

Development Management Sub Committee

Wednesday 6 June 2018

**Application for Planning Permission 17/03519/FUL
At 120 - 122 Colinton Road, Edinburgh, EH14 1BY
Demolition of two existing shop units and the erection of a
new retail unit and 6 residential units.**

Item number	4.2
Report number	
Wards	B09 - Fountainbridge/Craiglockhart

Summary

The proposal is acceptable in principle and the scale, form and design is appropriate within this 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.

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

Links

<u>Policies and guidance for this application</u>	LDPP, LDES01, LDES03, LDES04, LDES05, LHOU01, LTRA02, LTRA03, NSGD02, NSP, LRET05,
---	--

Report

Application for Planning Permission 17/03519/FUL At 120 - 122 Colinton Road, Edinburgh, EH14 1BY Demolition of two existing shop units and the erection of a new retail unit and 6 residential units.

Recommendations

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

Background

2.1 Site description

The site lies within the Craiglockhart Local Centre located to the west side of Colinton Road between Colinton Grove and Craiglockhart Road North. The Centre comprises a variety of uses including a post office, pharmacy, hairdressers (use class 1), a dentist (use class 2) and a hot food takeaway. The application site comprises three single storey buildings which were previously in use as a public house, convenience store and shop unit and have recently been demolished. Adjacent to the site is a vacant unit previously used for the display of motor vehicles.

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.

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

29 July 2011 - Planning permission refused for a change of use of shop to sit-in restaurant and ancillary hot food take-away (planning reference 11/01783/FUL).

Adjacent Site

3 August 2012 - Planning permission refused for the demolition of the existing garage and re-development for 37 units, access, parking, associated infrastructure and landscaping (as amended) (16/04062/FUL).

3 January 2018 - An appeal was dismissed by the DPEA as the site does not provide on-site affordable housing, that the scale and proportions of the buildings would not have a positive impact on the surroundings and the design fails to draw on the characteristics of the area by contributing to a sense of place (Reference PPA-230-2212).

Main report

3.1 Description Of The Proposal

The application is for a replacement building on the site comprising three floors of accommodation and basement. The accommodation will comprise ground floor retail space (180 sq metres), two 2 bed flats at the first floor level and a single 2 bed flat at the second floor ranging from 72 square metres to 84 square metres. Access to the upper floors will be via an access stair at the rear of the building.

The height of the building will line through with the two storey corner building to the south west of the site.

Materials proposed include a stone facade, slate tile roofing, and dark grey cladding panels.

No parking or open space is to be provided on the site.

Scheme 1

The building has been reduced in height from three storeys to two storeys and reduced in number from 6 to 3 flats.

Supporting Statements

The following document has been submitted in support of the application and is available to view on the Planning and Building Standards Online Services:

- Design and Access 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 proposed scale, form and design are acceptable;
- 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 road safety;
- f) the proposal is acceptable in relation to other relevant material considerations;
- g) any impacts on equalities or human rights are acceptable; and
- h) comments raised have been addressed.

a) Principle

The application site is located in the Urban Area and within the Craiglockhart Local Centre as designated by the Edinburgh Local Development Plan (LDP). The site was previously developed and is now cleared.

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.

LDP Policy Ret 5 (Local Centres) supports retail development provided it can be integrated into the centre, is compatible with the character and function of the centre, makes a positive contribution to the centre, would not impact on the city centre retail core and is accessible by public transport, foot and cycle.

The local centre has a wide range of shopping and other uses ranging from Pharmacy, Barbers, Chinese takeaway, Hairdresser and Tailor. The role of local centres is to provide a basic level of shopping services within walking distances of all homes.

The new unit will provide 180 sqm of floor space and within the context of the centre as a whole, the proposal is considered compatible in terms of scale and type.

The proposal improves the overall appearance of the building within the context of the existing local centre. The scale, form and design of the extension are considered further in section 3.3 b).

The scale and form of this proposal will not impact on the city centre retail core or any town centre.

The proposed use is acceptable in principle and complies with Policy Ret 5 and Hou 1.

b) Scale, form and design

The existing building is utilitarian in form and appearance, and makes minimal contribution to the wider townscape.

The proposed building is of a contemporary design, with the predominant materials being glazing, stone and render to the rear. This palette of materials is considered appropriate within the context of the site, where there is a mixture of building styles and materials, and will add visual interest to the site.

The height and proportions of the building ties in with the height of existing buildings to the south west of the site creating a bookend to this parade of shops. The building sits comfortably within its context.

The scale and design of the proposal is acceptable and complies with LDP Policy Des 4 (Development Design - Impact on Setting).

c) Neighbouring Amenity

The adjacent site sits at a lower level and currently has single storey buildings abutting the application site. The proposed building is set back from the boundary by one metre at the ground floor with the upper floors stepping back approximately 3 metres. The building is located a sufficient distance from the boundary to ensure the requirements regarding overshadowing are met. No windows are proposed on the rear elevation so no privacy issues arise from the proposal. This will ensure the proposal does not compromise the redevelopment of the adjacent site.

The proposal accords with LDP Des 2 (Co-ordinated Development), Policy Des 5 (Development Design) 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.

Due to the constraints of the site all the units are single aspect. The living rooms and bedrooms are to the front of the building, which faces east, and the bathrooms and stair core are positioned to the rear.

