

# Development Management Sub Committee

**Wednesday 16 June 2021**

**Application for Planning Permission 21/00067/FUL  
At Land 10 Metres South West Of , 136A Lasswade Road,  
Edinburgh  
Proposed development of x 3, 2 bed terraced houses (as  
amended).**

**Item number**

**Report number**

**Wards**

B16 - Liberton/Gilmerton

## **Summary**

---

The proposal complies with the Edinburgh Local Development Plan.

The principle of the development in this location is acceptable. The approach to scale, form, design and density is compatible with the surrounding area. The development will provide an adequate level of amenity for future occupiers and will not result in an unreasonable impact upon neighbouring amenity, or the quality of the local environment.

The proposal, as revised, encourages reduced reliance on car parking and promotes increased usage of sustainable modes of transport through cycle provision. The design of parking is acceptable in this location.

There are no material considerations that outweigh this conclusion.

## Links

---

[Policies and guidance for this application](#)

LDPP, LHOU01, LHOU03, LHOU04, LDES01, LDES04, LDES07, LDES05, LTRA02, LTRA03, LTRA04, LEN18, LEN21, NSG, NSGD02,

# Report

## **Application for Planning Permission 21/00067/FUL At Land 10 Metres South West Of , 136A Lasswade Road, Edinburgh Proposed development of x 3, 2 bed terraced houses (as amended).**

### **Recommendations**

---

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

### **Background**

---

#### **2.1 Site description**

The proposal site is an area of garden ground, vegetation and shrubbery measuring 490 square metres in total.

The site is south-west of two semi-detached dwellings and is in the ownership of the adjacent property to this side.

It is located on the west side of Lasswade Road, to the south of its junction with Gracemount House Drive.

To the south, the site borders the playing grounds and car park of Gracemount High School separated by metal pale fencing.

To the south-west, is a low-level brick wall with timber fencing above which forms the rear boundary of the adjacent terrace comprising five, two-storey dwellings and a three-storey building on the street edge.

To the north-east, is a mature hedgerow and timber fencing separating the site from the detached and semi-detached properties to this side which front Lasswade Road.

The surrounding area is primarily residential in character and is of a mixed architectural character.

Modern residential developments to the south-west side of primarily two-storey scale and larger flatted developments of three and four storeys to the north-east of Gracemount House Drive.

Fronting the site are older buildings including two detached traditional cottage style properties and the pair of semi-detached dwellings.

#### **2.2 Site History**

The site has the following planning history:

19 June 2014 - Planning permission granted for the erection of two semi-detached dwellings and parking - (Application reference: 14/01074/FUL)

## **Main report**

---

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

The planning application is for the erection of three two-storey, terraced residential properties with associated garden ground, communal greenspace, vehicular and pedestrian access.

The proposed development would result in the sub-division of the existing site at residential property 136a Lasswade Road.

The proposed building has a ridge height of 7.63m, eaves level of 5m, width of 14.6m and depth of 8.7m. The materials proposed include white rendered walls with light grey brick elements on the building's frontage, dark grey framed uPVC windows and doors, and a hipped roof slope constructed in dark grey tiles.

Each property contains internal floor spaces of 70 square metres over two floors including two bedrooms on the upper level. Lounge rooms face out onto the front of the property with the dining and kitchen areas to the rear, providing access to the private garden spaces via patio doors. The rear gardens vary in size between 40 sqm and 45 sqm. Additional communal space of over 50 sqm is provided to the north of these gardens.

A vehicular access will be formed from Gracemount House Drive at the north-west boundary of the site. This will provide access to two car parking spaces. A pedestrian access will also be formed here, linking to the communal greenspace, rear gardens and entrances to the dwellings.

Revised Scheme:

- Length of the proposed rear gardens increased from 6m to 9m.
- Extent of driveway and car parking reduced (from three to two spaces) and replaced with communal open space (50 sqm).
- Width of pedestrian footway increased from 1m to 1.5m at south-west boundary.
- Distance retained from proposed building to south-west boundary increased from 1.1m to 1.7m.
- First floor gable windows omitted.
- Design of proposed development altered from a gable to a hipped roofslope.
- Provision for two enclosed cycle parking spaces included in each rear garden.

