

# Development Management Sub-Committee Report

**Wednesday 21 June 2023**

**Application for Planning Permission  
22 Inglis Green Road, Edinburgh, EH14 2HZ**

**Proposal: Mixed-use residential and commercial development with associated landscape, parking, and infrastructure (as amended).**

**Item – Committee Decision  
Application Number – 22/02233/FUL  
Ward – B07 - Sighthill/Gorgie**

## **Reasons for Referral to Committee**

The application has been referred to the Development Management Sub-Committee because more than 6 material objections have been received and it is recommended for approval. Consequently, under the Council's Scheme of Delegation, the application must be determined by the Development Management Sub-Committee.

### **Recommendation**

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

### **Summary**

The development is in accordance with the development plan. The proposal will deliver a sustainable and well-designed urban residential scheme that responds harmoniously with the surrounding mixed-use area of the site, to create a strong sense of place. Any deviations from Council policy or guidance are relatively minor and balanced by the wider benefits of the development in terms of the provision of housing with an appropriate affordable element on a redundant brownfield site.

The proposal is consistent with the six qualities of successful places as set out in NPF4. The design and layout draw upon the distinctive nature of the site and will create a strong sense of place. The development plan encourages well-designed, compact urban growth that is sustainable and allows for 20-minute neighbourhood principles to be delivered. The development is congruous to its situation between mixed use commercial and industrial uses and the Water of Leith. By improving and increasing green landscaping, the development creates an accessible and permeable development that supports active travel 20-minute neighbourhood principles.

Subject to recommended conditions and an appropriate legal agreement, the proposal is acceptable and complies with National Planning Framework 4 and the aims of the 2016 Edinburgh Local Development Plan, as well as the Edinburgh Design Guidance. There are no material considerations that outweigh this conclusion.

## SECTION A – Application Background

### Site Description

The application site is located at 22 Inglis Green Road, between Chesser and Longstone. Prior to the site becoming brownfield it was occupied by the now demolished Bookers Wholesalers warehouse development.

The site is 1.6-hectares, level and currently vacant, situated within the Urban Area laid out by Edinburgh Councils Local Development Plan (LDP). The LDP has demarcated this site as part of the T7 - Cycle Link. The surrounding area is mixed-use in character with elements of retail, industrial, commercial and residential. To the east of the site is a Sainsburys supermarket and petrol station. To the south of the site a car mechanic and dealership, a restaurant, dance studio and social club. Immediately north and west of the site is the Water of Leith a river that is vital to Edinburgh, as one of the largest blue and green corridors within the city. The northern boundary of the site is lined with native mature trees.

### Description of The Proposal

#### Scheme 2

The application proposes the redevelopment of the site to provide a mixed-use development. 120 residential flatted units with a mixture of 1, 2 and 3 - bedroom dwellings. Within the plan proposed is the development of 211 sqm of commercial property made up of class 1 (Shops), 2 (Financial, Professional, and other services) now 1A and 4 (Business).

Within the site is the introduction of an active transport corridor linking Inglis Green Road and the Water of Leith and leaving access for the development of a pedestrian bridge.

#### Demolitions

Demolition on site has taken place with the removal of the bookers warehouse. Existing is the original warehouse hardstanding slab and parking which will be excavated.

#### Site Masterplan

The proposed site plan is for ten residential blocks and a single mix use residential-commercial block. They are made up of two 3-storey colony style houses, two 3-storey residential blocks, five 4-storey residential blocks, one 4-storey mixed use block and a 5-storey residential block. Vehicular access to the site is via a single ring road within the development. On the central eastern side of the site is the publicly accessible 'village green' which is enclosed by six blocks (five residential and the one mixed-use commercial-residential). The western form of the development is made up of the remaining blocks which similarly mirrors the eastern layout, however smaller, with the central space being formed of private gardens and a small pocket park situated on the southwest boundary.

The development incorporates photovoltaics (PV) panels at roof level powering communal internal and external lighting and to the colony dwellings.

## Accommodation Schedule & Commercial Delivery

The mix use of residential accommodation and commercial units delivered within the proposal are as follows,

- 39 x 1-bedroom flats (10 Affordable)
- 50 x 2-bedroom flats (18 Affordable)
- 31 x 3-bedroom flats (2 Affordable)
- 211 Sqm commercial use.

## Access

Vehicle access to the site is from the service road off Inglis Green Road, which currently serves the Sainsbury's car park and fuel station. Public pedestrian access to the development will be introduced to the site. An active travel route will be established which runs from the main access on the southern boundary through the heart the development to the northern boundary with the Water of Leith.

The site will leave space for the eventual delivery of a pedestrian bridge over the Water of Leith allowing further pedestrian permeability beyond the northern boundary of the site as part of the T7 cycle travel link. This bridge would connect New Mart Road to Inglis Green Road over the Water of Leith.

Public transport is accessible via Bus and Train. Slateford station is an eleven-minute walk (0.5 miles) from the site. Bus services are accessed from Inglis Green Road, a two-minute walk (0.1 miles).

## Active Travel

The site has nearby access to existing active travel networks via the Water of Leith and Union Canal. The LDP outlines the site as part of the T7 cycle travel link. Part of which proposes a pedestrian bridge that crosses the Water of Leith located on north-eastern boundary of the site plan. The LDP originally located the T7 link on the eastern edge of the site's boundary between the original Bookers warehouse and the neighbouring Sainsburys supermarket. The T7 network was located within the local development plan when the original Bookers development was still in existence. Subsequently as the original development has been demolished the T7 pedestrian crossing has been moved to the centre of the site. Incorporating the network into the heart of the development is preferable, as it improves accessibility and safety of the future user. Further to this, moving the pedestrian river crossing west allows the bridge to connect to existing active infrastructure on the northern edge of the river.

