

# Development Management Sub Committee

Wednesday 9 October 2019

**Application for Planning Permission 19/00789/FUL  
At 7 GF, 7 IF, 8, 10, 10A & 10B Lower Gilmore Place,  
Edinburgh,  
Demolition of all buildings on site and erection of office  
(Class 4) and flatted residential development with  
associated car parking and landscaping.**

**Item number**

**Report number**

**Wards**

B11 - City Centre

## Summary

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The proposed residential development of the site, incorporating a commercial unit, is supported by the adopted Edinburgh Local Development Plan and is acceptable in principle. The proposal is acceptable in terms of form, scale, choice of materials and positioning, and there will be no detrimental impact on the character of the surrounding area. There will be no detrimental impact on the amenity of neighbouring residents and the proposal will provide sufficient amenity to meet the needs of future residents. There are no issues regarding road safety or parking.

The proposal is acceptable subject to a suitable legal agreement being entered into related to affordable housing, education, transport and healthcare.

## Links

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[Policies and guidance for this application](#)

LDPP, LDES01, LDES03, LDES05, LDES10, LTRA02, LTRA03, LDEL01, LHOU01, LHOU02, LHOU06, LEN12, LEN09, LEN16, NSGD02,

# Report

## **Application for Planning Permission 19/00789/FUL At 7 GF, 7 IF, 8, 10, 10A & 10B Lower Gilmore Place, Edinburgh, Demolition of all buildings on site and erection of office (Class 4) and flatted residential development with associated car parking and landscaping.**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The application site comprises a mix of low rise commercial workshops, a martial arts school and the Pregnancy and Parents Centre. To the north, the site faces Lower Gilmore Place beyond which is the brick boundary wall of the Union Canal. To the east is a three storey brick tenement. To the west lies a three-storey office building, other, generally low rise, commercial buildings and sheds culminating in the four storey tenement terrace of Leamington Road. To the south lie the gardens of the terrace of residential properties in Gilmore Place, and these are within the Marchmont, Meadows and Bruntsfield Conservation Area.

This application site is located within the Marchmont, Meadows and Bruntsfield Conservation Area.

#### **2.2 Site History**

07.12.2017 - Application withdrawn: Demolition of all buildings on site and erection of office (Class 4) and flatted residential development with associated car parking, landscaping and public realm (application reference: 17/04234/FUL).

23.01.2018 - Application withdrawn: Complete Demolition in a Conservation Area (application reference: 17/04462/CON).

05.07.2018 – Non-determination: Demolition of all buildings on site and erection of office (Class 4) and flatted residential development with associated car parking, landscaping and public realm (application reference: 18/00722/FUL).

20.08.2018 - Appeal dismissed: Demolition of all buildings on site and erection of office (Class 4) and flatted residential development with associated car parking, landscaping and public realm (appeal reference: 18/00086/NONDET).

## **Main report**

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

Planning permission is sought for the erection of a 20 flat residential building with a class 4 office to the ground floor. The flats comprise 5 no. one bedroom, 11 no. two bedroom, and 4 no. three bedroom. The proposal would involve the demolition of all the buildings currently on site. The proposed building would be four storey and would be finished in dark brick with a zinc roof. The proposal would provide 6 no. parking spaces and 1 no. accessible parking space to the rear that would be accessed through a pend. An area of communal garden space would be to the rear. Forty-five cycle spaces are also proposed.

### **Supporting Documents**

As part of this application the following documents have been submitted:

- Planning Statement;
- Design Statement;
- Transport Statement;
- Noise Assessment;
- Flood Risk and Surface water Assessment;
- Air Quality Assessment;
- Archaeology Statement;
- Site investigation Report;
- Bat Survey;
- Sustainability Statement; and
- Tree Survey.

### **3.2 Determining Issues**

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

Do the proposals comply with the development plan?

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

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

### **3.3 Assessment**

To address these determining issues, the Committee needs to consider whether:

- a) the principle of the proposed development is acceptable;
- b) the scale and design of the proposed development is acceptable;

- c) the proposed development raises any road safety implications;
- d) the proposed development offers an acceptable living environment for future residents and existing neighbouring residents;
- e) there are any other material considerations;
- f) any impacts on equalities or human rights are acceptable; and
- g) comments raised have been addressed.

a) Principle

The application site is located within the Urban Area and within the City Centre Proposal Area: CC3 Fountainbridge, as designated by the Edinburgh Local Development Plan (LDP). Proposal CC3 is for mixed use development incorporating a range of uses. This site falls within an area identified for housing-led mixed-use development.

Housing is supported within the urban area by LDP Policy Hou 1 where it is compatible with other policies in the local plan. The same policy supports housing in sites identified in the LDP.

The proposal accords with LDP policy Emp 9 as it will not prejudice the activities of any nearby employment use and will contribute to the regeneration of the wider area.

*Commercial unit*

The commercial unit is located within the ground floor of the block. Under LDP Policy Emp 1 and in accordance with Proposal CC3, office development is acceptable in this location.

*Demolition*

A small portion of the south west of the site falls within the conservation area and the buildings are not listed. Aside from this small section, the buildings are afforded no protection and demolition could be undertaken as permitted development. The buildings are of no architectural value and their loss is acceptable.

The development is acceptable in principle subject to the consideration of other matters below.

b) Scale and design

Edinburgh Local Development Plan policies Des 1 and Des 3 state that planning permission will not be granted for poor quality or inappropriate design that would be damaging to the character of the area and that development should demonstrate that the existing characteristics have been incorporated and enhanced through its design and will have a positive impact on its surroundings. Policy Des 10 requires the proposal to provide an attractive frontage to the Union Canal.

The development principles set out in the LDP for Proposal CC3 seek attractive frontages to the canal.

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

### *Fountainbridge Development Brief*

The Fountainbridge Development Brief was first approved in November 2004 and amended in December 2005. It relates to the whole of Fountainbridge, with Lower Gilmore Place being identified as Site 3. Within the development brief the main planning requirements for Site 3 are:

- Public realm improvement to enable creation of pedestrian priority environment within Lower Gilmore Place;
- Visual permeability between Lower Gilmore Place and the waterspace;
- Creation of high quality development to the southern side of Lower Gilmore Place, as a frontage to the canal; and
- Enhancement of the view corridor from Gilmore Place.

