid prior to the commencement of the development to support the delivery of affordable homes in the same or adjacent ward.

The proposal complies with LDP Policy Hou 6 and the associated non-statutory guidance.

#### **Amenities and Services**

A number of representations have raised concern about potential overburdening of local services such as schools and medical services.

With regard to medical services, it is the requirement of NHS Lothian to provide or expand existing health care facilities when and if required.

Children and Families confirms that the development will not result in the need to expand local primary or secondary schools. On this basis, no financial contribution towards education is required.

## h) Equalities and Human Rights

Movement within and around the blocks is barrier free and there are no steps located at the entrance to the proposed ground floor. Vertical circulation to the residential accommodation is supplemented by the installation of a passenger lift alongside the stair core. A sufficient number of disabled parking spaces will be provided.

There are no issues of concern with regard to equalities and human rights.

## i) Public Comments

The application has received 69 representations, all of which raise objections. These objections are summarised below:

### **Material Representations: Objections**

- Overdevelopment - addressed in section 3.3b) of the assessment.
- Out of character with surrounding area - addressed in section 3.3b) of the assessment.
- Scale and design inappropriate - addressed in section 3.3b) of the assessment.
- Loss of sunlight, daylight and privacy - addressed in section 3.3c) of the assessment.
- Increase in traffic - addressed in section 3.3e) of the assessment.
- Insufficient parking - addressed in section 3.3e) of the assessment.
- Light and air pollution from cars - addressed in section 3.3c) and i) of the assessment.
- Detrimental impact on road safety - addressed in section 3.3e) of the assessment.
- Pressure on existing sewage system - addressed in section 3.3h) of the assessment.
- Increase in noise and disturbance - addressed in section 3.3c) of the assessment.
- Loss of outlook - addressed in section 3.3c) of the assessment.
- Flood risk and drainage of site into surrounding land - addressed in section 3.3c) of the assessment.
- Site contamination - addressed in section 3.3i) of the assessment.
- Detrimental impact on local centre - addressed in section 3.3a) of the assessment.
- No play area for children - addressed in section 3.3b) of the assessment.
- Strain on local services - addressed in section 3.3j) of the assessment.

The accuracy of plans was queried by a number of representations, however on review of the information available and following discussion with the Agent, no issues of concern are raised.

Notwithstanding the objections raised, a number of the objections noted support in principle to the redevelopment of the site for residential purposes.

## **Non-Material Representations**

- Development will devalue properties.
- Site needs to be secured during and after development to prevent people gaining access to neighbouring gardens.
- Noise during construction.
- Parking so close to site boundary will be dangerous due to higher ground levels.
- Loss of view.
- Health and safety risk from constructing on site's existing ground level.

## **Community Council**

Craiglockhart Community Council objects to the application. The objections raised are summarised as follows:

- Overdevelopment - addressed in section 3.3b) of the assessment.
- Increase in traffic - addressed in section 3.3e) of the assessment.
- Insufficient parking - addressed in section 3.3e) of the assessment.
- Scale inappropriate - addressed in section 3.3b) of the assessment.
- Loss of sunlight, daylight and privacy - addressed in section 3.3c) of the assessment.
- Detrimental impact on Craiglockhart Local Centre - addressed in section 3.3a) of the assessment.
- Insufficient open space - addressed in section 3.3b) of the assessment.
- Detrimental impact on road safety - addressed in section 3.3e) of the assessment.

Notwithstanding the objections raised, the Community Council confirms support for the principle of the site's redevelopment and to revisions to the proposal since the withdrawal of the previous application (application number 16/00636/FUL) as follows:

- Use of stone on the front elevation of Block A.
- Removal of one floor from Block C.
- Increased distance of the development from the site boundaries.

## **Conclusion**

The proposal is acceptable in principle and the density, layout, scale, form and design is appropriate within this sustainable location. The proposal will achieve an acceptable environment for future occupiers and will not have an adverse impact on the amenity of neighbouring properties. The proposal will not have a detrimental impact on road safety, traffic, drainage, archaeology, air quality or biodiversity.