Though the site incorporates the access point and node of the pedestrian bridge, the development itself will not deliver the development of the bridge.

## Car/Cycle Parking

The site has 32 residential parking spaces 4 of which are accessible. EV charging has been allocated at a provision of 1:6. Integrated internal Cycle storage has been provided for residential use at 272 cycle spaces.

## Servicing and Waste Management

Deliveries, maintenance, and emergency vehicles will access the site from the service road off Inglis Green Road. Refuse collection will be via the same access road and bins are to be collected adjacent to the street for all blocks in line with CEC requirements.

Refuse and Recycling facilities are situated throughout the site, internally to the blocks. The Colony style properties have access to wheelie bins situated in close proximity within bin stores.

## Landscaping and Amenity

Substantial areas of soft and hard landscaping are included within the proposal. The site has a collection of private, communal, and publicly accessible green spaces. As the site has a collection of dwelling styles the green space proposed have been developed to respond to diverse needs of the property types. Within the site are pocket parks, a village green, communal gardens, and private gardens. Within the central village green a children's play area has been proposed.

The proposal features green spaces on the boundary of the site which intend to feature wildflower meadows, mixed species hedging, mixed native species tree/ shrubs and planting mixes that connect with the Water of Leith nature corridor to the north and provide separation and privacy to the southern and eastern boundaries of the site. These sites are included to improve biodiversity and access to green spaces to improve the resident's health and wellbeing.

A total of 3 trees of the existing 39 are to be removed to allow the proposed development to proceed, with 141 new trees proposed as part of the development. Part of the plan is native woodland varieties along the boundary with the Water of Leith. Further planting is planned around the boundary of the site specifically the east and southwestern boundaries which will improve the future amenity of the residential blocks within those positions. Trees have also been proposed throughout the development along the active and vehicular network. Part of the planting plan are sustainable urban drainage (SUD) specific trees that are more adept to wet waterlogged conditions.

The proposal has included sustainable urban drainage by implementation of SUDS and Swales. Further to this the proposal includes porous pavements and underground storage attenuation to support surface water management.

## Affordable Housing

An affordable housing schedule, site plan and statement has been provided as part of the proposal. As per the City of Edinburgh Council LDP the site delivers 25% of the development as affordable housing. This equates to 30 of the 120 flats being delivered as affordable housing, 10 one-bedroom flats, 18 two-bedroom flats and 2 three-bedroom flats.

## Site Boundary Conditions

The site boundaries offer two main constrictions. On the northern edge of the site is the Water of Leith green and blue corridor that needs environmental protection. The southern edge of the site is bound by acoustic and air quality restrictions.

## Lighting

No details of the proposed lighting scheme have been included with this application. A condition has been applied to ensure that the proposed plan is to the standards outlined under Edinburgh's Design Guidance.

## Scheme 1

During the assessment of the application the applicant reduced the levels of hard standing on the site by reducing roads and parking within the site. This allowed for improved permeability for active travel, whilst increasing soft landing.

## Supporting Information

- Pre-application Consultation Report.
- Noise Impact Assessment.
- Design and Access Statement.
- Transport Assessment.
- Tree Survey.
- Site Investigation Report.
- Ecology Report.
- Environmental Noise Assessment.
- River Cross Section Report.
- Planting Schedule.
- Flood Risk Impact Assessment and Addendum.
- River Study.
- Surface Water Management Plan.
- Affordable Housing Statement, Schedule, and Plan.
- Landscape Design Statement and Plan.

### **Relevant Site History**

No relevant site history.

### **Other Relevant Site History**

No further relevant site history.

### **Pre-Application process**

Pre-application discussions took place on this application.

### **Consultation Engagement**

Communities and Families

Archaeology Service

Affordable Housing

Scottish Water

Longstone Community Council

Refer to Appendix 1 for a summary of the consultation response.

## **Publicity and Public Engagement**

**Date of Neighbour Notification:** 10 May 2022

**Date of Renotification of Neighbour Notification:** Not Applicable

**Press Publication Date(s):** 13 May 2022

**Site Notices Date(s):** Not Applicable

**Number of Contributors:** 43

## **Section B - Assessment**

### **Determining Issues**

This report will consider the proposed development under Sections 24, 25 and 37 of the Town and Country Planning (Scotland) Act 1997 (the 1997 Act):

Having regard to the legal requirement of Section 24(3), in the event of any policy incompatibility between National Planning Framework 4 (NPF4) & Edinburgh Local Development Plan 2016 (LDP) the newer policy shall prevail.

Do the proposals comply with the development plan?

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

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

In the assessment of material considerations this report will consider:

- equalities and human rights.
- public representations; and
- any other identified material considerations.

### **Assessment**

To address these determining issues, it needs to be considered whether:

#### **b) The proposals comply with the development plan.**

National Planning Framework 4 (NPF4) was adopted by the Scottish Ministers on 13 February 2023 and forms part of the Council's Development Plan. NPF4 policies supports the planning and delivery of Sustainable Places, Liveable Places and Productive Places and are the key policies against which proposals for development are assessed. Several policies in the Edinburgh Local Development Plan (LDP) are superseded by equivalent and alternative policies within NPF4.