*In terms of massing/layout, the brief states that "Development should not exceed 10m at eaves and 13m at ridge to reflect the relatively modest established building form within this urban block. Perimeter development, with amenity space to the rear, is encouraged. Buildings should be linear, with frontages to Lower Gilmore Place and amenity space to the rear. Any building located on the west most section should be designed to protect neighbouring residential amenity."*

### *Edinburgh Urban Design Panel*

The site was presented to the Edinburgh Urban Design Panel at pre application stage in July 2017. No definitive scheme was presented, although some sketches were shown. The Panel was supportive of the redevelopment of the site and agreed that a creative and coherent proposal will represent a significant improvement to the existing site in addition to guiding future patterns for development along the canal. The panel was supportive of limited parking and that the relationship between pedestrian/cycle movement and car access/parking needs to be explored so that conflict is avoided. The Panel noted that the creation of a welcoming canal-side environment needs to be carefully balanced with protecting the amenity of canal residents and the need for both visual and physical connectivity at the interface of the development and the canal side.

The Panel's report is included within Appendix 1 of this report and is available to view on the Planning & Building Standards online portal.

The proposed building would be four storeys in height and sit no higher than 10.5 metres at eaves and 13.5 metres at ridge at the highest point from the pavement; this is due to the gradient of the street. This is broadly consistent with the Fountainbridge Development Brief as stated above and constitutes a very minor infringement of the aspirations set out in the development brief.

It is proposed that the building will be finished in a dark brick with a zinc roof. The palette of materials and the modern design of the building, equal ridged with Juliette balconies, will provide a high quality and attractive frontage to the canal.

The overall design will make a positive contribution to the site with an appropriately scaled and designed building. The building will harmonise with the modern buildings around the canal basin.

Subject to consideration of public realm (addressed in section (e) below), the development complies with LDP policies Des 1, Des 3, Des 10, the Edinburgh Design Guidance and the Fountainbridge Development Brief.

#### c) Road safety

Seven car parking spaces and one disabled car parking space are proposed. This complies with the Council's 2017 Parking Standards which would allow for a maximum of 20 spaces. Forty-five cycle parking spaces have also been proposed which meets the cycle parking requirement. The cycle parking will be secure and internal. Transport has raised no objections to the proposal.

The proposal complies with LDP policies Tra 2 and Tra 3.

#### d) Amenity

##### Amenity of future occupiers

The internal floor area of each flat complies with the minimum standards as set out in the Edinburgh Design Guidance and the proposed communal greenspace provision exceeds the 10 square metres per dwelling and exceeds the 20% minimum as set out by LDP policy Hou 3. The minimum Average Daylight Factor has been met for the ground floor properties which would indicate that it would also be achieved for the rest of the site.

The proposal would provide acceptable levels of amenity for future occupiers.

##### Neighbouring Amenity

###### *Daylight*

Information has been submitted showing that the vertical sky component (VSC) of the housing block to the east will be 80% or greater of the current VSC and therefore in compliance with the requirements of the Edinburgh Design Guidance.

###### *Sunlight to existing garden and spaces*

The removal of the existing buildings, that are currently hard to the boundary, would facilitate an improvement to sunlight to the rear gardens of Gilmore Place when using the 45 degree line method.

## *Privacy*

The closest potential window to window distance is over 22 metres, so the proposal would not raise any issues regarding privacy in relation to neighbouring windows. The proposal is also acceptable in relation to the neighbouring gardens.

### e) Other considerations

#### Affordable Housing

LDP policy Hou 6 states that 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. Whenever practical, the affordable housing should be integrated with the market housing.

The proposal is for 20 units and therefore five affordable homes are required. The applicant has an agreement with a registered social landlord to provide nine homes for mid-market rent housing on site. The affordable housing policy provision will be secured by a Section 75 Legal Agreement.

The proposal complies with LDP policy Hou 6.

#### Education and Infrastructure

The sites lies within a number of contribution zones as identified in the Finalised Developer Contributions and Infrastructure Supplementary Guidance, August 2018.

The site falls within the 'Boroughmuir James Gillespie's Education Contribution Zone'. Based on the assessment of 15 flats (the five one bedroomed properties are excluded), a total infrastructure contribution of £14,700 (index linked) would be required. Subject to the conclusion of a legal agreement, the proposal complies with LDP policy Del 1.

The site falls within the Roseburn to Union Canal transport contribution zone. Actions include upgrading and extending the cycle/footpath and improvements to Dalry Community Park. Based on a rate of £277 per dwelling, the required contribution for this proposal is £5,540.

The site lies within the Polwarth healthcare contributions zone. A contribution of £71.40 per dwelling (total £1,428) is required towards the expansion of Polwarth medical practice.

#### Impact on the character and appearance of the Conservation Area

A small area of the south west of the site falls within the Marchmont, Meadows and Bruntsfield Conservation Area. The buildings that are currently onsite are of no architectural value and are to be replaced with a building of a high quality design. The regeneration of the site will have a positive impact on the wider area and therefore the proposal will enhance the character and appearance of the conservation area.



## Trees

There are no trees on the site, although there are trees in the adjacent land that may be affected by the development. The applicant has submitted details of root protection plans. A condition has been attached to ensure that any part of the trees falling within the site are adequately protected.

The proposal accords with LDP policy Env 12.

## Protected Species

No objection has been raised with regards to protected species. Impacts on protected species are acceptable.

## Environmental Protection

Following consultation, Environmental Protection has offered no objection to the proposal. Conditions have been requested regarding a contaminated land survey and electric charging points at parking spaces. A condition requiring a site survey and potential remedial work is proposed. An informative has been included in respect of the provision of electric charging points.

## Scheduled Monument

Historic Environment Scotland made no comment with regards to the proposals impact on the Union Canal Scheduled Monument. Impacts on the scheduled monument are acceptable.

## Archaeology

The Council's Archaeologist has recommended a condition is attached requiring an archaeological programme of works is undertaken prior to work commencing on site.

The proposal accords with LDP policy Env 9.

## Canals/Public Realm

Scottish Canals are supportive of the application and the high quality mixed-use regeneration.

In terms of public realm, the streetscape along Lower Gilmore Place is not included within the application boundary.

The Fountainbridge Development Brief envisages public realm improvement along Lower Gilmore Place specifically to enable the creation of a pedestrian priority environment. The LDP requires proposals to create streetscape in accordance with the Fountainbridge Public Realm Strategy. However, this strategy doesn't cover sites to the south of the Canal.

Lower Gilmore Place is part of the National Cycle Network and the Council's Active Travel team now considers that it has potential to become a cycle priority street. It has drafted an initial cycle priority design but the proposal has not been sufficiently worked up to calculate costs. Furthermore, it is not included in the LDP, LDP Action Programme, the Fountainbridge Development Brief or the Fountainbridge Public Realm Strategy and there has been no community consultation on the proposal. There is therefore no basis on which to require the applicant to make a contribution towards this - to do so would be contrary to the tests set out in Scottish Planning Circular 3/2012 Planning Obligations and Good Neighbour Agreements.

