

Scott Hobbs Planning

Planning Statement on behalf of:

83S Ltd

Date:

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# Milton Road West

## Planning Statement





### Info

Planning Statement in support of planning permission

## The Proposed Development

Demolition of rear part of existing retail unit, refurbishment of remainder of retail unit, including installation of new shop front, and erection of 11 no new build flats, with associated car parking.



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## 1.0 Introduction

1.1 This Planning Statement (PS) is submitted on behalf of 83S Ltd (“the Applicant”) and supports an application for full planning permission for a mixed-use residential led development associated uses at Milton Road West, Edinburgh (“the Application”).

1.2 The description of development in the application (“The Proposed Development”) is as follows:

*“Demolition of rear part of existing retail unit, refurbishment of remainder of retail unit, including installation of new shop front, and erection of 11no new build flats, with associated car parking.”*

1.3 The PS is part of a suite of documents submitted with the application, in accordance with the requirements of the Town and Country Planning (Development Management) (Scotland) Regulations, 2013. The full suite of documents is as follows:

**1. Planning Statement**

**2. Site Investigations Report (Desktop Study)**

1.4 The structure of the PS is as follows:

- Section 2 describes the site.
- Section 3 describes the Proposed Development.
- Section 4 summarises the position in relation to the Development Plan.
- Section 5 considers other material considerations of relevance to the application
- Section 6 provides a summary analysis and conclusion regarding the acceptability of the Proposed Development in the context of the Development Pan and other material considerations.

## 2.0 The Site

- 2.1 The site is currently entirely occupied by a retail unit located on Milton Road West, the A1 main road approaching Edinburgh city centre from the east, close to the junction to the east of Duddingston Road West.
- 2.2 The site forms part of the existing Milton Road West local centre and is characterised by the busy arterial roads which surround it directly to the south and east. Beyond the A1 to the south, and to the north and west, a dense residential neighbourhood is found, consisting of a variety of building styles; from bungalows, to three-storey style townhouses. Whilst the area is relatively car dominated, the residential character is reflected in the local centre with uses which serve the local population, such as a post-office, café, newsagents, hair salon and a pharmacy. Other uses within the local centre include; hot-food takeaways and car garage. The recently relocated Portobello High School is located 200 metres to the east of the site.
- 2.3 The existing retail unit occupies a corner site within the local centre, fronting Milton Road West and Durham Road. The unit has a partly active frontage, with a shopfront at Milton Road West and partly Durham Road, and then becomes non-active as it stretches up Durham Road, towards the existing loading bay area and rear of the building, resulting in a more industrial character to the building.
- 2.4 The unit is currently vacant, having been most recently operated by a furniture retailer. The unit is split over multiple levels with a ground floor, basement and loading area. The unit is larger than the neighbouring units, which in exception of the car garage, are all single storey with flat roofs. The site and car garage are both single storey with pitched roofs.
- 2.5 The site has no recent planning history.

## 3.0 Proposed Development

3.1 The description of development in the application is as follows:

*“Demolition of rear part of existing retail unit, refurbishment of remainder of retail unit, including installation of new shop front, and erection of 11no new build flats, with associated car parking.”*

- 3.2 The existing retail unit will be partly demolished, as shown on the application drawing 2747 (PL) 12, but retaining and improving the shopfront, the most prominent commercial element of the building. This demolition will reduce the size of the existing retail unit from 2,541m<sup>2</sup> to 453m<sup>2</sup>. The trading area of the unit will be accessed by the public via a new glazed entrance upon the corner of the building, with the back of house area privately accessed via a new front entrance and the rear of the building. A service access area will be provided at the rear of the building, with bin and cycle stores screened from neighbouring buildings. The smaller retail unit will be occupied by a food retailer, which has been secured by the applicant.
- 3.3 The remaining area created by the demolition of the existing unit will be re-developed into a three-storey residential building of 11no. flats, with a partly pitched and flat roof. The proposed building will sit at the same height of the existing building (as per drawing 2747 (PL) 07) with a smaller building footprint, set back closer to Durham Road than the existing building, away from the neighbouring residences of Duddingston Road West. A shared garden will surround the building to the south and east, with private patios for two of the ground floor residential units.
- 3.4 Parking will be found to the north of the building, with 11no. car parking spaces, including 1no. accessible space, providing one space per residential unit. This parking area will be accessed via the existing vehicle entrance to the Durham Road residence's rear garages, to the north of the site.
- 3.5 An external bin store will be found adjacent the car park, with storage areas for cycle parking will be provided internal within each residential unit.
- 3.6 The proposed building will be finished in brick and cladding, with concrete roof tiles, and fenestration designed to provide a good level of amenity for future occupiers whilst retaining the existing residential amenity of neighbouring properties.
- 3.7 A mixture of housing sizes are proposed, as per the accommodation schedule below:

