

**Full Planning Application 05/00305/FUL
at
15 Coburg Street
Edinburgh
EH6 6ET**

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

1 Purpose of report

To consider application 05/00305/FUL, submitted by Mills Multon.. The application is for: **Demolition of existing building and erection of residential / office development**

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

2 The Site and the Proposal

Site description

The site is currently wholly covered by a large warehouse structure dating from around 1930. This is two tall storeys high as seen from Coburg Street, but due to a one storey drop in ground level to the south, appears taller as seen from Quayside Street.

This is windowless to the main street, but does hold a historic plaque placed centrally on this side, dating from the early 18th century, and dedicated to the "Carpenters of North Leith" (illustrating a ship hull under construction). A 20th century artificial stone plaque lies further above this, explaining the incorporation of the older plaque in the building. The structure is built of artificial stone on the frontage, with all other sides being in common brick

(painted white on the eastern side). All sides other than the front have windows, but these are generally arranged in informal patterns, with order dictated by internal functions. Several appear to have largely been added over the life of the building, and many more have been blocked up during the same period.

To the east stands a newly completed block of flats with an office at ground floor. This is 5 storeys at the front, but drops with the falling topography to the rear, and to acknowledge the prominence of the listed building beyond, being 4 storeys high on ground a storey lower.

To the west a second interwar warehouse has consent for demolition and replacement with a 5 storey block of flats (as seen from Coburg Street, but taller as seen from the river side).

To the north, on the opposite side of Coburg Street, stands another modern curved block of flats (known as "The Arc") ranging in scale from 5 to 7 storeys.

Further modern five storey flats lie to both the east and west within a 50m range.

To the south, the one historic building of note stands. This is the category A listed building complex of Quayside Mills, which incorporates a late 15th century manse and 17th century spire together with the bulkier 19th century mill sections. This is largely 4 storeys high other than the spire element.

Site history

29.5.1991 - consent granted to alter offices

20.01.1994 - consent refused for change of use to night club

Description of the Proposal

The application proposes clearance of a site containing a 20th century warehouse, now used as offices and storage, and redevelopment primarily as flats, but with an office element on the ground floor facing Coburg Street.

In total 19 flats are proposed plus an office of 91sqm.

The flats are diverse in size and include a higher percentage of larger flats than normal for the area. The breakdown is 11 three-bedroom flats (58%), 5 two-bedroom flats (26%) and 3 one-bedroom flats (16%).

Car parking and cycle storage are accommodated at basement level, accessed from the rear lane (Quayside Street) which lies a storey lower than Coburg Street at this point, thus avoiding any requirements for internal ramps. Provision is 100% for both parking and cycle storage.

The overall form steps down to the south, reflecting the site's topography, and allowing the listed building to the south to remain visually dominant on Quayside Street. Design is contemporary, and broadly within the same architectural language as the two flanking permissions (one already built). Materials are also from the same palette, using an artificial stone ground floor, smooth render at upper levels, and a pitched metal roof

To the main street the building presents a double gable front, echoing traditional formats in the area from medieval times. This section is recessed to allow a stronger eaves level at fourth floor, marrying with the eaves to the west. The "true" eaves level on the proposal marry with the eaves level of the building to the east, thus forming an architectural transition between the two forms.

The form steps down with the falling closes to each side, and these steps allow creation of roof terraces facing southward.

Scheme 1

The original scheme was considerably larger, and contained 23 flats and an office. It also included several single aspect units, and flats with limited outlook.

Scheme 2

This scheme amended unit numbers down to 19 such that car parking provision met Transport's requirements.

This scheme was taller than the final scheme, the latter being dropped in floor to floor height to reduce net scale.

Many small elevational changes were also made at this stage.

3 Officer's Assessment and Recommendations

DETERMINING ISSUES

The determining issues are

- Do the proposals preserve and enhance the character and appearance of the conservation area? If they do not, there is a presumption against the granting of planning permission.
- Do the proposals preserve the setting of the adjacent listed building? If they do not there is a presumption against the granting of permission.
- 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?

ASSESSMENT

In order to determine this application the Committee should consider :

- a) The principle of the proposed uses;
 - b) The effect of the scale, form and design on the character and appearance of the conservation area;
 - c) Parking and any effect on road safety;
 - d) Any effect on neighbouring amenity;
 - e) The amenity of the proposed units.
- a) Both residential and office uses comply with the local plan as long as other policy requirements are met.