### Economic Development

Economic Development has concluded that the gross value added by the current use would exceed that of the proposed use. However, the benefits of the proposed development and the regeneration of the site outweigh the economic impacts.

### f) Equalities and Human Rights

This application was assessed in terms of potential impacts on human rights and equalities. No impacts were identified.

### g) Public comments

Ninety letters of representation have been received: 61 objecting to the proposal, 28 in support and 1 neutral comment.

### Material considerations

#### Objections:

- Design: this has been addressed in section 3.3(b).
- Height and massing: this has been addressed in section 3.3(b).
- Transport/traffic: this has been addressed in section 3.3(c).
- Public realm: this has been addressed in section 3.3(e).
- Office not needed: this has been addressed in section 3.3(a).
- Privacy: this has been addressed in section 3.3(d).
- Overshadowing: this has been addressed in section 3.3(d).
- Overdevelopment: this has been addressed in section 3.3(a).
- Loss of businesses: this has been addressed in section 3.3(e).
- Bat survey: this has been addressed in section 3.3(e).
- Boundary wall materials: a condition has been attached to cover this.

#### Supporting Representations:

- Redeveloping brownfield site: this has been addressed in section 3.3(a).
- Improving frontage of canal: this has been addressed in section 3.3(b).
- Provision of affordable housing: this has been addressed in section 3.3(e).
- Providing housing: this has been addressed in section 3.3(a).

## Community Council

Tollcross Community Council did not request to be a statutory consultee but has written in support of the application.

### Non-material considerations

- Construction noise.
- Loss of view.
- Clothes drying provision.
- Location of people making representations.
- Choice of trees for the landscaping.
- Potential for short-term lets.
- Child protectio

### **Conclusion**

The proposed residential development of the site, incorporating a commercial unit, is supported by the adopted Edinburgh Local Development Plan and is acceptable in principle. The proposal is acceptable in terms of form, scale, choice of materials and positioning, and there will be no detrimental impact on the character of the surrounding area. There will be no detrimental impact on the amenity of neighbouring residents and the proposal will provide sufficient amenity to meet the needs of future residents. There are no issues regarding road safety or parking.

The proposal is acceptable subject to a suitable legal agreement being entered into related to affordable housing, transport, education and healthcare.

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

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

#### **Conditions:-**

1. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.
2. Prior to the commencement of work on site, details of the materials to be used in the boundary wall shall be submitted to the Planning Authority for written approval.
3. Prior to the commencement of construction works on site:
  - a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

- b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
- c) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.
4. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeologist.
  5. Any part of trees falling within the development site shall be protected during the construction period by the erection of fencing, in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction".

**Reasons:-**

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. In order to safeguard public safety.
4. In order to safeguard the interests of archaeological heritage.
5. In order to safeguard protected trees.

**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. Permission should not be issued until the applicant has entered into a suitable legal agreement to cover the following requirements:
  - the affordable housing policy provision of five units.

- £14,700 (index linked based on the increase in the BCIA Forecast All- In Tender Price Index from Q4 2017 to date of payment) towards education actions in the relevant contribution zone.
- £5,450 towards transport and related greenspace actions within the Roseburn to Union Canal transport contribution zone.
- £1,428 towards the expansion of Polwarth medical practice.

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.

5.
  - a) In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;
  - b) Applicant to provide 45 cycle parking spaces and complies with the Council's minimum cycle parking requirement (45) for the proposed development.
  - c) Raised junction to be provided for the site access junction on Lower Gilmore Place to provide pedestrian priority.
  - d) The applicant is required to reinstate full height kerb and footway at all dropped kerb areas of the footway fronting the proposed development.
  - e) The applicant should be advised that as the development is located in Zones 1 to 8, they will not be eligible for residential parking permits in accordance with the Transport and Environment Committee decision of 4 June 2013. See [http://www.edinburgh.gov.uk/download/meetings/id/39382/item\\_7\\_7](http://www.edinburgh.gov.uk/download/meetings/id/39382/item_7_7) (Category A - New Build);
  - f) All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;
  - g) 1 electric vehicle charging outlet to be provided 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. The residential parking space highlighted on drawing number Level 00 Plan 1703 (PL) 201 dated February 2019 shall be served by 7Kw (32amp) Type 2 electric vehicle charging sockets and shall be installed and operational in full prior to the development being occupied.
  
7. The bat survey data is valid for 18 months. An update is therefore recommended if works on site have not been undertaken by December 2020 in order to ensure that bats have not started using the potential roosting features in the interim period.

## **Financial impact**

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### **4.1 The financial impact has been assessed as follows:**

The application is subject to a legal agreement for developer contributions.

## **Risk, Policy, compliance and governance impact**

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

## **Equalities impact**

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

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

## **Sustainability impact**

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

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

## **Consultation and engagement**

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

Pre-application discussions took place on this application.

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

Following statutory neighbour notification and advertisement in the Edinburgh Evening News on 15 March 2019, 90 letters of representation have been received. A full assessment of the representations can be found in the main report in the Assessment section.

## **Background reading/external references**

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

**Statutory Development****Plan Provision**

The site is located in the Urban Area as defined by the adopted Edinburgh Local Development Plan.

**Date registered**

19 February 2019

**Drawing numbers/Scheme**

01-04, 05A, 6-14,

**David R. Leslie**

Chief Planning Officer

PLACE

The City of Edinburgh Council

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**Links - Policies**

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**Relevant Policies:****Relevant policies of the Local Development Plan.**

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

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

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

LDP Policy Des 10 (Waterside Development) sets criteria for assessing development on sites on the coastal edge or adjoining a watercourse, including the Union Canal.

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

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

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

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

LDP Policy Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 16 (Species Protection) sets out species protection requirements for new development.

**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 19/00789/FUL At 7 GF, 7 IF, 8, 10, 10A & 10B Lower Gilmore Place, Edinburgh, Demolition of all buildings on site and erection of office (Class 4) and flatted residential development with associated car parking and landscaping.**

### **Consultations**

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#### Transportation

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

1. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;
2. Applicant to provide 45 cycle parking spaces and complies with the Council's minimum cycle parking requirement (45) for the proposed development.
3. Raised junction to be provided for the site access junction on Lower Gilmore Place to provide pedestrian priority.
4. The applicant is required to reinstate full height kerb and footway at all dropped kerb areas of the footway fronting the proposed development.
5. The applicant should be advised that as the development is located in Zones 1 to 8, they will not be eligible for residential parking permits in accordance with the Transport and Environment Committee decision of 4 June 2013. See [http://www.edinburgh.gov.uk/download/meetings/id/39382/item\\_7\\_7](http://www.edinburgh.gov.uk/download/meetings/id/39382/item_7_7) (Category A - New Build);
6. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;
7. 1 electric vehicle charging outlet to be provided 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.