Residential Unit	Area (m <sup>2</sup> )	Bedrooms	Residential Unit	Area (m <sup>2</sup> )	Bedrooms
Flat 1	99.6	3	Flat 7	71.8	2
Flat 2	80.7	2	Flat 8	81.2	2
Flat 3	71.8	2	Flat 9	110.1	3
Flat 4	81.2	2	Flat 10	89.2	2
Flat 5	99.6	3	Flat 11	75.8	2
Flat 6	80.7	2	<b>Total</b>	941.7	

## 4.0 Development Plan

- 4.1 The Development Plan comprises the South East Scotland Strategic Development Plan (SESplan) approved in June 2013 and the Edinburgh Local Development Plan (LDP), adopted in November 2016.

### South East Scotland Strategic Development Plan 2013

- 4.2 SESplan sets out the spatial strategy for six authorities, including the City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian councils. SESplan recognises in Policy 3 states that Local Development Plans will support and promote the network of town/commercial centres. Paragraph 113 also states; *'Consistent with SPP and with achieving sustainable development, priority in allocating new sites for housing development should be given to brownfield sites within existing built up areas.'*

### Edinburgh Local Development Plan 2016

- 4.3 The Edinburgh Local Development Plan (LDP) was adopted in November 2016 and sets out the policies and proposals relating to the development and use of land in the Edinburgh area. These policies in the LDP will be used to determine planning applications within the Edinburgh area.
- 4.4 Policy Hou 1 states priority is given to delivering housing land supply, which includes suitable sites in the urban area, provided proposals are compatible with other policies in the plan. The site is found within a predominantly residential urban area, with part of the existing retail unit being retained as retail, as explained in the development plan assessment the proposals wholly compatible with the other LDP policies.
- 4.5 Policy Hou 2 seeks a mixture of housing types and sizes, to meet a range of housing needs and complement the surrounding areas characteristics. As outlined in paragraph 3.4 a mixture of housing sizes will be provided, 3no. x 3-bedroom flats and 8no. x 2-bedroom flats, suitable for a broad range of users. The size of units are in-fitting with the character of the area and add a greater choice of housing in the area which is currently largely single-dwelling buildings, as opposed to flats.
- 4.6 Policy Hou 3 seeks to ensure adequate green space provision for future residents. The proposals provide 336 m<sup>2</sup> green space for the 11no. flats, resulting in a minimum of 30.5 m<sup>2</sup> green space per flat which meets the council's requirement of 10m<sup>2</sup> per flat where private gardens are not provided. In addition, flats 2 and 3 (as per application drawing 2747 (PL) 05) are provided private patio areas of 13.4 m<sup>2</sup> each (26.8 m<sup>2</sup> total).
- 4.7 Policy Hou 7 states that:
- 'Developments, including changes of use, which would have a materially detrimental effect on the living conditions of nearby residents, will not be permitted.'*
- 4.8 The proposal reduces the retail floorspace and introduces new housing to north of the site which has a more residential character, away from the busy arterial roads and local centre. The proposals will be consistent with the character of the area and retain and/or enhance the living conditions of nearby residents.
- 4.9 Policy Ret 5 – The site is found within the Milton Road West Local Centre, therefore Policy Ret 5 is relevant. The policy states retail development within local centres will be permitted provided the

proposal can a) be satisfactorily integrated into the centre. The site occupies an existing corner retail unit within the local centre, fronting Milton Road West and Durham Road. The proposal will therefore continue to be part of this centre. Similarly, in terms of part b) the proposal remains compatible in terms of scale and type with the character and function of the area.