The proposal complies with the Development Plan and non-statutory guidance. The proposal is acceptable and there are no material considerations which outweigh this conclusion.

It is recommended that this application be Minded to Grant - Legal Agreement.

### 3.4 Conditions/reasons/informatives

#### Conditions:-

1. Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved by the Planning Authority, detailing the containment, control and removal of Japanese knotweed *Fallopia japonica* on site and the timescale for carrying out of the work. The measures shall be carried out strictly in accordance with the approved scheme.
2. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.
3. Prior to the commencement of the development 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.

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.

4. The following noise protection measures, as defined in the Airshed 'Environmental Noise Assessment' report (Ref AS 0517 Rev05) dated 6 September 2016, shall be implemented in full prior to the occupation of the development hereby approved:
  - a) Glazing units with a minimum insulation value of 9.1/20/13.1mm double glazing should be installed for the external doors and windows of the bedrooms in Block A which front on to Colinton Road (referred to as the 'Colinton Road Elevation' on drawing number 06A), with trickle vents capable of a minimum of 55dB Dn.e noise reduction;
  - b) Glazing units with a minimum insulation value of 6/12/6mm double glazing should be installed for the external doors and windows of the living rooms located in Block A which front on to Colinton Road (referred to as the 'Colinton Road Elevation' on drawing number 06A), with trickle vents capable of a minimum of 38 dB Dn.e noise reduction; and
  - c) The remainder of the development hereby approved shall incorporate glazing units with a minimum insulation value of 6/12/6mm double glazing for the external doors and windows of all bedrooms, with trickle vents capable of a minimum of 35dB Dn.e noise reduction.

5. All planting carried out on site shall be maintained by the developer for a period of 5-years from the date of planting. Within that period any plants, which are dead, damaged, missing, diseased or fail to establish shall be replaced annually.
6. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.

**Reasons:-**

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In order to ensure that the approved landscaping works are properly established on site.
3. In order to protect the amenity of the occupiers of the development.
4. In order to protect the amenity of the occupiers of the development.
5. In the interests of visual amenity and effective landscape management; to ensure that adequate measures are put in place to protect the landscaping and planting in the long term.
6. In order to enable the planning authority to consider this/these matter/s in detail.

**Informatives**

It should be noted that:

1. Prior to the issue of consent the applicant shall enter into a suitably worded legal agreement with the Council to secure a financial contribution of £286,750 towards the delivery of affordable housing, to be paid prior to the commencement of the development.
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. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details.
6. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent.
7. In accordance with the Council's LTS Travplan3 policy, the applicant should submit a draft Travel Plan prior to first occupation of the premises and a final Travel Plan within 12 months of that date. The scope to be agreed with the Head of Planning and Transport. The Travel Plan should include agreement to provide, secure cycle parking, public transport travel passes, a Welcome Pack, a high quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport and a monitor within the property capable of displaying real time public transport information.
8. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.
9. The applicant must be informed that any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents.
10. 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 Planning and 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 2016 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport.
11. Under new RAUC(S) standards the existing footway should not be narrowed to less than 1.8m.
12. Bin stores can be no more than 10m from the collection vehicle unless factors are involved.

13. Any gates must open inwards onto the property.
14. Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.
15. Discussions on suitable road materials will be required at an early stage and will be approved as part of the Road Construction Consent.
16. Any vegetation and building removal should take place out-with the bird breeding season, March to August inclusive. If this is not possible then prior to any removal, areas to be affected by the development should be checked by a suitably qualified ecologist.
17. Within the Bat Survey, recommendations are made for how the site can be enhanced for biodiversity relating to protection of mammals, bats boxes, lighting and habitat enhancements. These recommendations should be implemented prior to the site's occupation.
18. Prior to the issue of consent the applicant shall enter into a suitably worded legal agreement with the Council to secure a financial contribution of £286,750 towards the delivery of affordable housing, to be paid prior to the commencement of the development.

## **Financial impact**

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### **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**

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

## **Equalities impact**

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### **6.1 The equalities impact has been assessed as follows:**

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

## **Sustainability impact**

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### **7.1 The sustainability impact has been assessed as follows:**

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

## **Consultation and engagement**

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### **8.1 Pre-Application Process**

Pre-application discussions took place on this application.