## Note

- a) 7 car parking spaces including 1 disabled parking space being provide complies with the Council's 2017 Parking Standards which could allow a maximum of 20 spaces. The site has good public transport accessibility.
- b) Refuse collection per existing arrangement on Lower Gilmore Place.
- c) Most of the estimated trips for the proposed development are by sustainable transport with an estimated 3 two-way vehicular trips for each of the AM and PM peak.
- d) The Council have produced preliminary design for cycle Priority Street on Lower Gilmore Place. The proposal include widening of the footways on each side of Lower Gilmore Place to 2.2m, raised crossings on both ends of Lower Gilmore Place and road markings and signs to improve walking and cycling. The Council do not have a cost estimate for the improvements to this street and therefore cannot reasonably require contributions from this development.

## Scottish Canals

We offer our continued support for the proposed high quality, mixed use regeneration of this canalside development site, which coupled with the development sites opposite the canal, will help to create a vibrant new quarter in the City's fabric. Integration of residential accommodation will help bring life to the street outside business hours and will help in creating a community on this important part of the canal.

The application relates specifically to the building envelope and immediate pavement area. We appreciate that the developer is keen to address the wider street frontage and we would welcome this approach, which should be encouraged by the Council. It is a street which is not welcoming and suffers from graffiti. Together with the current surface treatment, unsatisfactory parking and bin arrangements, it does not feel like a safe place to cycle and walk - and it is part of the NCN link across to the Meadows from the canal towpath. We would encourage the applicant and Council to engage in plans to transform the street into a shared surface and completing the sustrans cycle path from the Meadows to the Union Canal. It is important that this compliments the public realm improvements proposed for the canalside towpath areas in the vicinity and significant development sites opposite to create a unified sense of place over time that celebrates its canalside location. We would further note that with the progression of a number of planning applications within the Fountainbridge area, that the Local Authority would benefit from a cohesive strategy in relation to delivery of previously required section 75 terms in order to create a joined up public realm across the land parcels.

The canal offers the site a unique waterside setting which we are keen to see celebrated and enhanced with treatment appropriate to its heritage and character. This will help to ensure that the Union Canal, a Scheduled Monument, continues to thrive and be enjoyed by future generations to come. Scottish Canals seeks to work in partnership with the Council with a view to ensuring delivery of the canalside improvements which are strongly supported by local planning policy and the Edinburgh Union Canal Strategy.

For any work occurring adjacent or on Scottish Canals Land, the developer is obliged to seek our Third Party Works Approval through our official process to ensure the integrity of the canal structure. This can be found at: <https://www.scottishcanals.co.uk/corporate/our-estate-works-planning/third-party-works/>

## Environmental Protection

Environmental Protection have previously comment on a similar proposal for this application site (17/04234/FUL & 18/00722/FUL). However, the first application was withdrawn and the other deemed refusal. It is also noted that this current full planning application being considered is for 7-11 Lower Gilmore Place, with a planning permission in principle application having already been submitted for 12-22 Lower Gilmore Place (17/04235/PPP).

The site is currently occupied by a mixture of residential properties, businesses (mainly garages), and derelict warehouses. To the south of the site is the Union Canal with mooring for pleasure craft, houseboats and boats used for commercial purposes, including a small floating café. Lower Gilmore Place and the canal are busy pedestrian thoroughfares and designated cycle paths. Beyond the canal is a derelict site, occupied during the Edinburgh Fringe festival as a venue, and currently subject to a planning application for development into residential dwellings and a hotel.

To the north of the site are private gardens, which are enclosed by properties along Gilmore Place and Lower Gilmore Place. Properties on the northern side of this quadrant comprise residential flats, a children's day nursery and a small vehicle repairs and servicing garage. There are several residential properties and hotels (holiday lets) to the east and west of the site.

The proposal includes 20 residential units with 7 parking spaces according to the application, the application site as advised by the applicant is located within the Fountainbridge Proposal area of the Local Development Plan and shown as sites for housing led mixed use development in the Fountainbridge Development Brief. The applicant has provided supporting documents regarding noise, local air quality and contaminated land. This previously included confirmation of the use of the existing garage under the office currently used by the parking wardens. This garage is only used for parking and of vehicles that are used by the office workers and no servicing takes place in this garage.

The applicant has submitted a supporting Noise Impact Assessment which has investigated the proposal and the predicted noise generated from the development and demonstrated how it will be acceptable in terms of residential amenity. The number of existing industrial uses which would be removed if this development is consented resulting in the removal of more problematic noise generating sources and replacing them with mostly residential uses. The noise impact assessment has also assessed the potential noise impacts on the proposed residential properties. The applicant has identified that there may be minor exceedances of the required internal noise criteria set by Environmental Protection. However, it is accepted that there were confounding factors during the noise measurements taken that could not have been avoided such as construction noise from neighbouring development sites. Therefore, noise levels will reduce when construction noise ends. It is also accepted that residential use in the area is established already.

No specific formal noise mitigation measures are required for the detailed application.

The applicant has submitted a Geo-Environmental desk study which is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that a condition is attached to ensure that contaminated land is fully addressed.

The applicant has submitted a supporting air quality impact assessment due to the site proximity to the city centre air quality management area. The applicant was provided advice during the pre-planning stage to ensure emissions were kept to a minimum. It is welcomed that the applicant has reduced the number of car parking spaces from that of previous planning applications. The applicant also includes the provision of photovoltaic panels which is a good mitigation measure to reduce energy demand and emissions.

The air quality impact assessment has highlighted that there may be adverse impacts during the construction phase. The assessment has highlighted construction phase mitigation measures that Environmental Protection recommend are attached as an informative. Air quality mitigation for the operational phase can be limited however the applicant must ensure that as a minimum they install electric vehicle charging points in accordance with the Edinburgh Design Standards and install low NOX boiler to the residential properties.

The applicant has included the installation of an electric vehicle charging point which is highlighted in drawing number (Level 00 Plan 1703 (PL) 201 dated February 2019). It should be highlighted that this meets the minimum requirements stipulated in the Edinburgh Design Guidance. Edinburgh has made huge progress in encouraging the adoption of electric/hybrid plug-in vehicles, through deployment of extensive charging infrastructure. As plug-in vehicles make up an increasing percentage of the vehicles on our roads, their lack of emissions will contribute to improving air quality. This site is located near an AQMA therefore the applicant should consider installing charging points for all spaces. This will ensure all vehicle users will have easy access to charging facilities.