Infrastructure is capable of supporting the development, but the size of the proposal does attract a requirement for a Tram Contribution.

b) Conservation Area Character Statement

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

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

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

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

Building types within the Conservation Area vary but are traditionally of stone with slate roofs; however more recent building has generally used block or render and traditional brick where previously found. Pockets of public housing development of the 1960s and 1970s, of a contemporary character, fall within the expanded Conservation Area. Open space is concentrated at Leith Links, which provides a spacious contrast to the relatively dense settlement pattern of the remainder of the Conservation Area.

The existing building is a very unusual but rather unattractive warehouse, dating from around 1930, with no windows to the street, and unsuited to any conversion, with the existing office component within having very limited outlook, solely to the side close. Historical evidence indicates a solid and high built form on the site (and others adjacent) up until around 1925, at which time the Edinburgh Corporation cleared this formerly medieval site to build commercial floorspace. All that remains of the historic fabric here is the pattern of medieval closes and a plaque on the building dating from the early 18th century (with a much later explanatory plaque attached). The existing building is out of character with the area, of inappropriate scale, design and materials, but is worthy of recording prior to demolition.

The replacement building is of a size which sits comfortably between the newly built structure to the east and newly approved building to the west. It steps down in scale on its south side, where closest to the category A listed warehouse conversion. This side sits below the eaves level of the listed building. In all, the form sits well with all surrounding buildings, in terms of its height relationships on all sides.

The design of the proposal is a modern interpretation on a traditional gable fronted structure. The general idiom is similar to the two flanking permissions, and will sit well with those schemes in design terms. The proposal will improve and enhance the appearance of the conservation area.

c) Parking provision is fully internal, and represents 100% provision for the flats above for both cars and cycles. There is no policy objection to these provisions being within the lower ground floor area.

This meets Transport's requirements for sites such as this as long as allocated on a communal basis.

The location of the flats requires a Tram Contribution. Although this was originally calculated at £40,000 for 23 units, the revised scheme now falls into the category which would require only a £15,000 contribution under current policy.

d)The two flanking sites were each developed in planning terms with the development of this central site to a similar scale in mind.

As such, only secondary windows within the flanking buildings face this site, and although daylight levels are reduced on the west side at lower levels, due to the narrowness of the historic close, each adjacent flat, when considered as a whole, has been so laid out as to retain adequate daylight. This allows the recreation of the historic street pattern in the area, with all units on all three sites being afforded an acceptable level of daylight, whilst acknowledging some sections falling below standard in secondary rooms. Daylight levels in the as yet unbuilt flats to the west will reduce by approximately 10% due to this proposal. This is from a position of current substandard daylight, but, as explained above, this was anticipated and addressed within the layout of those flats at the time of their consent. To the east daylight levels in the newly built courtyard are broadly unaltered due to the greater set back in relation to the site boundary.

In privacy terms the narrow lanes to the sides make it simpler to use off-sets in window positions to comply with privacy. On the south side, the building sits on the heel of the pavement. Here there will be some loss of privacy to the flats at upper level in Quayside Mills, only 9.5m distant. However this concession is acceptable given that it repeats the historic street width and the position of other new buildings on the street. Full compliance with privacy standards would render this site undevelopable and create an unacceptable building position within this historic area. The overall proposal has been worked through on a flat by flat basis, and each is now considered acceptable in privacy terms.

On the north side the proposal fully complies with privacy and daylight standards to the buildings on the opposite side of Coburg Street. The proposal is at its most open on this side, with views along Dock Street to Leith Docks.

In the recently consented scheme to the west daylight levels facing the narrow close are already accepted as substandard. However, although this side will worsen slightly, only secondary bedroom windows were orientated this way, and overall daylight levels remain acceptable.

In the new block to the east the courtyard set back allows daylight levels to remain broadly unchanged, since the created central area allows greater penetration of light, balancing the increase in height in this area.

On the south side height is only slightly increased above existing levels, and remains below the eaves height of the mill building opposite. Daylight levels here remain acceptable.

e) Due to the restricted nature of the site amenity space to flats is largely achieved through use of private terraces and balconies.

In ground floor plan terms around 15% of the site is open space. This is specifically created as a hard landscaped courtyard marrying with the existing courtyard to the east, and jointly creating a larger shared courtyard of around 250sqm.

In addition, most upper level flats have open terracing, most with an open southern aspect. The overall amenity levels of all flats is considered acceptable. Acceptance of this open space concept is consistent with the decisions on the two flanking sites, both very recent decisions.

The proposal is within 40m of the Water of Leith Walkway, and within 2 minutes walk of small local parks.