### **8.2 Publicity summary of representations and Community Council comments**

The application has received 69 representations, all of which raise objections. Craiglockhart Community Council also objects to the proposal.

### **Background reading/external references**

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

**Statutory Development  
Plan Provision**

The site is located within the Urban Area.

**Date registered**

23 August 2016

**Drawing numbers/Scheme**

01,02,03B,04A,05B,06A,07B,08A,09B,10A-  
12A,13C,14B,15A,16-20,

Scheme 2

**David R. Leslie**

Chief Planning Officer  
PLACE  
The City of Edinburgh Council

Contact: Ruth White, Planning Officer  
E-mail:ruth.white@edinburgh.gov.uk Tel:0131 529 6475

**Links - Policies**

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**Relevant Policies:**

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP 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.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

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

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

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

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

LDP Policy Hou 6 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

**Non-statutory guidelines** on Developer Contributions and Affordable Housing gives guidance on the situations where developers will be required to provide affordable housing and/or will be required to make financial or other contributions towards the cost of, providing new facilities for schools, transport improvements, the tram project, public realm improvements and open space.

**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 16/04062/FUL At 116 Colinton Road, Edinburgh, EH14 1BY Planning application for full planning permission for demolition of existing garage and re-development for 37 units, access, parking, associated infrastructure and landscaping (as amended).**

### **Consultations**

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#### Roads Authority

*No objections to the application subject to the following being included as conditions or informatives as appropriate:*

- 1. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*
- 2. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*
- 3. In accordance with the Council's LTS Travplan3 policy, the applicant should submit a draft Travel Plan prior to first occupation of the premises and a final Travel Plan within 12 months of that date. The scope to be agreed with the Head of Planning and Transport. The Travel Plan should include agreement to provide, secure cycle parking, public transport travel passes, a Welcome Pack, a high quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport and a monitor within the property capable of displaying real time public transport information;*
- 4. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*

5. *The applicant must be informed that any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents;*
6. *The applicant should ensure that the access road and associated car parking is large enough, and of a shape, to accommodate a turning area suitable for any vehicles which are likely to use it so that vehicles can enter and exit the site in a forward gear. The applicant should provide a swept-path diagram to demonstrate that a vehicle can enter and exit the development in forward gear, in the interests of road safety;*
7. *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 Planning and 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 2016 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport;*
8. *Under new RAUC(S) standards the existing footway should not be narrowed to less than 1.8m;*
9. *Bin stores can be no more than 10m from the collection vehicle unless factors are involved.*
10. *Any gates must open inwards onto the property;*
11. *Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.*
12. *The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of Head of Planning and Transport.*

*Note:*

*Current Council's parking standards for this area (Zone 4) require a minimum of 40 spaces. The applicant is proposing to provide 40 spaces which meets the Council's minimum standard;*

*Discussions on suitable road materials will be required at an early stage and will be approved as part of the Road Construction Consent.*

Archaeology

*Further to your consultation request I would like to make the following comments and recommendations concerning this application for the demolition of existing garage and re-development for 38 units, access, and parking and associated infrastructure and landscaping.*

*Historic maps indicate that the site remained open partially wooded ground until the early 20th century, adjacent to the site associated with an 18th century house called Forest Hall. As such the site is identified as occurring within an area of archaeological interest. However due to the extensive nature of development associated with the 20th garage currently occupying the site, it is considered unlikely that significant remains will have survive insitu. Accordingly it has been concluded that there are no known archaeological implications in regards to this application.*

### Children and Families

*The education actions required to mitigate the impact of planned and anticipated housing development, including school land safeguards, have been established on a city-wide contribution zone basis. This requirement is set out in guidance on Developer Contributions and Affordable Housing (December 2015).*

*The site is within the catchment area of Tynecastle High School and Craiglockhart Primary School. This site is therefore covered by the South Central Education Contribution Zone.*

*The Contribution Zone assessment concluded that contributions towards increasing primary school capacity would not be required from developments within the catchment of Craiglockhart Primary School.*