As a minimum Environmental Protection would recommend that 7Kw (32amp) Type 2 charging sockets are installed for all parking spaces. Information on chargers is detailed in the Edinburgh Design Standards Technical Information Design Standards.

Therefore, on balance Environmental Protection offer no objection subject to the following condition

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

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

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

i) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.

2. The residential parking space highlighted on drawing number Level 00 Plan 1703 (PL) 201 dated February 2019 shall be served by 7Kw (32amp) Type 2 electric vehicle charging sockets and shall be installed and operational in full prior to the development being occupied.

#### Informative

1. All remaining residential parking spaces shall be served by a minimum 3 Kw (16-amp three pin plug) with an optional upgrade to 7Kw (32amp) Type 2 electric vehicle charging sockets. These should be installed and operational in full prior to the development being occupied.

#### Construction Mitigation

a) All mobile plant introduced onto the site shall comply with the emission limits for off road vehicles as specified by EC Directive 97/68/EC. All mobile plant shall be maintained to prevent or minimise the release of dark smoke from vehicle exhausts. Details of vehicle maintenance shall be recorded.

b) The developer shall ensure that risk of dust annoyance from the operations is assessed throughout the working day, taking account of wind speed, direction, and surface moisture levels. The developer shall ensure that the level of dust suppression implemented on site is adequate for the prevailing conditions. The assessment shall be recorded as part of documented site management procedures.

c) Internal un-surfaced temporary roadways shall be sprayed with water at regular intervals as conditions require. The frequency of road spraying shall be recorded as part of documented site management procedures.

d) Surfaced roads and the public road during all ground works shall be kept clean and swept at regular intervals using a road sweeper as conditions require. The frequency of road sweeping shall be recorded as part of documented site management procedures.

e) All vehicles operating within the site on un-surfaced roads shall not exceed 15mph to minimise the re-suspension of dust.

f) Where dust from the operations are likely to cause significant adverse impacts at sensitive receptors, then the operation(s) shall be suspended until the dust emissions have been abated. The time and duration of suspension of working and the reason shall be recorded.

g) This dust management plan shall be reviewed monthly during the construction project and the outcome of the review shall be recorded as part of the documented site management procedures.

h) No bonfires shall be permitted.

## Economic Development

### Commentary on existing use

The application relates to a 0.12 hectare site bound by Lower Gilmore Place to the north, 6 Lower Gilmore Place to the east, gardens of the residential properties on Gilmore Place to the south, and 12 Lower Gilmore Place to the south. The site is currently occupied by the following properties:

- 7 Lower Gilmore Place: a ~525 sqm derelict industrial building;
- 8 Lower Gilmore Place: a 329 sqm 1960s store;
- 10 Lower Gilmore Place: a 202 sqm 1970s office (Pregnancy and Parents Centre);
- 10A Lower Gilmore Place: a 218 sqm 1990s warehouse (garage);
- 10B Lower Gilmore Place: a 205 sqm 1990s warehouse (martial arts school).

The economic impact of the units in question if fully occupied can be estimated:

- 7, 8, 10A, and 10B Lower Gilmore Place (1,277 sqm): the Employment Densities Guide (3rd edition) quotes a mean employment density for light industrial properties of one FTE employee per 47 sqm. This gives an estimated direct employment impact for the units if fully occupied at this density of 27 FTE employees ( $1,277 \div 47$ ). Per the Scottish Annual Business Statistics, the mean GVA per annum for the manufacturing and transport and storage sectors in Edinburgh is £62,525 (2016 prices). This gives an estimated direct gross value added (GVA) impact for the units if fully occupied of £1.69 million per annum (2016 prices) ( $27 \times £62,525$ ).
- 10 Lower Gilmore Place (202 sqm): this office has most recently been used by the third sector; the Employment Densities Guide (3rd edition) quotes a mean employment density for third sector office properties of one FTE employee per 12 sqm. This gives an estimated direct employment impact for the unit if fully occupied at this density of 17 FTE employees ( $202 \div 12$ ). Per the Scottish Annual Business Statistics, the mean GVA per annum for the information and communication; professional, scientific and technical activities; and administrative and support service activities sectors (the major sources of office demand) in Edinburgh is £68,845 (2016 prices). This gives an estimated direct GVA impact for the unit if fully occupied of £1.17 million per annum (2016 prices) ( $17 \times £68,845$ ).

This gives a total estimated economic impact for the existing units if fully occupied of 44 FTE jobs ( $27 + 17$ ) and £3.86 million of GVA per annum (2016 prices) (£1.69 million + £1.17 million). It is recognised however that the poor condition of 7 Lower Gilmore Place means achieving full occupancy may be unrealistic.

As the site is below one hectare, the clause of policy EMP 9 of the Edinburgh Local Development Plan (requiring the incorporation of "floorspace designed to provide for a range of business users" does not apply).

The commercial needs study of Edinburgh's industrial property market commissioned by the Council in 2018 found that there are pressures on the supply of industrial space in Edinburgh with a low vacancy rate (4.9%) and most of the existing stock being over 40 years old and approaching obsolescence. Around two-thirds of demand is for units of less than 464 sqm (such as the units in question). The loss of existing industrial capacity is therefore unfortunate. However, the study recognises that demand for industrial space is increasingly focused on well-connected locations on the outskirts of Edinburgh. Given its central location coupled with the surrounding residential uses, it is recognised that 7-10 Lower Gilmore Place is unlikely to be suited to continued industrial use.

#### Commentary on proposed uses

##### Class 4 - Business

The development as proposed would deliver 216 sqm (gross) / 186 sqm (net) of class 4 space in the form of ground floor unit to the east of the pend. Based on the mean employment density of one FTE employee per 12 sqm quoted above, this gives an estimated direct employment impact for the unit if fully occupied at this density of 16 FTE employees ( $186 \div 12$ ). Based on the mean GVA per annum figure quoted above of £68,845 (2016 prices), this gives an estimated direct GVA impact for the unit if fully occupied of £1.10 million per annum (2016 prices) ( $16 \times £68,845$ ).

There is a growing shortage of office space in Edinburgh due to a combination of strong demand, a weak development pipeline, and the loss of existing spaces to other uses. The office space provided within the new development will largely offset the loss of existing space while replacing a 1970s office building with modern space on a single storey. Providing modern office space in this location will help reinforce Fountainbridge as an office hub, complementing the larger floor-plate offices to the north of the Union Canal.