### 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 proposal is acceptable in principle;
- b) the proposal is of an acceptable scale, form and design;
- c) the impact on amenity is acceptable;
- d) the proposal will have any transport impacts;
- e) any other material considerations
- f) any issues of equalities or human rights have been addressed; and
- g) any comments raised have been addressed

#### a) Principle

The proposal site is located in the urban area as designated in the Edinburgh Local Development Plan (LDP). LDP Policy Hou 1 (Housing Development) prioritises the delivery of housing land supply and the relevant infrastructure and identifies four criteria (a-d) on where this can be achieved.

Criteria d) prioritises the delivery of housing on other suitable sites in the urban area in recognition that windfall sites can contribute to land supply. To comply with Hou 1 d), proposals must be compatible with other policies in the plan.

The site is located adjacent to existing residential development and is served by Lothian Bus Service 31 on Lasswade Road, Lothian Services 7, 11, and Skylink 400 on Captains Road. These routes are accessible via the existing public footways on these roads accessed via Gracemount House Drive.

The site is located in proximity to sustainable modes of transport and there is established residential development in the surrounding area. The site is a suitable location for new housing, subject to compliance with all other relevant policies.

LDP policy Hou 4 (Housing Density) seeks an appropriate density of development having regard to its characteristics and those of the surrounding area, the need to create an attractive residential environment, accessibility and its impact upon local facilities.

There is a mix of densities evident in the surrounding area. The south of Gracemount House Drive is a lower density form of residential development. The site sits between mainly two-storey terraced properties to the south-west and detached / semi-detached properties of a varying scale to the east. The north side of this road is characterised by a higher density, mainly three and four storey residential flatted development visible from the proposal site.

The density of development proposed is in keeping with the scale and layout of the surrounding residential development. As revised, an appropriate level of greenspace is achieved, by virtue of the length of rear gardens serving the terraced houses which will help create an attractive environment for future residents. The scale of these gardens is in keeping with those evident on terraced properties to the south-west of the site.

The site has access to public transport links and residential development in this location will help to support local facilities and commercial uses in Gracemount and Liberton.

As such, introducing a development of this density is considered compatible with the density of residential development evident in the area, contributing to the viability of the local area, and complying with policy Hou 4.

LDP Policy Hou 3 (Private Green Space in Housing Development) seeks to ensure adequate provision of green space will be provided to meet the needs of future residents.

For housing developments with private gardens, a contribution towards the greenspace network will be negotiated having regard to the scale of development proposed and the opportunities of the site.

Edinburgh Design Guidance (EDG) states that private gardens of over 9m in length are encouraged. Further, that gardens of a similar size to neighbouring gardens are likely to be required in order to preserve the character of the area.

The revised proposal has increased the depth of the private gardens and these all achieve a maximum length of over 9m. The sizes of these spaces range from between 40 m<sup>2</sup> and 50 m<sup>2</sup> which is a similar level of provision to the existing terraced properties to south-west. It is an appropriate level of amenity space for future occupants that is characteristic of the surrounding area. The scale of development does not require contributions to the greenspace network. The proposal complies with policy Hou 3.

The proposal is an acceptable location for new housing as the site is connected to public transport links nearby. The density of development is compatible with the surrounding residential development and an appropriate level of greenspace is achieved. The development will support the viability and viability of local services through increasing footfall. The proposals comply with LDP policies Hou 1, Hou 3 and Hou 4.

#### b) Scale, form, design and neighbourhood character

LDP Policy Des 1 (Design Quality and Context) supports new development where the design reflects the positive characteristics of the area.

LDP Des 4 (Design- impact on Setting) requires new development proposals to have similar characteristics to the surrounding urban grain, paying close attention to scale, height and positioning of buildings, materials and detailing.

LDP Policy Des 7-Layout and Design seeks a comprehensive and integrated approach to the layout of buildings, streets, footpaths, cycle paths, public and private open spaces.

The Edinburgh Design Guidance (EDG) sets out key aims for new development to have a positive impact to the immediate surroundings, through its height and form; scale and proportions; positioning of the buildings and site materials and detailing.