The floor area for each unit is above the standards set out in the Edinburgh Design Guidance and ensures a good standard of amenity is provided for future occupiers.

The proposal is acceptable and complies with LDP Policy Des 5 (Development Design - Amenity) and the Edinburgh Design Guidance.

e) Road Safety

The Council's parking standards for this area (Zone 4) where there is no requirement to provide parking as per the Council's 2017 Parking Standards. The Roads Authority has raised no objections to this application.

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

f) Other Material Considerations

Children and Families

The development is not expected to generate any additional pupils. A contribution towards education infrastructure is therefore not required.

g) Equalities and Human Rights

This application was assessed in terms of equalities and human rights. No impact was identified.

h) Public Comments

Material Representations - Objection:

- Not in keeping with the surrounding area - this is addressed in section 3.3 (b).
- height of the building - this is addressed in section 3.3 (b).
- loss of privacy and daylight - this is addressed in section 3.3 (d).
- Impact on parking - this is addressed in section 3.3 (e).

Material Representation - Support

- adds to diversity of the area.

Community Council

The Craiglockhart Community Council agrees with the principle of redevelopment. However, it raised objections to scheme 1 on the following grounds:

- incongruous design - this is addressed in section 3.3 (b).
- parking problems - this is addressed in section 3.3 (e).

Scheme 2

The Community Council is supportive of the revised proposal.

Conclusion

The proposal is acceptable in principle and the scale, form and design is appropriate within this 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.

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 Granted subject to the details below.

3.4 Conditions/reasons/informatives

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. 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.
3. 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.
4. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of 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.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

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

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application attracted a total of forty seven letters of representation: 41 objecting, 4 supporting and 2 neutral comments. These included comments from the Craiglockhart Community Council.

Neighbours and objectors were re-notified of the amended scheme on the 19 March 2018 and a further 12 letters of representation were received: 8 supporting, 2 objecting and 2 neutral comments. These included comments from the Craiglockhart Community Council supporting the scheme.

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

- 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 an Urban Area.

Date registered

8 August 2017

Drawing numbers/Scheme

01A-07A,

Scheme 2

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Lynsey Townsend, Senior Planning Officer

E-mail:lynsey.townsend@edinburgh.gov.uk Tel:0131 529 3905

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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 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 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, parking, streets and landscape, in Edinburgh.

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

LDP Policy Ret 5 (Local Centres) sets criteria for assessing proposals in or on the edge of local centres.

Appendix 1

Application for Planning Permission 17/03519/FUL At 120 - 122 Colinton Road, Edinburgh, EH14 1BY Demolition of two existing shop units and the erection of a new retail unit and 6 residential units.

Consultations

Roads Authority - amended response

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

1. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of 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.*

Note:

The Council's 2017 Parking Standards permits no parking provision.

Roads Authority

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

1. *In support of the Council's LTS Cars1 policy, the applicant should contribute the sum £7,000 (£1500 per order plus £5,500 per car) towards the provision of car club vehicles in the area (see note a);*

2. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of 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;*

Note:

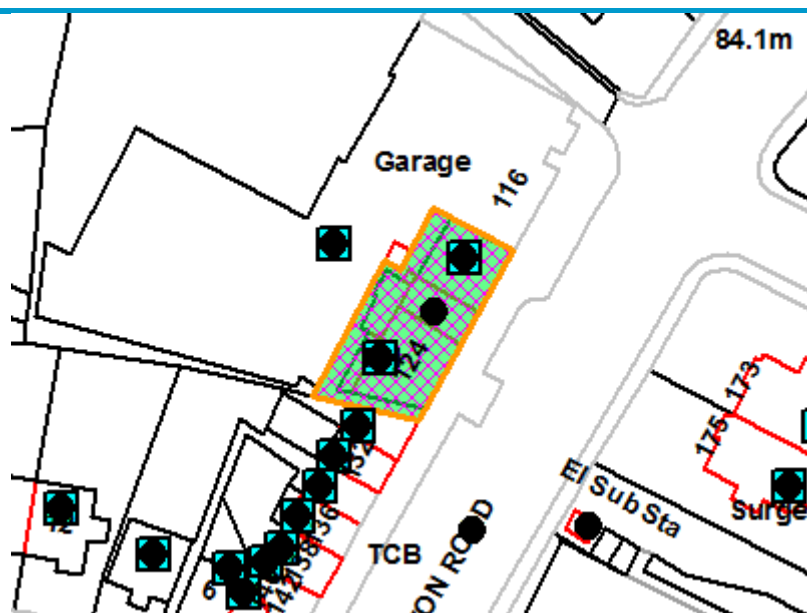
a. *The applicant proposes no parking provision for the proposed development and does not meet the Council's minimum parking requirement of 9 and 5 spaces respectively for the 6 residential units and 243sqm retail in zone 4; however the parking guidance permits developments where parking provision is physically impossible and in this instance car club contribution is considered appropriate.*

Children and Families

The Council's Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery' states that no contribution towards education infrastructure is required from developments that are not expected to generate at least one additional primary school pupil.

Using the pupil generation rates set out in the Supplementary Guidance, the development of 6 flats is not expected to generate at least one additional pupil. A contribution towards education infrastructure is therefore not required.

Location Plan



© Crown Copyright and database right 2014. All rights reserved. Ordnance Survey License number 100023420
END