The design of the office space incorporates floor-to-ceiling glazing fronting onto Lower Gilmore Place. Full height ground floor windows immediately adjacent to a footway are in some cases unpopular with office occupiers due to the "fishbowl" effect this creates; this design could potentially be revisited to increase the attractiveness to occupiers.

##### Sui generis - Flats

The development as proposed would deliver 20 flats (five one-bedroom, 11 two-bedroom and four three-bedroom). These would not be expected to directly support any economic activity. However, the units could be expected to support economic activity via the expenditure of their residents. Based on average levels of household expenditure in Scotland, the residents of the 20 flats could be expected to collectively spend approximately £0.51 million per annum (2016 prices). Of this £0.51 million, it is estimated that approximately £0.26 million could reasonably be expected to primarily be made within Edinburgh. This £0.26 million could be expected to directly support approximately 2 FTE jobs and £0.10 million of GVA per annum (2016 prices), primarily in the retail, transport, and hospitality sectors.

## Other considerations

The Edinburgh Canal Strategy approved by the Council's Planning Committee on 8 December 2011 identifies Lower Gilmore Place as an area for "possible improvement for waterside frontage". The Canal Development Principles within the strategy identify that developments should "be orientated so that of buildings optimise views of the water, generate natural surveillance of water space, and encourage and improve access to, along and from the water."

Lower Gilmore Place is currently characterised by narrow pavements (below 2m wide). The Edinburgh Street Design Guidance indicates that the minimum footway width for a local high-density residential street is 2m (with a desirable width of 2.5m+). The development as proposed retains the existing building line meaning the footway is below the 2m minimum. This may represent a missed opportunity to extend the pavement width to the minimum standard.

## SUMMARY RESPONSE TO CONSULTATION

It is estimated that the office space within proposed development could, if fully occupied, be expected to directly support approximately 16 FTE jobs and £1.10m of GVA per annum (2016 prices). Expenditure by residents of the new dwellings could potentially support a further 2 FTE jobs and £0.10 million of GVA per annum (2016 prices), giving a total economic impact associated with the development of 18 FTE jobs and £1.20m of GVA per annum (2016 prices).

By comparison, it is estimated that the existing buildings could, if fully occupied, be expected to directly support approximately 44 FTE jobs and £3.86m of GVA per annum (2016 prices).

## Communities and Families

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (August 2018), taking account of school roll projections. To do this, an assumption has been made as to the amount of new housing development which will come forward ('housing output'). This takes account of new housing sites allocated in the LDP and other land within the urban area.

In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (January 2019).

Residential development is required to contribute towards the cost of delivering these education infrastructure actions to ensure that the cumulative impact of development can be mitigated. In order that the total delivery cost is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established. These are set out in the finalised Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery' (August 2018).



## Assessment and Contribution Requirements

Assessment based on:  
15 Flats (5 one bedroom flats excluded)

A PPP application is currently being considered for a later phase of the development which also proposes new flats, although the exact number has not been confirmed (17/04235/PPP).

This site falls within Sub-Area BJ-1 of the 'Boroughmuir James Gillespie's Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed.

The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

If the appropriate infrastructure contribution is provided by the developer, as set out below, Communities and Families does not object to the application.

Total infrastructure contribution required:  
**£14,700**

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

### Historic Environment Scotland

We have considered the information received and do not have any comments to make on the proposals. Our decision not to provide comments should not be taken as our support for the proposals. This application should be determined in accordance with national and local policy on development affecting the historic environment, together with related policy guidance.

### Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning this application for the demolition of all buildings on site and the erection of office (Class 4) and flatted residential development with associated car parking and landscaping.

The site adjacent to the southern bank of the Union Canal, a Scheduled Ancient Monument, close to the site of the canal's former Lochrin Basin. The Canal was constructed between 1818 and 1822 under the auspices of the engineer Hugh Baird. Kirkwood's 1821 Plan of Edinburgh shows the site as primarily overlying the rear gardens for town houses fronting onto Gilmore Place, though a range of possible industrial/commercial buildings may be seen occupying the eastern corner plot of Lower Gilmore Place (now occupied by modern residential flats). The redevelopment of these gardens happens between the OS maps of 1876 & 1893, with remains of these buildings likely to be incorporated within the current range of industrial/commercial units occupying the site.

Archaeological evidence for significant medieval occupation in this area was uncovered from Headland Archaeology's 2012 excavations at the nearby Lochrin Basin, in the form of pits, large boundary ditch and artefacts suggesting the location of an unknown settlement close by.

Therefore, the application site is regarded as occurring within an area of archaeological potential and containing locally important historic industrial buildings. Accordingly, this application must be considered under the terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), Historic Environment Scotland's Policy Statement (HESPS) 2016 and Archaeology Strategy and CEC's Edinburgh Local Development Plan (2016) Policies ENV4, ENV8 & ENV9.

The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

#### Historic Buildings

The modern residential development on the corner of Lower Gilmore Place is not considered to be of archaeological interest. However, although unlisted, the range of late 19th and 20th century industrial buildings located across this site to the west of this building are considered to be of local significance in terms of Fountainbridge and the Canal's former industrial heritage. As such the demolition of the industrial/commercial units must be regarded as having a significant adverse impact, however not significant enough to warrant their retention.

That said it is recommended that a historic building survey (phased internal and external elevations and plans, photographic and written survey and analysis) of all these surviving buildings is undertaken prior to and during their demolition. This is required to provide permanent records of these industrial/commercial buildings.

In addition, demolition shall be limited in the first instance to above ground works only, with no grubbing up of wall foundations nor ground floor surfaces. This is in order to avoid any impacts upon the site's potential significant buried remains until the results of the phase 1 archaeological works outlined below have been undertaken.

#### Buried Archaeology

This site is regarded as being of archaeological significance primarily in terms of its later industrial heritage. However, given the results from Headland's work in 2012 the site also has a low-moderate potential for containing earlier medieval/post-medieval remains.

The proposed development will require extensive excavations in terms of demolition, construction, landscaping, utilities etc which will adversely impact upon any surviving remains. However, I agree with AOC's assessment in their updated DBA, that the significance of such impacts is likely to be low-moderate. It is recommended however that if consent is granted, that as part of the overall archaeological mitigation a phased programme of archaeological excavation is undertaken prior to development.

The initial phase of this work will require the undertaking of an archaeological evaluation (up to a maximum of 10% of the site) post demolition. The results of which would allow the production and agreement of more detailed mitigation strategies to ensure the preservation and full excavation, recording and analysis of any further surviving archaeological remains.