Further that in residential developments, car park dominated frontages are discouraged to minimise the visual impact and improve the quality of the public realm.

As noted, the immediate area is mainly contemporary development varying in scale, form and design. These include terraced properties to the south-west and larger flatted developments to the north-west. Older buildings border the site to the east fronting Lasswade Road. Materials evident include varying shades of light render, buff brick, natural stone and dark grey roof slopes.

The proposal in terms of layout and position is similar to the adjacent semi-detached properties immediately north-east. The height and scale of the buildings are compatible with these properties and the terrace to the south-west. The materials; including light grey rendered walls with brick finishes and grey tiled roof slopes is in keeping with the appearance of modern development to the south-west.

As noted, terraced properties form the prevalent house type to the south-west, and the spatial relationship between the proposed dwellings is similar to the existing arrangement here and is therefore compatible with this characteristic of the local area.

There is a range in the position of buildings within plots and orientation in relation to the street. As detailed above, the proposed development will be positioned on a similar building line to the existing properties north-east of the site.

In regard to the above, the proposal has similar characteristics to surrounding buildings and will not impact on the existing urban grain where their range in scale and layout evident. The proposal is therefore compatible with the character of the wider townscape.

A footway will run through the development to the southern edge connecting the site to Gracemount House Drive which will help provide convenient access and movement through the development, largely in compliance with LDP policy Des 7.

The proposal details a boundary treatment bordering the front and rear gardens of the site which is appropriate in terms of location. The material of this has not been specified and is required by condition prior to the commencement of the development.

Overall, the design respects the surrounding urban pattern of the surrounding area. The scale, form, massing, and design complies with LDP Policies Des 1, Des 3, Des 4, Des 8 and the Edinburgh Design Guidance.

### c) Amenity

#### *Amenity of Future Occupiers*

Policy Des 5 (Development Design- Amenity) states that development will be permitted where future occupiers have acceptable levels of amenity in regard to noise, daylight, sunlight, privacy or immediate outlook.

In regard to space standards, EDG guidance states that residential dwellings of two bedrooms shall have a minimum floor area of 66 square metres. The proposed dwellings contain two bedrooms, and each have floor areas of 70 square metres therefore comply with the standards.

In terms of daylight, the dwellings will achieve a satisfactory level of daylight by virtue of the scale of windows on the principal and rear elevation.

In terms of sunlight, all properties contain gardens of adequate size. The size of these areas in tandem with the retained separation distances to the neighbouring properties is sufficient in order to achieve more than two hours sunlight during the spring equinox.

Overall, the proposal will result in the creation of a satisfactory residential environment and complies with LDP Policy Des 5.

#### *Neighbours*

LDP Policy Des 5 (Design-Amenity) supports proposals that have no adverse impact on neighbouring developments in regard to noise, daylight, sunlight, privacy or immediate outlook.

In regard to privacy and outlook, the Edinburgh Design Guidance states that the pattern of development in an area will help to define appropriate distances between buildings and consequential privacy distances. The rearward side of development often offer better opportunity for privacy than the streetward side which can be compromised by existing proximity of neighbour's windows. The guidance does not seek to protect the privacy of gables of existing housing.

All proposed windows on the principal elevation face the property's front gardens and sloped grass land bordering the school playing field and raise no privacy issues. The distances retained from rear windows to the boundary are characteristic of separation distances evident in the area. There is a range in the spatial pattern of development evident and the distances retained would prevent an unreasonable impact on privacy. The first-floor gable windows have been omitted from the revised scheme following concern regarding outlook from these across neighbouring land. Those at ground floor, will face boundary treatments and will not result in a material loss of privacy.

In regard to daylight, the form of the proposed roof slope has been revised from a gable end to a hip to reduce its height near the south-east boundary with the adjacent terrace on Gracemount House Drive.

Diagrams detailing the Vertical Sky Component 25-degree method have been submitted in regard to the windows and doors of these facing neighbouring properties (no.9 and no.11) that demonstrate compliance with this criterion. The distances and orientation of all other neighbouring properties will prevent impact on this aspect. No unreasonable impact on daylight will therefore occur as a result of the proposal.