The relevant NPF4 and LDP policies to be considered are:

- NPF4 Climate and Nature Crises Policies 1, 2, 3 and 9
- NPF4 Historic Assets and Places Policy 7
- NPF4 Infrastructure policy 18
- NPF4 Successful Places Policies 14 and 15
- NPF4 Affordable Housing Policy 16
- NPF4 Infrastructure Policy 18
- NPF4 Flood Risk and Water Management Policy 22
- NPF4 Health and Safety Policy 23
- LDP Environment Policies Env 9, Env 12, Env 15, Env 16, Env 20, Env 21 and Env 22
- LDP Design Policies Des 1, Des 3, Des 4, Des 5, Des 6, Des 7, Des 8 and Des 10
- LDP Housing Policies Hou1, Hou 2, Hou 3, Hou 4, Hou 6 and Hou 10
- LDP Transport Policies Tra 2, Tra 3, Tra 4 and Tra 9
- LDP Delivery Policy Del 1
- LDP Water and Drainage RS 6

The 'Edinburgh Design Guidance' is a material consideration that is relevant in the consideration of the Housing, Design and Transport policies and other Environment policies listed above.

#### *Acceptability of the Development in Principle*

Policy 16 of NPF 4, in criterion b, lends support to development proposals for new homes that meet local housing requirements, including affordable homes. Further to Policy 16 is section f, which supports the development of 20-minute neighbourhoods.

Policy 14 of NPF 4 requires development proposals to improve the quality of an area regardless of scale. The site is within the urban area, currently brownfield, it is in close proximity local retail and other services, as well as public transport links and existing active travel networks. The proposal would improve local placemaking by bringing this site back in to use.

Policy 9 of NPF 4 aims to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land, and empty buildings, and to help reduce the need for greenfield development.

The proposal complies with the NPF 4 policy objectives to support sustainable re-use of brownfield, vacant and derelict land, and empty buildings, and to help reduce the need for greenfield development.

#### ***Principle of Development***

The site lies within an urban area defined in the Edinburgh Local Development Plan (LDP).

Policy Hou 1 gives priority to the delivery of the housing land supply on suitable sites within the urban area provided proposals are compatible with other policies in the plan. The sites situation between two residential communities of Chesser and Longstone off of Inglis Green Road make it a suitable location for further residential development. The proposal has incorporated a mix of uses, both residential and commercial development are proposed in line with Hou 2 of the LDP.

The site benefits from good public and active travel links and is located nearby to education and health facilities and local green spaces. Compatibility with other policies is assessed elsewhere in this report.

## **Principle Conclusion**

The proposal complies with the NPF 4 policy objectives to support sustainable re-use of brownfield, vacant and derelict land, and to help reduce the need for greenfield development. The development is therefore acceptable in principle and complies with LDP policies Hou 1 and Hou 2.

## **Climate Mitigation and Adaptation**

### *Sustainable Places*

The proposed development will provide sustainable, high-quality housing, whilst increasing pedestrian permeability through the development to a new publicly accessible 'village green' community. The location of the development is close to good public and active transport with variety of local amenity.

NPF4 Policy 1 gives significant weight to the global climate and nature crisis to ensure that it is recognised as a priority in all plans and decisions. The proposed development contributes to the spatial principles of 'Compact Urban Growth' and 'Local Living' through the use of a brownfield site for sustainable, energy-efficient housing within an existing community.

NPF4 Policy 2 a) supports development proposals that are sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and in 2 b) those that are sited and designed to adapt to current and future risks from climate change. NPF4 Policy 9 intends to encourage, promote, and facilitate the reuse of brownfield, vacant and derelict land, and to help reduce the need for greenfield development.

The design strategy incorporates the principles of sustainable design and construction. The construction process is led by a "Fabric First" approach which in turn exceeds the insulation guidelines. The development has been designed to maximise photovoltaics opportunities at roof level which will power internal and external lighting and parts of the residential element of the development.

The applicant has submitted Edinburgh Council's sustainability form in support of the application. Part A of the standards is met through the provision of PV panels for communal lighting and energy supply to portions of the site with excess electricity being supplied onto the national grid is proposed on site.

As this is considered major development and has been assessed against Part B of the standards. The proposals meet the essential criteria with additional desirable measures including electric car charging and the use of sustainable timber. A further sustainability measure will be the provision of dedicated recycling holding areas within the development in accordance with the requirements of the Edinburgh Design Guidance.

Whilst 32 parking spaces are being provided, the site is close to local services and the city centre commercial core and will be well served by local public transport, so many local journeys by private car will not be necessary. Also, 272 cycle parking spaces will be provided to encourage active travel. The provision of 5 electric vehicle charging points will help facilitate and encourage the use of electric vehicles where car journeys are made.

The redevelopment of the brownfield site into appropriate and sustainable uses, will regenerate the Inglis Green Road site into a thriving residential development area, with low levels of commercial use (Class 1, 2 now 1A and 4). The proposed uses are compatible with the surrounding area. The sites' location being close to a mix of public transport routes and active travel networks, gives quick access to the city centre and encourages sustainable travel. This development will positively rejuvenate and improve the character of the immediate area, improving a sense of community, mobility, and opportunity for future active travel. This will contribute to climate change mitigation in the short and long term.

Policy 11 a) iv of NPF 4 also supports development proposal which adopt forms of renewable technologies at a small scale. As the proposal includes the installation of PV at roof level to power the external lighting and Colony properties, the development is in accordance with NPF4 Policy 11.

The fabric first approach will see a 30% carbon reduction in the development stage, in line with Building Standards. The proposal complies with the aims outlined by NPF 4 Policy 1, 2, 9 and 11.