Although flats all have either two or three aspects, low-level flats do have restricted daylight, due to the nature of the flanking buildings. At its worst (ground floor units) two livingrooms have only 70% daylight. However, this is partially compensated by their southward outlook. Bedrooms facing westwards onto the close here have only 40% daylight. Bedrooms facing the courtyard at the east side achieve 60% daylight even at ground floor. Daylight levels rise on the upper levels, but south-facing units do not achieve 100% daylight in any room till second floor level. In general, all livingrooms receive adequate daylight given the circumstances. Lack of daylight in bedrooms is considered less critical, and the overall amenity of all flats in daylight terms is acceptable.

In conclusion, the development of this site completes the urban block in a cohesive manner and jointly with the other new designs, preserve the medieval street pattern. The scale of development is more traditional than that existing, and the net effect enhances the urban grain of the area. The proposal is considered acceptable subject to a legal agreement on Tram Contributions and conditions on: archaeological investigation, site decontamination, material samples, parking being on a communal basis, noise restrictions on plant and lift.

It is recommended that the Committee approves this application, subject to the conditions stated above. Due to a link between a member of staff in the agent's company and the case officer the application has been considered by the Monitoring Officer.


Jim Inch

Monitoring Officer

14/02/06

**Alan Henderson**

Head of Planning and Strategy

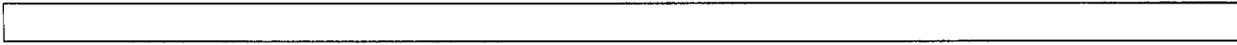
Contact/tel	Stephen Dickson on 0131 529 3529
Ward affected	12 - Newhaven
Local Plan	North East Edinburgh
Statutory Development Plan Provision	Mixed Activities/Leith Conservation Area
Date registered	15 February 2005
Drawing numbers/ Scheme	11-14, 19-24 Scheme 3

Advice to Committee Members and Ward Councillors

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

If you require further information about this application you should contact the following Principal Planner, Graham Dixon on 0131 529 3519. Email: graham.dixon@edinburgh.gov.uk

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



Application Type Full Planning Application
Application Address: 15 Coburg Street
Edinburgh
EH6 6ET

Proposal: Demolition of existing building and erection of residential / office development

Reference No: 05/00305/FUL

Consultations, Representations and Planning Policy

Consultations

Culture Leisure: Archaeology Service

Further to your request for consultation concerning the above planning application by Mills Milton for the demolition of the existing 1930's warehouse and the construction of a new residential development, I would like make the following comments and recommendations.

The site is situated within the south-eastern limits of the important medieval port of North Leith, whose origins predate the foundation Charter for Holy rood Abby of 1128 in which it is mention historically for the first time. This Charter formally granted the existing harbour and settlement to the abbey, creating at the same time what became the burgh of North Leith. Historically the site lies on the edge of the medieval/post-medieval settlement, occurring between the southern side of the main road entering the port from the west and also the southern end of Sandport Street. This street formed North Leith's high street.

Excavations at the nearby site of Ronaldson's Wharf in 1997 (Lawson & Reed 1999) produced a deep sequence of well stratified archaeological remains charting the history of the settlement from possibly the 11th century. The results show that North Leith's river frontage was used primarily for ship repair, refitting and possibly building, with domestic housing/industry occurring along the western side of the street. The results of the more recent excavation at the adjacent site of Dalziel's Garage (Headland 2003) where less encouraging as a combination of post-medieval landscaping and 19th/20th century construction had truncated most of site. The post-medieval landscaping may be associated with the clearance of structures immediately adjacent to the Coromwellian Citadel, which once stood opposite the site. It suspected that the proposed development site may clip the southeastern defensive ditch of the Citadel constructed by General Monck in 1655, which underlies Coburg Street, and which also overlies the course of earlier mid-16th century town defences.

Although the constructed in the 1931 the current warehouse although unlisted is nevertheless in my opinion of local/regional historic importance in terms of the industrial development of the port of Leith and must be recorded prior to demolition. Certainly of regional importance is the surviving decorative stone plaque dated to 1715 incorporated into the Coburg Street frontage, this plaque depicting a possible merchant vessel must be preserved.

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

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

Further although it is regarded in opinion as being of local historic importance, the historic significance loss of the surviving warehouse is not considered sufficient to justify refusal of consent on archaeological grounds. However it is essential that a photographic, illustrative and written survey, linked to an appropriate level of documentary research, be undertaken of the structure prior to its demolition.