In regard to immediate outlook, the revised proposal has increased the distance retained from the side gable to the south-west boundary to 1.7m and altered the roof form from a gable to hip to reduce its height at this point. It is recognised that the position of the dwelling will result in views of the proposed side gable from the rear gardens and windows of the adjacent terrace. However, the revisions reduce the immediate height of the building from these areas which in tandem with the step down in land level to the proposal site, will not result in any unreasonable impact on the immediate outlook or these occupiers living environment.

Further, the site sits adjacent to the blank side gable of no. 136a which is not protected under the guidance. The position and separation distance retained to all other properties would prevent an unreasonable impact on this aspect.

The applicant has submitted existing and proposed sun path diagrams and 45-degree diagrams detailing the position of shade cast as a result of the proposal on the March Equinox. The site lies to the north-east of properties on Gracemount House Drive and to the south-west of properties 132-134 Lasswade Road.

The sun path diagrams detail there will be some shade cast to the rear of gardens on Gracemount House Drive in the morning at 08:30. The proportion of additional shade will be modest in relation to the size of these garden spaces and its duration will be limited to this time. The impact on sunlight to these neighbouring gardens would therefore not result in an unreasonable loss of amenity or a significant adverse impact on these occupiers living conditions. There will be no adverse affect on sunlight to the existing neighbouring properties at 132 -134 Lasswade Road.

It is noted the proposal will result in reduced garden space for the applicant's property at 136a Lasswade Road with a resultant size of 45 m<sup>2</sup> to the rear, and 25m<sup>2</sup> to the front. Cumulatively, the size of this amenity space will provide adequate garden space for residents that is not at odds with existing size of gardens in the area. Additional shade will be cast on these garden spaces. The rear garden is presently overshadowed by the footprint of the existing dwelling in the morning / early afternoon. Whilst an increase of shade will occur as a result, overall, adequate levels of sunlight will still be obtained and an acceptable living environment for residents.

Further, the proposed use of the site for three residential dwellings and is compatible with the predominantly residential character of the local area. It is therefore not anticipated that the development would give rise to an unreasonable level of noise. Should a nuisance or noise disturbance be reported from the site, then there are statutory provisions in order to mitigate these concerns under the Environmental Protection Act 1990.

Overall, the proposal is compliant with LDP Policy Des 5, the Edinburgh Design Guidance and will not result in an unreasonable impact on neighbouring residential amenity.

#### d) Transport

##### *Car Parking*

LDP policy Tra 2 states that car parking provision should comply with and not exceed the levels set out in Council guidance.

LDP policy Tra 4 states design requirements for private car parking having regard to its location, visibility from street level, inclusion of planting and impact on pedestrian safety.

The proposal site is identified within the Edinburgh Design Guidance Parking Standards as being within Zone 3. The EDG identifies that residential properties within this area should have a maximum parking provision of 1 space per dwelling. There is no minimum standard car parking provision.

The proposal includes provision for two car parking spaces in total therefore falls below the maximum standard and complies with provision of guidance. Comment has been made regarding impact of additional residential properties on the wider availability of car parking in the area. As noted, there is no minimum level of parking provision for standard car spaces and objectives of policy are to encourage a shift to sustainable travel. The revised proposal aligns to these objectives by encouraging reduced use of cars through limited parking on-site.

The spaces will be accessible via the proposed vehicle access from Gracemount House Drive located on the existing grassland and vegetation. It is recognised that this area will be visible from the adjacent footpath. This is acceptable in this location, as the area is of a limited scale and parking spaces to the frontages of buildings are commonplace in the surrounding area. Its inclusion here will therefore not detract from the visual appearance of the area.

In addition, the revised proposal reduces the extent of paving proposed and replaces this in part with communal greenspace. The addition of this area will help create an attractive environment and reduce the visual impact of the parking space for existing and future residents nearby.

Transport officers have been consulted on the proposals and requested a visibility splay at the proposed vehicular access and the width of the pedestrian footpath to be increased to provide adequate wheelchair access. These revisions have been made and no objections have been received from Transport officers on receipt of these amendments. No specific road or pedestrian safety issues will occur as a result. A representation has been received in regard to the impact of the parking spaces on an existing access point for property 134 Lasswade Road to the north of the site.