### *Flooding and Drainage*

The applicant has provided the relevant flood risk assessment and surface water management information for the site as part of the self-certification (with third party verification) process. The proposal includes permeable paving within landscaping, underground storage attenuation, and sustainable urban drainage in the form of SUDs and swales.

As regards surface water management, there will be no increase in the volume of surface water discharged from the site as the existing footprint will not increase and Scottish Water has accepted this approach. Further to this the proposal is dramatically increasing sustainable drainage on site, with the current levels of hard standing being considerably reduced.

Surface water will be discharged via gravity to a rainwater harvesting tank with an overflow connection to the public combined sewer, with foul water being discharged to the combined sewer network. Scottish Water has confirmed that there is capacity in both Glencorse and Edinburgh PFI Water Treatment Works to service the development. The proposals satisfy the Council's Flood Prevention requirements.

The supporting Flood Risk Assessment confirms that a 40% allowance for increased surface water due to climate change in a 1 in 200-year event is proposed, SEPA confirms within its consultation that it is satisfied with the proposed drainage strategy.

Edinburgh Council Flood Planning raised concerns that the site could cause flooding to the Sainsbury's car park to the east of the site. Subsequently to the consultation being received a considerable amount of soft landscaping has been introduced, with the hardstanding originally being proposed on the eastern boundary being replaced by green space, further mitigating the flood risk to the neighbouring site.

The proposal causes no major flood risk to the surrounding area, with both SEPA and Scottish Water consultations offering no objection to the proposal. The proposal complies with NPF policy 22 and LDP policies Env 21, Des 6 and RS 6 which all seek to ensure sustainable water management and flood risk measures are in place for new development.

### Biodiversity and Trees

NPF4 Policy 3 requires that proposals for local development include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance.

Biodiversity is a crucial element of the site with the proximity of the Water of Leith. It is critical that biodiversity is protected from degradation or destruction. The development is restricted by a 15m boundary from the Water of Leith. A Tree survey has been submitted and states that 3 of the 39 trees within the site boundary are to be removed to make way for the new development. This loss is to be mitigated by supplementary planting of 141 trees that are proposed on site. A tree protection plan was submitted which demonstrates that development will be out with the root protection zone where existing hardstanding is not currently in place.

The species proposed are of appropriate scale and type to support biodiversity along the boundary as well as to provide visual interest and shelter within the site. The trees that are proposed within the site will also encourage and support biodiversity along with the proposed low-level planting which will suit the local environment. Further to removal a large, mature crack willow will require crown management to make safe and to reduce crown spread.

A supporting ecological report was undertaken. A bat assessment was undertaken which determined that there were low potential features for roosting bats. Further protected species that were outlined were otters and nesting birds. The ecological report recommended protection measures which are to be conditioned to the applications approval.

With the conditioned protective measures attached the development will protect, support, and encourage local biodiversity and have little adverse impact on protected species or significant trees, in accordance with NPF4 Policy 3 and LDP Policies Env 12 and Env 16.

### ***Conclusion in relation to climate mitigation and adaptation***

In conclusion, the development proposal meets the sustainability requirements of NPF4 Policies 1, 2 and 9 and LDP Policy 6 in terms of location on a brownfield site, energy efficiency and surface water management. The development will also support and encourage local biodiversity and will have no adverse impact on protected species or significant trees, in accordance with NPF4 Policy 3 and LDP Policies Env 12 and Env 16. The proposal also complies with NPF policy 22 and LDP policies Env 21 and RS 6 which all seek to ensure sustainable water management and flood risk measures are in place for new development.

### ***Sustainability, Design and Sense of Place***

Policies 14, 15 and 16 of NPF 4 support development that delivers quality places, spaces and environments that can further contribute to achieving 20-minute neighbourhood principles. The delivery of good quality homes in the right location is also supported. LDP policies Des 1 to Des 8 also sets out requirements for new development in the City and require proposals to be based on an overall design concept which takes influence from positive characteristics of the surrounding area to deliver high quality design.

#### *Design*

The design concept draws upon the existing positive characteristics of the site and surrounding area, resulting in a coherent and integrated design from a variety of views and perspectives. The form of the development has actively responded to the natural shape of the Water of Leith, whilst developing internal greenspaces within the site. There are two main architectural forms which are 'colony-style' flats that have exterior stairways and 'contemporary style' flatted blocks with internal communal access.

The development consists of mainly three and four storey blocks with a five-storey block on the eastern element. Though the development is of a larger scale than the original massing, the overall composition is sympathetic to the former commercial development on the site in form and scale. The height of the new development will have no impact on any of Edinburgh's Protected Skyline Views.

The primary building material use is light and warm muted/grey colour brick. The use of brick colour will vary in tone in to emphasise texture. An off-white dry dash render is proposed on the northern river elevations to brighten the north-facing riverbank and enhance the positive sense of community. Within the brick gable ends the use of light render suggests subtlety and is intended to break their solid form, allowing a transition between brick, and rendered river elevations and between differing eaves height.

Block entrances are emphasised and marked with setbacks, rotations, and a number of small variations in the elevation treatment. Precast concrete bands are to mark common entrances and key areas. Precast window surrounds are to feature in the colony dwelling. Generally, the brick is to be laid in stretcher bond. Flush vertical stack bond is proposed to mark the common entrances. A variety of textured brick bonds are to highlight the communal storages hence animating the ground floor.