#### Archaeological Public Engagement

Given the potential importance of these remains it is essential that the excavations contain provision for a programme of public/community engagement (e.g. site open days, viewing points, temporary interpretation boards) the scope of which will be agreed with CECAS.

It is recommended that these programmes of works be secured using a condition based upon the model condition stated in PAN 42 Planning and Archaeology (para 34), as follows;

'No demolition/development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (Historic building recording, excavation, reporting and analysis, publication, public engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

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

#### Affordable Housing

##### 1. Introduction

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

Housing and Regulatory Services have developed a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy (AHP) for the city.

- The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.

- This is consistent with Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan.

- An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, is provided

## 2. Affordable Housing Provision

This application is for a development consisting of 20 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (five) homes of approved affordable tenures.

The delivery of affordable housing on this site is achieved through allocation of commuted sums funding to Dunedin Canmore Housing (a Registered Social Landlord). The sum required is approximately £37,000 per flat for the nine affordable homes that will be provided. Dunedin Canmore will deliver these nine homes for social and mid-market rent on site.

This will mean that Dunedin Canmore have complete ownership of a block within the development, and it represents 45% of the homes on site - significantly above the AHP requirement of 25%. The proposal will deliver a mix of one, two and three bedroom flats which will be representative of the wider provision of housing on site. This is welcomed by this department.

Without the commuted sums funding to help supplement the project shortfall arising from the purchase of four additional homes, it is highly unlikely that any onsite affordable housing could be provided. Without complete ownership of a block, Registered Social Landlords are likely to encounter mixed tenure ownership issues which hinder management and maintenance of the affordable homes. Strategic targeting of commuted sums in this instance will result in nine affordable homes being delivered onsite in the City Centre Ward.

The affordable homes are required to be tenure blind, fully compliant with latest building regulations and further informed by guidance such as Housing for Varying Needs and the relevant Housing Association Design Guides.

In terms of accessibility, the affordable homes are situated within close proximity (within 400 metres) of regular public transport links and are located next to local amenities. It is important that an equitable and fair share of parking for affordable housing, consistent with the parking requirements set out in the Edinburgh Design Guidance, is provided.

The affordable housing policy provision for this application (5 homes) will be secured by a S75 Legal Agreement.

## 3. Summary

The applicant has an agreement with a Registered Social landlord to provide nine homes for mid-market rent housing and this is welcomed by the department. The affordable housing policy provision will be secured by a Section 75 Legal Agreement. This department welcomes this approach which will assist in the delivery of a mixed sustainable community as well providing additional affordable homes for rent above the 25% AHP requirement.

- The delivery of affordable housing on this site is dependent on the provision of a commuted sum
- The affordable homes will be a mix of social rent and mid-market rent flats.
- All the affordable homes must meet the Edinburgh Design Guidance and also meet the relevant Housing Association Design Guidance size and space standards
- In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be expected to be identical in appearance to the market housing units, an approach often described as "tenure blind"
- The applicant will be required to enter into a Section 75 legal agreement to secure the affordable housing element of this proposal.

## Flooding

No objection to the proposal.

## Edinburgh Urban Design Panel

### 1 Recommendations

1.1 The Panel was supportive of the redevelopment of the site and agreed that a creative and coherent proposal will represent a significant improvement to the existing site in addition to guiding future patterns for development along the canal. The Panel noted that the development has the potential to be unique and special.

1.2 In developing the proposals the Panel suggests the following matters should be addressed:

- o Relationship with the Union Canal and the wider redevelopment of Fountainbridge
- o Strong and active development frontages
- o Street and canal edge as an active space as well as a movement corridor
- o Creation of responsive and coherent built form
- o High quality amenity spaces
- o Improved security

### 2 Introduction

2.1 The application site is located on the south of the Union Canal and south west of Lochrin Basin and incorporates the length of Lower Gilmore Place. To the north across the canal is the cleared site of the former Scottish and Newcastle Brewery and the Edinburgh Quay development. Immediately to the west is the Leamington Lift Bridge. The Union Canal is a scheduled monument.

2.2 The application site forms part of the wider Fountainbridge area and is identified in the Edinburgh Local Development Plan (LDP) as Strategic Development Area CC3. This sets out seven development principles which reinforce the approved development brief in relation to the comprehensive redevelopment of the site. Policies support the development of the site for housing led, mixed use development.

2.3 The site also falls within the area covered by the Fountainbridge Development Brief, approved on 3rd November 2004, and amended 1st December 2005. The brief seeks to ensure development proposals within this area introduce an appropriate mix of uses with vibrant building frontages, a hierarchy of routes and spaces with a high degree of permeability offering high quality public realm for pedestrians and cyclists.

2.4 An application for planning permission will be submitted for residential development with associated landscaping and parking. No details have been submitted regarding design, access arrangements, unit numbers or type. A Proposal of Application Notice has been submitted.

2.5 This is the first time that these proposals have been reviewed.

2.6 No declarations of interest were made by any Panel members in relation to this review.

2.7 This report should be read in conjunction with the pre meeting papers which provide a project and planning overview, local context plans with photos, site analysis, indicative framework and a concept proposal.

2.8 This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the Panel forming a differing view about the proposals at a later stage.

3 Relationship with the Union Canal and the wider redevelopment of Fountainbridge

3.1 The Panel supported the redevelopment of the site as part of the wider Fountainbridge development and noted that the creation of a coherent, well-articulated proposal will set a good precedent for future development in the area.

3.2 The Panel acknowledged that whilst the canal and its immediate edge sits outwith the site boundary, it is critical that its relationship with the development and Lower Gilmore Place is considered and illustrated as part of the proposals to ensure a coordinated and inclusive urban design solution. The Panel emphasised the need for both visual and physical connectivity at the interface of the development and the canal side.

3.3 The Panel noted that the creation of a welcoming canal-side environment needs to be carefully balanced with protecting the amenity of canal residents.

3.4 The Panel stated that in order to address both the above and a well-designed public realm the developer should engage in early discussion with the City of Edinburgh Council and Scottish Canals as landowners of Lower Gilmore Place and the canal.

4 Development Footprint and Use

4.1 The Panel was supportive of the illustrative development footprint and agreed that creating a strong built frontage will be an improvement to the existing piecemeal building placement.

4.2 The Panel welcomed the mix of residential and business uses and noted that there is a shortage of small businesses premises. Studio space on the ground floor should be considered as part of this offer to support local businesses, along with the potential for licensed premises.