As noted, a new, wider pedestrian access will be formed to the south-west of the site and the rear of this property will still be accessible via this footway and the communal

open space proposed. All soft and hard boundary treatments are required by condition, and additional linkages in this area may be explored as part of the submission of these details.

In addition, comment has been raised in regard to the potential for pedestrian access to the proposed property via a private access and footpath from Lasswade Road. The proposed plans show the pedestrian and vehicle access to the property will be via Gracemount House Drive and it is not proposed that access to the development will be taken via Lasswade Road. Full detail of the boundary treatments is required by condition and the appropriate position of boundary fencing would reasonably address this concern.

### *Cycle Parking*

LDP policy Tra 3 states cycle parking and storage provision should comply with the standards set out in Council guidance.

LDP policy Tra 4 states design requirements for private car parking having regard to its location, visibility from street level, inclusion of planting, impact on pedestrian safety and provision of recycling facilities where applicable. Further, that cycle parking should be provided closer to building entrances than general parking and be of an appropriate design.

EDG identifies that two-bedroom residential properties in Zone 3 should have a minimum parking provision of 2 cycle per dwelling. The proposal includes two spaces per dwelling located in the rear gardens, therefore meets these standards.

The plans state these spaces will be provided via secure, enclosed, cycle stores which is an appropriate design for use by residents. A condition has been included for the full detail of the enclosures to be submitted and approved prior to occupation of the development.

The proposal complies with LDP policy Tra 2 and Tra 3. Non-compliance with LDP policy Tra 4 in regard to car parking design is acceptable in this location as car park frontages are commonplace in the surrounding area and the design, scale and location of the visitor parking will not detract from the visual appearance of the surrounding area.

### e) Other Matters

#### *Open Space*

The proposal site is not allocated as open space within the Edinburgh Local Development Plan.

It is mainly an area of private garden space comprising of lawn separated by fencing and overgrown vegetation and shrubs near the entrance onto Gracemount House Drive.

The main garden space of the site is enclosed and secured by existing boundary treatments and this is of limited wider amenity or leisure value in terms of its

contribution to the wider landscape character or potential use. The partial loss of this space will not have a significant impact on the quality or character of the local environment or biodiversity value.

As noted above, the inclusion of communal open space will help create an attractive residential environment for existing and new residents in the immediate area.

The proposal does not conflict with LDP policy Env 18.

### *Flood Risk and Surface Water Management*

Policy Env 21 (Flood Prevention) states that planning permission will not be granted for development that would increase a flood risk or be at a risk of flooding itself, impeded the flow of flood water or be prejudice to existing or planned flood defence systems.

The site is identified within the SEPA flood risk maps as containing a medium surface water risk, and no specific river or coastal risks. Flooding officers have requested that the applicant submit a Surface Water Management Plan to support the planning application.

Accordingly, a Surface Water Management plan is required to assess the impact of the proposal on surface water on the site as per the recent approval on site. This was not provided with the submission of the planning application. Before development on site can begin, this must be provided to and approved in writing by the Local Planning Authority. This has therefore been made a condition of this consent.

Subject to the approval of these details reserved by condition, the proposal complies with LDP policy Env 21.

### *Waste*

Waste services have been consulted on the proposal and raise no objection. The applicant should contact Waste Planning 12 weeks prior to the residents moving in to arrange waste arrangements. An informative has been included in regard to this.

### f) Equalities and Human Rights

Representations have been received stating that the proposed development is in direct contradiction to the responsibilities of the Council under the Human Rights Act, Protocol 1, Article 1 which states a person has the right to the peaceful enjoyment of all their possessions including home and other land. In addition, Article 8 of the Human Rights Act stating a person has the substantive right to respect their private and family life.

It is referenced that the proposal will be located in close proximity to the rear gardens of the adjacent properties and includes two windows which will overlook these properties and gardens. Concern is raised that the proposed development would have a dominating impact on persons and family's right to the quiet enjoyment of their property and in this instance private and family life including surroundings and garden areas. In addition, the case of Britton vs SOS is cited and that the protection of the countryside falls within the interests of Article 8 of the above Act.