*Although the potential for new housing on this site was not part of the assessment, no additional primary school infrastructure is required to mitigate the impact of the two non-denominational primary school pupils expected to be generated from this development.*

*Using the pupil generation rates set out in the guidance, the proposal is expected to generate less than one secondary school pupil and less than one Roman Catholic pupil. No other contribution towards increasing school capacity is therefore required.*

*In summary, Communities and Families do not require a contribution towards education infrastructure.*

### SEPA

*We have no objection to this planning application. Please note the advice provided below.*

#### *1. Flood Risk*

*1.1 We have reviewed the information provided in this consultation and it is noted that the application site (or parts thereof) lies within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding.*

1.2 We were previously consulted on this site and noted that the risk to the site was from surface water flooding only. The council should be satisfied that the information submitted in the consultation will address any surface water flood risk concerns. We would note that the Site Sections drawing (ref. no. PL-10, dated 18/08/2016) indicates that the finished floor levels are elevated above proposed ground levels. We would support this and suggest they are elevated to reduce the likelihood of surface water entering the residential areas. Any low points such as underground car parking may require additional design considerations to ensure water does not pond at these locations.

1.3 We also recommend that contact is made with the Flood Prevention Officers within Edinburgh City Council to glean any information/ local knowledge that they may possess.

#### *Caveats & Additional Information for Applicant*

1.4 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km<sup>2</sup> using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood-maps/>

1.5 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

1.6 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice in line with the phases of this legislation and can be downloaded from <http://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/>.

## *2. Surface water drainage*

2.1 We welcome the applicant's proposed use of SUDS to provide surface water. In this respect the applicant should consult with our area regulatory team, to ensure site requirements are understood and can be accommodated on the site, at their earliest opportunity. The contact details are provided at the end of this letter.

## *3. Waste water drainage*

3.1 Waste water drainage is proposed by connection to the public sewer and we recommend that the applicant consults with Scottish water to ensure that such a connection can be made.

#### *Regulatory advice for the applicant*

#### 4. Regulatory requirements

4.1 Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office at:

Clearwater House, Heriot Watt Research Park, Avenue North, Riccarton, EH14 4AP, tel 0131 449 7296

#### Flood Prevention

No objections.

#### Environmental Protection

*Environmental Protection has concerns regarding this application and the level of amenity it would provide for future residents.*

*Noise from Colinton Road, the adjacent public house, the Public House at 124 Colinton Road, and from the hot food takeaway has the potential to affect the amenity of future residents e.g. due to noise and odours from the kitchen exhaust serving the Public House/hot food premises.*

*The applicant has submitted a noise impact assessment in order to address the noise concerns. The noise impact assessment has identified that noise mitigation measures are required in the form of acoustic glazing to ensure satisfactory indoor noise levels can be achieved. The specific details of the acoustic glazing units can be conditioned.*

*Odours from the neighbouring commercial flue and extract may adversely impact the amenity of the proposed residential properties. As the extracts are located outside the applicants' boundary it is not possible to control them through planning. The applicant has submitted detailed drawings showing that the required separation distance of 30m between the new properties are below the termination point of a commercial cooking flue/extract. This should ensure that any odours from the takeaway are adequately dispersed and wont impact the amenity of the newly proposed residential properties.*

*Ground conditions relating to potential contaminants in, on or under the soil as affecting the site would require investigation and evaluation, in line with current technical guidance such that the site is (or can be made) suitable for its intended new use/s. Any remediation requirements require to be approved by the Planning & Building Standards service. The investigation, characterisation and remediation of land can normally be addressed through attachment of appropriate conditions to a planning consent (except where it is inappropriate to do so, for example where remediation of severe contamination might not be achievable)*

*Environmental Protection offers no objections subject to the following conditions being attached to any consent;*

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, 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.

2. 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.

3. The following noise protection measures to the proposed residential development, as defined in the Airshed 'Environmental Noise Assessment' report (Ref AS 0517 Rev05), dated 6 September 2016:

- Glazing units with a minimum insulation value of 6/12/6mm double glazing should be installed for the external doors and windows of all bedrooms with trickle vents capable of a minimum of 35dB Dn.e noise reduction.