Alternative banding has been proposed within the commercial element. The site entrance feature is intended to highlight the commercial units and mark the site entrance. Further signage is to include historic and archaeological references. The historic references are to help contextualise the development with the history of the site, to benefit place making and add an extra layer of identity for the new development. The use of material and form allows a clear language of style that helps to develop sense of place.

### *Views*

A verified view of the proposed development has been provided within the application from Wester Craiglockhart Hill. The view demonstrates that the development will become less conspicuous than the former development that occupied the site. As there would be no adverse impact on important views the proposal is in accordance with Des 11.

### *Landscaping*

The proposal has responded to its relationship with the Water of Leith and its historical industrial history. Through the adoption of blue-green landscape incorporating swales, SUDS, and landscape planting. The proposal is able to thread wildlife corridors within the proposal whilst creating an accessible and permeable environment. A planting scheme including trees tailored to wet soil, shrubs, grasses, and seed mix is proposed in this space.

Through the development of open green spaces, the development creates focal points for both biodiversity and residents to thrive. Two main green spaces have been provided, the central village green and communal garden which are both publicly accessible. Further to these two spaces are several pocket parks and informal seating spaces. The colony flats and some ground floor flats within the development also have private gardens.

The landscaping scheme has outlined that the roads hardstanding is to be traditional tarmac and Herringbone paving to improve traffic calming, with parking spaces adopting permeable paving. The active travel network and pedestrian paths will be textured concrete paving, including road crossings.

A variety of street furniture is proposed comprising of bench seating, informative interpretation panels, informal play seating, and log pile play areas.

A large portion of the site's boundary is to be made up of native planting. The applicant has implemented an alternative boundary type where the site neighbours industrial and commercial use, which includes 4m high acoustic boundary on the southern edge bordering with Advanced Autos and the Imperial Palace Restaurant.

The site has comprehensively integrated the layout of buildings, streets, footpaths, cycle paths, public and private open spaces, services, and SUDS features. The streets and active networks proposed within the development are direct and interconnected to ensure ease of access to local centres and public transport and the new public spaces within the development itself. Car parking areas and pedestrian and cycle paths are overlooked by surrounding properties developing safe and convenient access and movement in and around the development. Promoting the needs of people with limited mobility or special needs.

### *Accessibility, Transport and Parking*

The proposal is accessible from the southern edge from Inglis Green Road, with a main entrance for vehicles, pedestrians, active travel, and servicing. Future access has been made for the T7 pedestrian bridge to be developed which would allow future pedestrian and active travel from northern edge of the site.

Bicycle parking is available internally within every block of the development, with a total of 272 parking spaces for cycles, inline with the City of Edinburgh's Parking Standards as outlined within the Design Guidance. The proposal is in accordance with Policy Tra 03 as the development proposes cycle parking and storage provision which comply with the standards set out in Council's guidance.

Vehicle parking is limited within the site to 32 spaces which includes 4 accessible parking spaces. A ratio of 1:6 of which are EV. The low parking provisions support pedestrian first approach to the development. The site is in close proximity to necessary amenities as well as good public transport links, by bus and train. Consideration has been given to the effect that the development could have on other residential parking through overspill. Within the applicant's transport assessment, it was deemed unlikely that this would occur as the nearest appropriate parking is either on or beyond Inglis Green Road 60m to the south of the site. The measures to support and encourage the use of sustainable transport, particularly cycling, including cycle parking is supported by LDP Policy Des 6.

The application supports Policy Tra 2 Private Car Parking as the development has not proposed car parking provision exceed the parking levels set out in Council guidance. Parking is also in accordance with Policy Tra 4 as it does not impinge on active frontage or public spaces.

The proposed development does not prevent the implementation of a proposed cycle path or footpath, nor would it be detrimental to a path which forms part of the Core Path network or prejudice the continuity of the off-road network. The proposed development would also not obstruct or adversely affect a public right of way, nor would it prejudice the possible incorporation of an abandoned railway alignment into the off-road path network. The proposal thereby supports Policy Tra 9 Cycle and Footpath Network.

A traffic flow analysis was carried out within the applicant's transport assessment which demonstrated that the development would only cause a negligible effect on the traffic flow of the immediate area.

### *Lighting*

The incorporation of photovoltaic panels at roof level have been proposed to power communal internal and external lighting and providing power direct to colony dwellings. Energy saving light fittings are to be installed throughout the development.

The current proposal has not provided a lighting plan for the external lighting of the development. A condition attached has stated that an exterior lighting plan must be provided and agreed upon prior to any development taking place on site.

### *Sense of Place*

Through a clear design concept and architectural style balanced with a distinct use of material the proposal has developed a strong sense of place. The proposed development will create a new, distinct place which responds to the existing characteristics of the site whilst providing public and private greenspaces that are accessible via permeable active network. The main village green will further enforce a sense of place and encourage this area to become a hub for leisure and living activities.

### *Affordable Housing*

Planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing amounting to 25% of the total number of units proposed. For proposals of 20 or more dwellings, the provision should normally be on-site.

As per LDP Policy Hou 6 the development will include 25% affordable housing (based upon total 120 housing units this will equate to 30 affordable housing units). The proposed affordable housing mix comprises a wide variety of types (including 1 bedroom, 2 bedroom and 3-bedroom homes). The proposed Affordable Housing Units are 'tenure blind', are well integrated with the private housing and are suitable for most affordable housing tenures (including Social Rent). The Applicant has consulted with Wheatley Group, a Registered Social Landlord (RSL), who are fully supportive of the planning application and in principle would be willing to develop the proposed Affordable Housing Units subject to agreeing a build contract at the appropriate time.