The proposal has been assessed against all relevant planning policy and guidance which aim to protect the amenity of adjoining land and the proposal site. These have been fully considered and applied. The provisions of Article 1 and 8 the Human Rights Act 1998 have been complied with through this assessment and revisions received.

#### g) Representations

##### **Material Representations - Objections**

- Proposal not in keeping with appearance of surrounding area; Addressed in section 3.3 b);
- Proposal will cause overshadowing and loss of natural light; Addressed in section 3.3 c);
- Daylight information (Vertical Sky Component, BRE guide) and sunlight information (45 degree method) stated in the Edinburgh Design Guidance should be provided for planning applications; Addressed in section 3.3 c);
- Impact of proposal on sunlight; Addressed in section 3.3 c)
- Impact on privacy from gable windows; Addressed in section 3.3 c);
- Impact on noise and disturbance; Addressed in section 3.3 c);
- Access issues (via Lassswade Road impacting on private land, and loss of existing footpath to rear; Addressed in section 3.3 d);
- Inadequate parking and access including highway and pedestrian safety; Addressed in section 3.3 d);
- Impact on flooding and surface water; Addressed in section 3.3 e);
- Proposal contrary to the Human Rights Act; Addressed in section 3.3 f);

##### **Non-Material Representations - Objections**

- Construction Activity: Controls over number, location, access, noise, storage and pedestrian / highway safety implications ; Matters relating to construction activities cannot materially be assessed as part of the merits of this planning application. The impact of the proposal on highway / pedestrian safety has been addressed in section 3.3 d);
- Site Management information in regard to minimising disturbance and access to residential area ; Further information in regard to operational activities during construction is not a required as part of this planning application ;
- Potential detrimental impact on house prices; This matter cannot materially be assessed as part of the merits of the planning application ;

##### **Representations - Support**

- Positive addition to the area and good home for first time buyer;

#### h) Conclusion

The proposal complies with the Edinburgh Local Development Plan.

The principle of the development in this location is acceptable. The approach to scale, form, design and density is compatible with the surrounding area. The development will

provide an adequate level of amenity for future occupiers and will not result in an unreasonable impact upon neighbouring amenity, or the quality of the local environment.

The proposal, as revised, encourages reduced reliance on car parking and promotes increased usage of sustainable modes of transport through cycle provision. The design of parking is acceptable in this location.

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

### **3.4 Conditions/reasons/informatives**

1. Prior to the commencement of development, a Surface Water Management Plan shall be submitted to and approved in writing with the Local Planning Authority and thereafter implemented prior to the first occupation of the development.

The surface water management plan must be provided in line with the self-certification scheme.

2. Prior to the commencement of development, details of all hard and soft surface and boundary treatments, shall be submitted to and approved in writing by the Planning Authority and thereafter implemented prior to the first occupation of the development.

3. Prior to the occupation of the development details of fully enclosed secure cycle stores shall be submitted and approved in writing by the Planning Authority. The cycle stores shall thereafter be implemented prior to the first use of the development.

#### **Reasons:-**

1. To ensure the proposal does not increase flood risk and surface water is managed correctly.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. In order to provide appropriately designed cycle storage for future residents.

#### **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. 1. Any off-street parking space should comply with the following:

- a) Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);
- b) A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;
- c) Any gate or doors must open inwards onto the property;
- d) Any hard-standing outside should be porous;
- e) Any works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits <https://www.edinburgh.gov.uk/roads-pavements/road-occupation-permits/1>

5. 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.

6. Above ground surface water attenuation and treatment features should be considered, including features integrated into the landscape such as raingardens. In order to reduce storage capacity or blockages, and encourage wider benefits to biodiversity and placemaking improvements.

7. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:

[www.gov.uk/government/organisations/the-coal-authority](http://www.gov.uk/government/organisations/the-coal-authority)

8. The applicant should contact the City Council's Waste and Cleaning Service 12 weeks prior to residents moving in to arrange for the purchase and delivery of the bins and to add these to the systems for collections.