Furthermore it is essential that the early 18th century plaque incorporated within the Coburg Street frontage is preserved either by submission to an appropriate museum or re-incorporated within the new building. It is therefore essential that prior to construction, that the developer, submit to CECAS for approval an approved mitigation strategy for its long-term preservation.

It is recommended that these programme of works (excavation, historic building survey & conservation) be secured using a condition based upon the model condition stated in PAN 42 Planning and Archaeology (para 34), as follows;

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

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

Education

School Capacities

This site is located within the catchment areas of Bonnington Primary School, St Mary's Leith RC Primary School, Trinity Academy and Holy Rood RC High School.

Bonnington Primary School, St Mary's Leith RC Primary School and Holy Rood RC High School are operating below capacity and would have adequate places to accommodate this development.

This development is unlikely to generate additional children for Trinity Academy.

The forecasts are based on 2003 Start of Session School Rolls and housing completions identified in the Housing Land Audit 2003. Revised child to house ratios have been applied.

Summary

It is unlikely that this development would generate additional children for the catchment schools. Accordingly, I have no objection to this development.

Transport Planning

No objections to the application subject to the following conditions being applied to discuss a design change to achieve 100% parking.

Legal consent should not be issued until the developer enters into a legal agreement to contribute £40,000 to the Edinburgh Tram Scheme (This is on the proviso that the number of flats is 20 or over).

Environmental Services

No objections to this proposed development subject to the following conditions:

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

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

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

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

With respect to the Office:

2. The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment and no structure borne vibration is perceptible within any nearby living apartment.

With respect to the Residential Dwellings:

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

Historic Scotland

No comments.

Representations

The application was advertised on 25th February 2005.

3 representations were received, including one from the CTC. Reasons for objection were

1. Cycle parking should be at ground floor level, rather than basement. No provision for commercial element.
2. Construction will disrupt on-street parking
3. Car parking insufficient
4. Noise from construction

Neighbours were renotified of the revised scheme on 11th November 2005.

No representations were received in relation to the revised scheme.

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

Planning Policy

The site lies in an area identified as Mixed Activities, in the Leith Conservation Area, as shown in the North East Edinburgh Local Plan.

Relevant Policies:

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

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

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

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

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

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

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

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

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

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

Application Type Full Planning Application
Application Address: 15 Coburg Street
Edinburgh
EH6 6ET

Proposal: Demolition of existing building and erection of residential / office development

Reference No: 05/00305/FUL

Conditions/Reasons associated with the Recommendation

Recommendation

It is recommended that this application be **GRANTED** subject to the conditions below.

Conditions

1. The development hereby permitted shall be commenced no later than five years from the date of this consent.
2.
 - i) Prior to the commencement of construction works on site:
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning and Strategy, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - b) Where necessary, a detailed schedule of any required remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning and Strategy.
 - ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning and Strategy.
3. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in

writing by the Head of Planning & Strategy, having first been agreed by the City Archaeologist.

4. The design and installation of any plant, machinery or equipment within the office component of the development shall be such that any associated noise complies with NR25 when measured within any nearby living apartment, and no structure borne vibration is perceptible within any nearby living apartment.
5. The design, installation and operation of the lift shall be such that any associated noise complies with NR20 when measured within any nearby living apartment and no structure borne vibration is perceptible within any nearby living apartment.
6. All car parking provision shall be on a communal and non-allocated basis
7. Access to parking shall be across a continuous pavement with dropped kerb detail.
8. The historic 18th century plaque currently on site shall be re-incorporated in the new building, together with a new explanatory plaque, to the satisfaction of the Head of Planning and Strategy. Details to be submitted for written approval, and agreed works to be complete prior to occupation.
9. Prior to the commencement of works on site, details of access to and space for waste management facilities, including recycling, shall be submitted to and approved in writing by the Head of Planning and Strategy. Thereafter, the requirements agreed shall be implemented to the satisfaction of the Head of Planning and Strategy, prior to the occupation of the development hereby approved.
10. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site; Note: samples of the materials may be required.
11. Details of the commercial frontage . shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site.

Reasons

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
2. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
3. In order to safeguard the interests of archaeological heritage.
4. In order to protect the amenity of the occupiers of the development.
5. In order to protect the amenity of the occupiers of the development.