- Glazing units with a minimum insulation value of 9.1/20/13.1mm double glazing should be installed for the external doors and windows of the bedrooms overlooking Colinton Road with trickle vents capable of a minimum of 55dB Dn.e noise reduction.

- Glazing units with a minimum insulation value of 6/12/6mm double glazing should be installed for the external doors and windows of the living rooms located in Block A south east with trickle vents capable of a minimum of 38 dB Dn.e noise reduction.

shall be carried out in full and completed prior to the development being occupied.

## Housing and Regulatory Services

### 1. Introduction

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

Housing and Regulatory Services 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 Provision*

### *1. Introduction*

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

*Housing and Regulatory Services 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 Provision*

*This application is for a development consisting of a 37 homes and as such the AHP will apply. There is an AHP requirement for a minimum of 25% (9.25) of the homes to be approved affordable tenures.*

*The applicant had been requested to provide 25% affordable on-site provision. Their proposal was discussed with three affordable housing providers. The affordable homes proposed were unsuitable for affordable housing providers due to the dispersed nature and cost.*

*The option to provide affordable low cost homes ownership (Golden Share homes) was also considered. In order to meet affordable housing need, a Golden Share homes value is restricted to 80% of market value and should not exceed the average house price in the city, £214,796. The sales values average between £330,000 to £350,000, and as such exceed Golden Share thresholds.*

*An open book viability assessment of the development has been carried out. The assessment calls into question the profitability and viability of the development. However, the applicant has agreed to a commuted sum of £286,750 (an affordable contribution of £31,000 x 9.25 units) secured through Section 75 agreement and paid prior to commencement of the development. This would secure an affordable housing contribution which would be used to support affordable housing in the same or adjacent ward.*

## *3. Summary*

*The applicant is required to provide a 25% affordable housing contribution:*

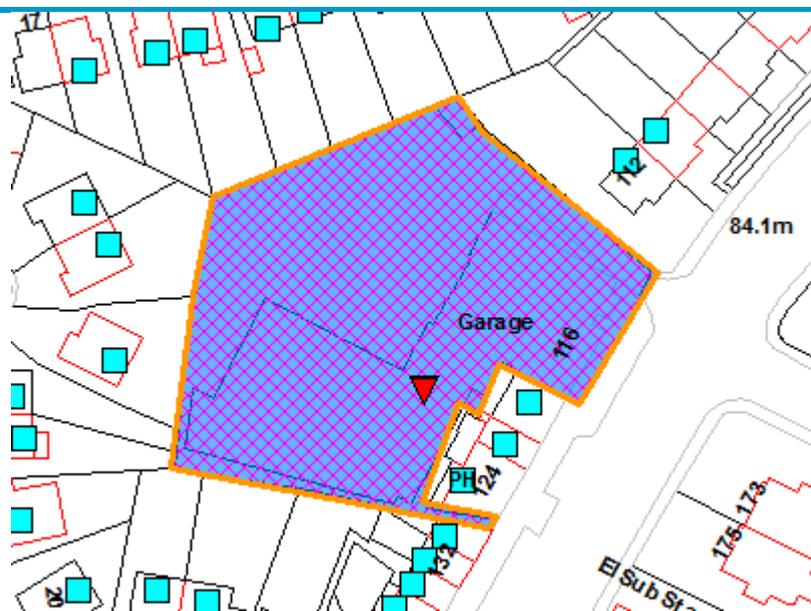
- On site affordable housing through an affordable housing provider was not achievable.*
- The homes proposed for Golden Share have values which are significantly in excess of the maximum purchase price for a Golden Share home;*

- The applicant has agreed to a commuted sum, secured through S75 and paid prior to commencement of the development.

On site affordable housing will not be achievable because of the viability issues. However, the applicant has agreed to an up-front payment of the affordable housing contribution. This would be paid prior to commencement of the development and will support affordable housing in the same or adjacent ward.

## Location Plan

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**END**