## **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**

9 representations have been received (8 objections and 1 support comment)

## **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**

Policies - Edinburgh Local Development Plan - Urban Area

### **Date registered**

8 January 2021

### **Drawing numbers/Scheme**

01 A, 02 B, 03 A, 04, 05,

Scheme 2

## **David Givan**

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Lewis McWilliam, Planning Officer

E-mail: [lewis.mcwilliam@edinburgh.gov.uk](mailto:lewis.mcwilliam@edinburgh.gov.uk)

## **Links - Policies**

---

### **Relevant Policies:**

#### **Relevant policies of the Local Development Plan.**

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

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

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

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

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.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

LDP Policy Env 18 (Open Space Protection) sets criteria for assessing the loss of open space.

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

### **Relevant Non-Statutory Guidelines**

**Non-Statutory guidelines** Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

# Appendix 1

## **Application for Planning Permission 21/00067/FUL At Land 10 Metres South West Of , 136A Lasswade Road, Edinburgh Proposed development of x 3, 2 bed terraced houses (as amended).**

### **Consultations**

---

#### Flooding :

We would request a Surface Water Management Plan (SWMP) to support this application. A separate Flood Risk Assessment (FRA) will not be required, although we would ask that the applicant addresses the surface water flood risk identified in the indicative SEPA flood maps, within the SWMP report.

#### The Coal Authority :

The application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

In accordance with the agreed approach to assessing coal mining risks as part of the development management process, if this proposal is granted planning permission, it will be necessary to include The Coal Authority's Standing Advice within the Decision Notice as an informative note to the applicant in the interests of public health and safety.

#### Transport :

No objections to the application:

- Cycle parking will be provided within the curtilage of the houses.
- The applicant proposes 2 accessible car parking spaces and complies with the Council's parking standards for Zone 3.

#### Waste :

As this is for 3 individual properties and presentation would be the same as the surrounding area, Individual kerb side collections. Bins would have to be presented on the kerbside by the resident as we are unable to drive onto private land to collect bins.

We would have no objection to this proposal, I would only stress to the architect that space should be allowed within each plot for the housing of the below bins out with collections.

Each property requires:

140 litre Domestic waste bin

240 litre recycling waste bin

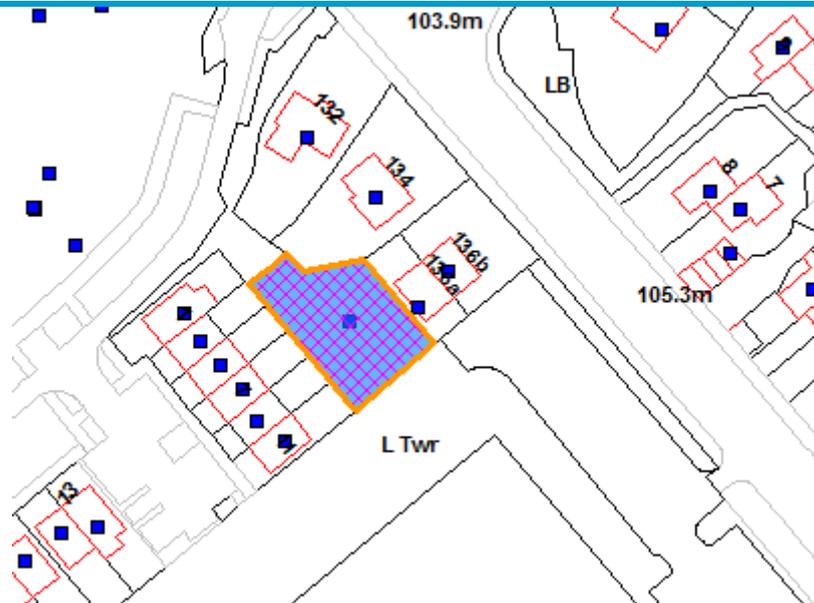
44 litre box for glass collections.

25 litre food waste presentation box

Please ask the Architect to inform the developer / builder to contact me directly 12 weeks prior to residents moving in to arrange for the purchase and delivery of the bins and to add these to the systems for collection.

## Location Plan

---



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

**END**