The proposed Affordable Housing Units are in close proximity to local amenities, services, and public transport. The proposed Affordable Housing Units will have an equitable share of all common facilities (including cycle parking, bin stores, etc).

The delivery of the Affordable Housing Units will be secured via a Section 75 Planning Agreement. The delivery of affordable housing on site meets the 25% requirements set out by Edinburgh Council's Guidance, as so the proposal in accordance with NPF 4 Policy 16 and the LDP Policy HOU 6.

### *Education Infrastructure*

The site falls within Sub-Area T4 of the Firrhill 1 Education Contribution Zone.

The proposed development is required to make financial contributions of £398,034 towards the increasing capacity of secondary education infrastructure respectively within this zone. This sum is calculated on the basis of the 'per flat' rate for 120 proposed flats within the development at £4,914 per flat (excluding the one-bedroom and studio flats).

An informative has been added to secure these contributions through a legal agreement.

### *Amenity*

Policy 23 of NPF 4 supports development that will have positive effects on human health and protect people and places from environmental harm. Policy Des 5 sets out further policy requirements for new development to achieve a good standard of amenity for new development and to protect sensitive neighbouring land uses.

The proposal's neighbouring properties are all within commercial and industrial use, with the nearest residential property being situated beyond the water of Leith. The development would not adversely effect neighbouring amenity in terms of noise, air quality, daylight, sunlight, privacy, or immediate outlook.

The nearest residential properties to the proposed development are a sufficient distance away from the commercial operations on the site, so there are no concerns regarding the impact of noise on exiting surrounding residents.

A Noise and Impact Assessment (NIA) was carried out and found three potential noise sources, road traffic associated with the Sainsbury's and the associated filling station, adjacent commercial and industrial use and music from the dance studio and Masonic Hall.

Mitigation measures have been introduced to diminish the effects of noise on the residential amenity of the development,

- Double glazing and acoustic trickle vents on to south-east and southwest elevations of Block 5
- 4m high acoustic barrier
- Fixed windows to habitable rooms facing/exposed to commercial activity.
- Secondary opening windows proposed to same rooms.
- Impact not greater than to existing dwellings - no mitigation required.

The development is acceptable under the Edinburgh Councils guidance and with no nearby properties to the site. As so the application would be in accordance with LDP Policy Des 5 and NPF4 Policy 23.

### *Daylighting and Sunlight*

The applicant provided sunlight studies that demonstrated that gardens and amenity spaces receive the minimum of more than two hours of sunlight during the spring equinox. The design will facilitate adaptability in the future to the needs of different occupiers, and in appropriate locations will promote opportunities for mixed uses supporting the LDP Policy Des 5.

## *Open Space*

The proposed amount of open green space on site is 16,956 sqm. This open space comes in the form of a village green, pocket parks, private gardens, and shared residential gardens. A net gain of 13,194 sqm of total green space will be introduced, equating to a 708% increase on site. This will see the existing green space of 2,170 sqm being increased to 15,364 sqm. 22.2 % of the of the site is publicly accessible green space (not including the green corridor). With private gardens amounting to 7.4%.

The provision of these private, formal, and informal amenity spaces meets the requirement of LDP policy Hou 3 and will create an attractive development with well-designed and useable amenity space.

## *Waste/Servicing*

Full provision for refuse and recycling collection facilities is proposed on site for the occupants and will be located in a number of stores. The stores are to be easily accessible by residents and by the council operators from the kerbside. Main door colony-style properties are to benefit from private individual wheelie bins.

Subject to condition, the proposal complies with the aims and intention of LDP Policy Des 5 and 6. The proposal would also be consistent with the waste hierarchy and complies with NPF policy 12.

## *Summary of Sustainability, Design and Sense of Place*

In conclusion, the design of the development is based on a strong sustainable concept which draws upon the positive characteristics of the site and surrounding area and will create a new sense of place and support sustainable 20-minute living, in compliance with NPF 12, 14, 15, 16 and 27 and LDP Policy Des 1, Des 3, Des 4, Des 5, Des 6, Des 7, Des 8, Hou 6, Tra 9, Tra 2, Tra 3 and Tra 6.

## Archaeology

National Planning Framework 4 Policy 7 intends to protect the historic environment, and criterion o) states that non-designated historic environment assets, places and their setting should be protected and preserved in situ wherever feasible.

The development will require significant ground breaking works which could reveal archaeological important evidence relating to the development of the site's milling heritage dating back to 17th century. Accordingly, it is recommended that a programme of archaeological work is undertaken prior to development in order to fully excavate and record any significant remains which may be impacted upon. This can be dealt with by a condition.

Subject to the recommended condition, the proposal complies with the aims and intentions of NPF 4 Policy 7.

## **Conclusion in relation to the Development Plan**

The proposed development broadly complies with the provisions of NPF4 and the LDP and there is not considered to be any significant issues of conflict.

### **b) There are any other material considerations which must be addressed?**

The following material planning considerations have been identified:

#### **Emerging policy context**

On 30 November 2022, the Planning Committee approved the Schedule 4 summaries and responses to Representations made, to be submitted with the Proposed City Plan 2030 and its supporting documents for Examination in terms of Section 19 of the Town and Country Planning (Scotland) Act 1997. At this time little weight can be attached to it as a material consideration in the determination of this application.

#### **Equalities and human rights**

Due regard has been given to section 149 of the Equalities Act 2010. No impacts have been identified.

Consideration has been given to human rights. No impacts have been identified through the assessment and no comments have been received in relation to human rights.