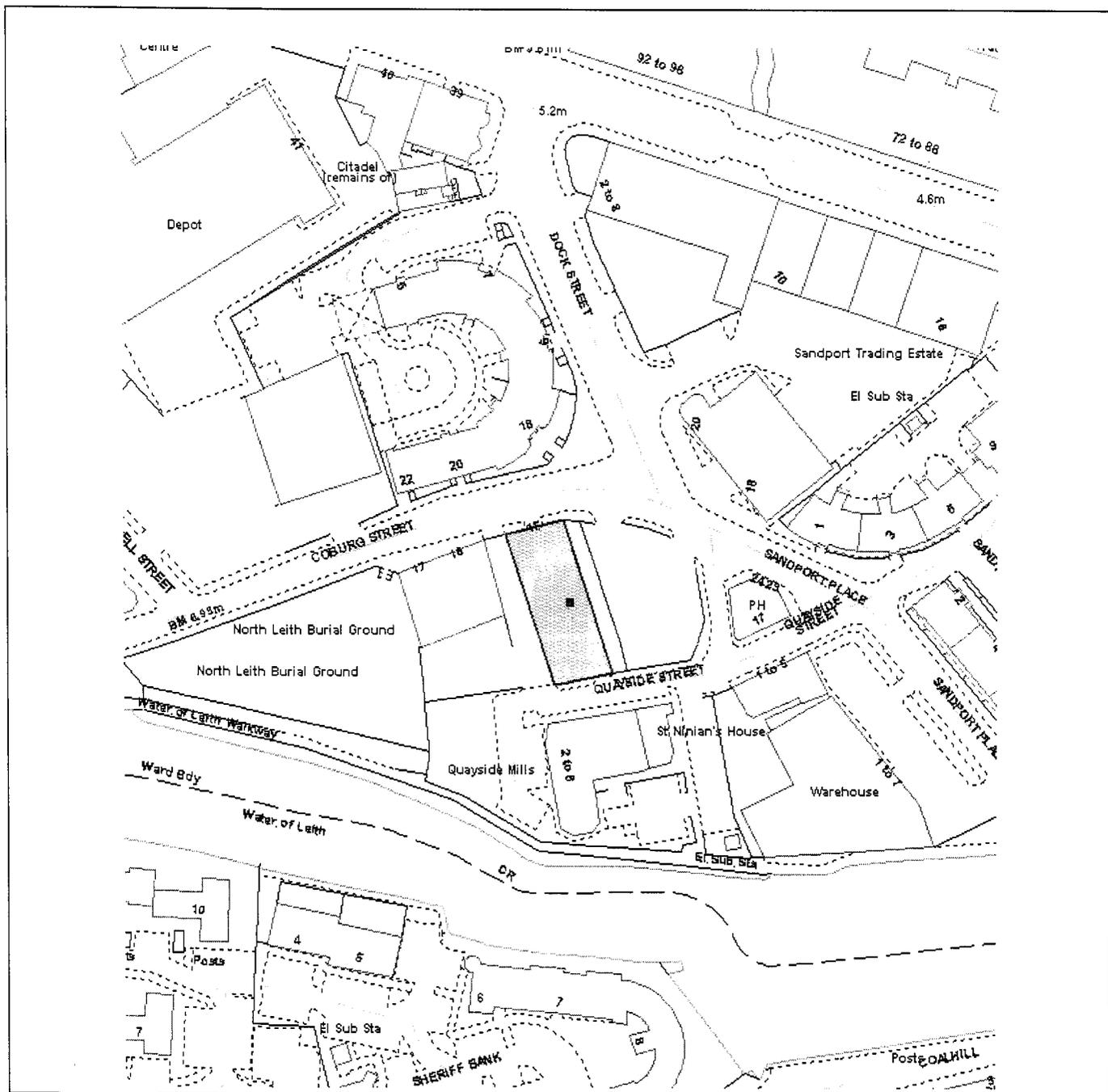
6. In order to ensure that the level of off-street parking is adequate.
7. In order to safeguard the interests of road safety.
8. In order to retain and/or protect important elements of the existing character and amenity of the site.
9. In the interests of sustainability.
10. In order to enable the Head of Planning & Strategy to consider this/these matter/s in detail.
11. In order to enable the Head of Planning & Strategy 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 contribute £15000 towards the tram network (adjusted in relation to unit numbers in accordance with policy, unit numbers now being below 20).

End



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PLANNING APPLICATION

Address	15 Coburg Street, Edinburgh, EH6 6ET,		
Proposal	Demolition of existing building and erection of residential / office development		
Application number:	05/00305/FUL	WARD	12- Newhaven
THE CITY OF EDINBURGH COUNCIL			
THE CITY DEVELOPMENT DEPARTMENT- PLANNING & STRATEGY			