5 Movement and Parking

5.1 The Panel welcomed the principle of improving the environment of Lower Gilmore Place and agreed that the focus should be on pedestrians with good provision for cyclists.

5.2 The Panel emphasised that the street should not be treated solely as a movement corridor but also as a space which provides amenity and encourages activity. Soft landscaping should be explored to reduce the hardness of the street.

5.3 The Panel supported the proposal for limited car parking provision to reflect the accessibility of the location and to maximise amenity space. If provision is to be made for on-street car parking its management should be carefully considered to prevent solid areas of parking which would detract from the quality of the public realm.

5.4 The Panel noted that secure cycle parking should be incorporated into the proposals.

5.5 The Panel considered that the relationship between pedestrian/cycle movement and car access/parking needs to be explored so that conflict is avoided.

5.6 The Panel noted reference to a new pedestrian bridge in the Fountainbridge Development Brief from Lower Gilmore Place across the canal, and agreed that further clarity on this should be included in the submission.

## 6 Amenity

6.1 The Panel raised concern regarding the quantity and quality of amenity space, and noted that the provision appeared to be overly fragmented.

6.2 The Panel stated that the rear gardens appear to be too small to be of value and the impact of the proposed and surrounding buildings needs to be carefully considered in terms of overshadowing.

6.3 The Panel supported the principle of roof gardens however noted that their design needs to be explored further to avoid a series of uninspiring grassed areas. The Panel advised that the design and location of PVs should not detract from the usability or amenity of the roof gardens. The Panel also stated that the impact of the development on privacy of surrounding occupiers should be assessed to avoid adverse impacts.

6.4 The Panel were supportive of the provision of the majority of the flats as dual aspect. Daylighting analysis needs to be undertaken to demonstrate that acceptable levels of internal amenity will be achieved.

## 7 Scale and Design

7.1 The Panel considered that there is great potential to deliver a unique and special development if handled well architecturally and creativity is encouraged. The Panel noted a preference for the design sketches issued prior to the meeting.

7.2 The Panel noted that presently there is a general lack of cohesiveness in the built form on the site and along the canal in general, and that this should not be a template for future development.

7.3 The Panel was supportive that the indicative proposals comprised a building spanning the length of the site with a general unity in its form and design. The linearity of the built form reflects the linearity of the canal which is positive. The Panel stated that careful consideration is needed in relation to how the building is articulated and references to its industrial context should be authentic.

7.4 The Panel raised concern that the scale and massing of the initial sketch proposal is too large and careful consideration is needed to avoid dominating the setting and resulting in poor quality amenity space, particularly in terms of overshadowing. The Panel suggested that the proposal should acknowledge the village like character of Lower Gilmore Place rather than trying to respond to the new canal side buildings proposed opposite.

7.5 The Panel noted that precedent images which explored roof articulation based on a warehouse-style architecture could be an interesting response but design innovation need not be constrained by historical referencing particularly if it is not directly relevant. The Panel stated that the area did not have a particular link to warehouses and historical references therefore need to be explored further if this is to inform the design.

7.6 The Panel stated that focal points at the edges of the proposed building should be explored to add interest. The Panel noted that there is a prospect that architectural interest and activation will be restricted to the building's Lower Gilmore Place frontage, which should not be the case.

7.7 The Panel noted that the design of the sides and rear elevations are important and therefore also require to be of a high design quality. It was also noted that the scale of the building relative to properties to the north needs to be carefully considered.

7.8 The Panel considered that a simple palette of materials should be used and were supportive of the use of brick. Concern was raised with the use of materials such as bronze. The Panel noted that the use of contrasting bricks could be used to help break up and add rhythm to the elevations, and that the rhythm could be designed in the horizontal rather than the vertical to emphasis the site's linearity.

## 8 Sustainability

8.1 The Panel supported the proposed use of PVs and encouraged the use of creative designs such as PV roof tiles to enhance the proposal and maximise roof garden space.

## 9 Security

9.1 The Panel noted that currently the canal wall opposite the site, which is likely to be part of the scheduled monument status of the Union Canal, has become a canvas for graffiti as well as preventing a positive relationship and allowing mutual overlooking between the canal, Lower Gilmore Place and the development site.

9.2 The Panel suggested there would be significant merit in either reducing the height of the canal wall to its original cope or removing it completely to assist with this issue, however early engagement with Historic Environment Scotland was recommended to determine if Scheduled Ancient Monument consent would be required.

9.3 The Panel noted that high metal fencing along the canal also detracts from the amenity of the area and solutions to this should also be explored.

9.4 The Panel suggested that lighting options should be explored to enhance security particularly along Lower Gilmore Place.

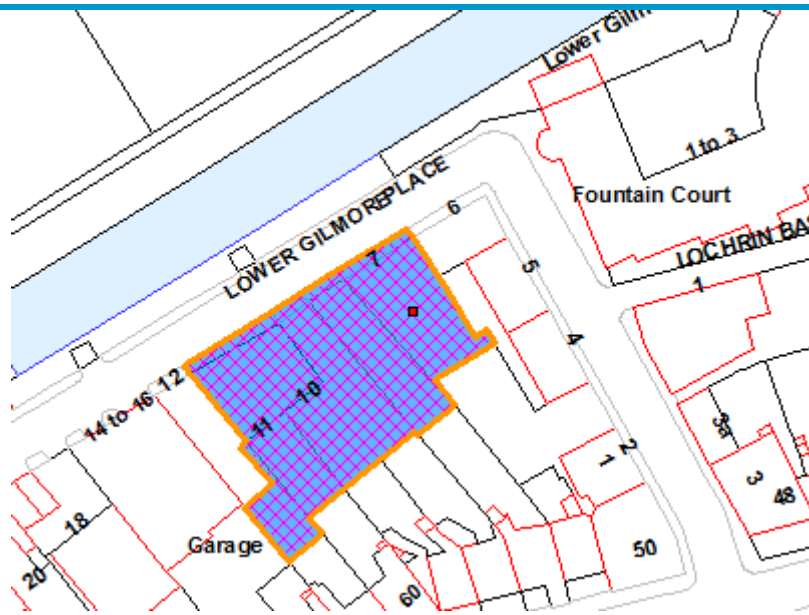
9.5 The Panel acknowledged that whilst street lighting and boundary treatment along the canal relates to land outwith the site, early engagement with Scottish Canals, Historic Environment Scotland and Police Scotland should be undertaken to explore how these issues may be tackled as they will have significant impact on the site.

9.6 The Panel stated that walking and cycling along Lower Gilmore Place feels unsafe, and the creation of an active frontage in the development particularly at ground level is critical.



## Location Plan

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