#### **Public Comments**

43 public contributions were received in relation to the proposal, 35 objections were made and 3 in support.

### **Material considerations**

#### **Objections**

##### *Access, Parking, and Infrastructure*

- Additional impacts caused by the vehicular transport will be increased by the development, such as the volume of traffic, noise pollution and air pollution. This has been discussed within section.
- Concerns that the development will increase pressure on an already struggling road network. Currently there are issues with traffic flow along Inglis Road, which is not wide enough to accommodate parking, cyclists, and buses, let alone the volume of traffic.
- The site only has 40% of the necessary parking outlined by City of Edinburgh Council's parking standards in Zone 3. The 272 cycle spaces is too high compared to the 48 car parking spaces offered. The 4 accessible parking spaces offered is too low, discriminating and limiting those who can live within the development.
- More EV charging spaces should be installed in line with the city of Edinburgh's net zero ambitions in 2030.

## *Design & Landscape*

- The current active network throughout the proposal is too narrow.
- Concern of the provision of refuse and recycling bin spaces and the access for refuse collection.
- The development is too tall and that all the buildings should be the same height. The development should not be taller than the original Bookers development.
- The active infrastructure node opening towards the Water of Leith should be moved to a more central location to where the existing access point is on the opposite side of the river, ultimately improving accessibility, safety, and connectivity.
- The location of the development being too close to the Water of Leith.
- An objection was given that more lighting should be increased in the proposal by incorporating the main artery of the active travel network into the development.
- The effect the development will have on biodiversity and natural habitats on the boundary of the water of Leith.
- Concern that existing commercial activities produce noise pollution that would damage the amenity of the development to a level that is unacceptable. There is concern that the development if built would risk the operations of the commercial enterprises, due to levels of noise complaints. It should be reassured by the developer and council that this is not going to happen. Without such reassurance, established nearby businesses face uncertainty of potential disruption to existing operations.
- A large volume of objections were raised in regard to a lack of a bridge being provided within the development, one of which was from the Water of Leith Conservation Trust. It has been stated that a bridge must be added to the development to provide better pedestrian access between Longstone and Chester across the water of Leith.

## *Affordable Housing*

- Concern that the provision of affordable housing is primarily for one- and two-bedroom apartments which is not suitable for families. More two and three-bedroom dwellings should be made available.

## *Pedestrian Bridge Location & Delivery*

- Have the developer supply a pedestrian bridge under a section 75.
- Community members and The Water of Leith Conservation Trust further objected to the positioning of the proposed cycle way footpath safeguarding route. The position detailed within the proposal was set within the City of Edinburgh Council's Development Plan, under T7 Inglis Green Road. This situation was selected before the demolition of the Bookers Wholesaler between the original development and Sainsbury's supermarket. The positioning has been incorporated into the development better connecting existing active travel infrastructure on the Chester bank and in a position that is more sympathetic to biodiversity and the natural environment.
- The Water of Leith Conservation Trust objected to the development as it believes the development should provide a pedestrian bridge across the Water of Leith as part of the accessibility and amenity of the development.

The development is not required under a section 75 to provide this level of infrastructure. The proposal has incorporated the position for a pedestrian and the necessary active travel infrastructure within the development. This has been discussed within section”.

### **Non- material considerations**

- The development should provide more commercial opportunity.
- A concern to the being overlooked by 'tower blocks.'
- It would be better for this to be a 'no car' ownership development to minimise impact on traffic volume locally.
- The applicant conveys regard for the natural environment and biodiversity, and a significant action which would reflect that in taking forward the proposed development would be incorporation of a meaningful number of swift nest bricks. If consent is granted, there should be recommendation of that provision.
- The area needs more felicities in the form of soft play and activity centres for locals.
- The development only has parking for 48 cars, this will increase the pressures on Sainsburys and the street parking on Inglis Green Road.
- There is already too much housing in the local area.

### **Conclusion in relation to identified material considerations.**

There are no equalities or human rights issues. The material considerations do not raise any matters which would result in recommending the application for refusal. Therefore, the application should be granted.

### **Overall conclusion**

The development is in accordance with the development plan. The proposal will deliver a sustainable and well-designed urban residential scheme that responds harmoniously with the surrounding mixed-use area of the site, to create a strong sense of place. Any deviations from Council policy or guidance are relatively minor and balanced by the wider benefits of the development in terms of the provision of housing with an appropriate affordable element on a redundant brownfield site.

The proposal is consistent with the six qualities of successful places as set out in NPF4. The design and layout draw upon the distinctive nature of the site and will create a strong sense of place. The development plan encourages well-designed, compact urban growth that is sustainable and allows for 20-minute neighbourhood principles to be delivered. The development is congruous to its situation between mixed use commercial and industrial uses and the water of Leith. By improving and increasing green landscaping, the development creates an accessible and permeable development that supports active travel 20-minute neighbourhood principles. The proposal complies with the policy principles of sustainable development set out in Scottish Planning Policy (SPP).

Subject to recommended conditions and an appropriate legal agreement, the proposal is acceptable and complies with National Planning Framework 4 and the aims of the 2016 Edinburgh Local Development Plan, as well as the Edinburgh Design Guidance. There are no material considerations that outweigh this conclusion.

## Section C - Conditions/Reasons/Informatives

The recommendation is subject to the following.

### Conditions

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted. If development has not begun at the expiration of this period, the planning permission lapses.
2. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, public engagement, analysis & reporting, publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
3. The trees on the site shall be protected during the construction period by following the Tree Protection Plan that has been provided by Alan Motion Consulting.
4. Prior to the commencement of development details for secure residential cycle parking shall be provided by the applicant for the consideration and approval of the planning authority, in accordance with the design standards as set out in the Edinburgh Design Guidance and the Council's cycle parking guidance.
5. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.
6. No development shall take place on site until such time as a lighting scheme has been submitted to and approved in writing by the Planning Authority. The lighting scheme shall be carried out only in full accordance with such approved details.
7. The ecology on site shall be protected during the construction period by following the recommendations outlined within the applicants Ecology Assessment that has been provided by Findlay Ecology Services.
8. Details of visitor bicycle parking spaces shall be provided by the applicant for the consideration and approval of the planning authority. Thereafter the approved spaces shall be available for use at the development prior to its first occupation.

### Reasons

1. To accord with Section 58 of the Town and Country Planning (Scotland) Act 1997.
2. In order to safeguard the interests of archaeological heritage.
3. In order to safeguard protected trees.

4. In order to ensure that the level of cycle parking provisions and access is adequate.
5. In order to ensure that the approved landscaping works are properly established on site.
6. To ensure any lighting associated with the development meets Edinburgh City's Design Guidance.
7. In order to safeguard protected ecology.
8. In order for the development to comply with the Council's bicycle parking standards and to provide appropriate sustainable travel facilities.

### **Informatives**

It should be noted that:

1. 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.
2. 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.
3. Planning permission shall not be issued until a suitable legal agreement has been concluded to secure the following:

#### Affordable Housing

- 25% of the residential units to be of an agreed affordable tenure, delivered in accordance with the Council's affordable housing policy and guidance.

#### Education Infrastructure

- the sum of £398,034 towards the increasing capacity of secondary education infrastructure respectively within Sub-Area T4 of the Firrhill 1 Education Contribution Zone. This sum is calculated on the basis of the 'per flat' rate for 120 proposed flats within the development at £4,914 per flat (excluding the one-bedroom and studio flats).

The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6-month period, a report will be put to committee with a likely recommendation that the application be refused.

### **Background Reading/External References**

To view details of the application go to the [Planning Portal](#)

### **Further Information - Local Development Plan**

**Date Registered: 9 May 2022**

**Drawing Numbers/Scheme**

01 - 03, 04A, 05, 06A - 10A, 11,12A - 13A, 15A - 21A,22 - 24, 25A - 28A, 29, 30, 31A - 34A, 35, 36, 37A, 38A,39 - 46

Scheme 2

**David Givan**  
**Chief Planning Officer**  
**PLACE**  
**The City of Edinburgh Council**

Contact: Benny Buckle, Assistant Planning Officer  
E-mail: [benny.buckle@edinburgh.gov.uk](mailto:benny.buckle@edinburgh.gov.uk)

## Appendix 1

### Summary of Consultation Responses

NAME: Communities and Families

COMMENT: The site falls within Sub-Area T4 of the Firrhill 1 Education Contribution Zone.

The proposed development is required to make financial contributions of £398,034 towards the increasing capacity of secondary education infrastructure respectively within this zone. This sum is calculated on the basis of the 'per flat' rate for 120 proposed flats within the development at £4,914 per flat (excluding the one-bedroom and studio flats).

An informative has been added to secure these contributions through a legal agreement.

DATE: 13 June 2023

NAME: Archaeology Service

COMMENT: No objection subject to recommended condition in full response.

DATE: 26 May 2022

NAME: Affordable Housing

COMMENT: The consultation confirmed that 'The applicant has made a commitment to provide 25% on site affordable housing for social rent and this will be secured by a Section 75 Legal Agreement. This approach which will assist in the delivery of a mixed sustainable community'.

DATE: 15 August 2022

NAME: Scottish Water

COMMENT: No objection.

DATE: 31 May 2022

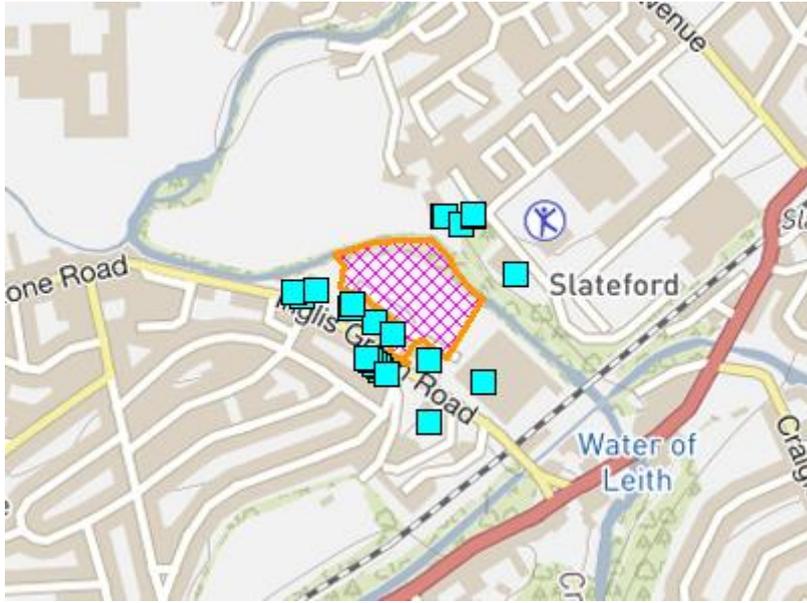
NAME: Longstone Community Council

COMMENT: No Objection.

DATE: 21 June 2022

The full consultation response can be viewed on the [Planning & Building Standards Portal](#).

## Location Plan



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