- 4.10 Ret 5 part c) seeks retail proposals within local centres to make a positive contribution to the shopping environment and appearance of the centre. The proposal seeks to partly demolish the unit, retaining the most commercially valuable and useful shopfront as retail, and changing the rear of the unit which stretches down Durham Road to residential. Given a tenant with strong covenants has been quickly secured for the proposed retail unit from speculative marketing, shows the improved commercial offer the proposal will bring to the local centre and users. The occupancy of the proposed retail unit with a good tenant, will make a positive contribution to the shopping environment and appearance of the centre, and enhance its vitality.
- 4.11 Ret 5 part d) seeks for retail proposals within local centres to not have a significant adverse impact on the city centre retail core and other retail centres. The impact from the proposed retail unit will be reduced and minimal in comparison to the existing unit, as the retail unit has decreased in size by some 82% and is therefore wholly acceptable.
- 4.12 Ret 5 part e) seeks for retail proposals within local centres to be easily accessible by public transport, foot and cycle. The proposed unit remains easily accessible for both by public transport and active transport users. There are two bus stops within a 3-minute walk of the site at Milton Road (A1) and Duddingston Park South, with several services providing access to Edinburgh city centre, its outskirts and the wider Lothians & Borders area. Brunstane Train station is also a 15-minute walk.
- 4.13 Policy Tra 2 – The policy states that *‘Planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in Council guidance.’*. The proposals comply with the council guidance with 11no. private off-street car parking spaces provided, including one accessible space for the 11no. residential units. Given the out-of-centre location and lacking proximity to employment areas, a lower provision would be unsuitable.
- 4.14 Policy Tra 3 – Cycle Parking similarly states; *‘Planning permission will be granted for development where proposed cycle parking and storage provision complies with the standards set out in Council guidance.’*. The proposals meet the council’s latest guidance providing internal storage space within each residential unit for at least 2 cycle spaces.
- 4.15 Policy Tra 4 – Design of Off-Street Car and Cycle Parking seeks for off-street car parking to not be placed upon active frontages and located as close as possible to the building’s main entrance. The proposed car parking area, is located off-street on a non-active elevation of the building, and is clearly defined with concrete paving surrounding, to allow safe pedestrian circulation to and from the proposed residential building.
- 4.16 Policy Des 5 seeks new development is designed to ensure amenity. Part a) states that a development must result in an acceptable level of amenity for future users and neighbouring buildings with regards to noise, daylight, sunlight, privacy and immediate outlook. The proposal is an improvement to the existing site’s amenity, with the residential element of the proposal retaining the existing height of the building line but reducing the mass of the building and breaking up the existing monolithic rear of the building. Alongside setting the building further back from neighbouring buildings on Durham Road and Duddingston Road West, daylight,



overshadowing and immediate outlook for future and neighbouring residents will be improved. The existing residential amenity from the retail element will be improved with a smaller operating retail unit which removes the existing loading bay area, resulting in reduced noise and commercial activity. As previously stated the residential unit has been designed to ensure the fenestration of the windows provide a good level of amenity for future occupiers, whilst retaining the existing residential amenity of neighbouring properties.

- 4.17 Part b) seeks development design to be adaptable to facilitate a range of future needs and occupiers, promoting mixed uses. A key factor in the proposal is to improve the flexibility of the retail unit by reducing it in size and keeping it on one level. This will allow the unit to be repurposed for the needs of a range of future users.
- 4.18 Part c) states that development design should promote community security with active frontages and natural surveillance over public areas. The active frontage of the local centre will be retained, retaining the existing community security. The security at Durham Road elevation which was a non-active frontage at ground level, will be improved from the introduction of housing, providing surveillance to the surrounding neighbourhood.
- 4.19 Part d) states that a clear distinction should be made between public and private spaces, with defensible boundaries. The shared private space surrounding the residential element of the proposal will have a boarded timber fence, to clearly define the private space from the public space of the footpath, road and retail unit proposed. Likewise, the public and private entrances to the retail unit are clearly defined.
- 4.20 Part e) seeks development to integrate refuse and recycling facilities, infrastructure and sustainable technology into its design. Both the retail and residential elements of the development will be serviced with waste management, cycle storage, sustainable technology, and other infrastructure services, as detailed in the application drawings.
- 4.21 Policy Des 12 Alterations and Extensions – as assessed above, neighbouring amenity is retained, and the proposal is in-fitting with the character of the area.
- 4.22 Policy Des 13 Shopfronts seeks for alterations to shopfronts to be improvements upon what already exists and relate sensitively and harmoniously to the building as a whole. The shopfront has been retained and improved, with increased use of glazing and defined public and private entrances. The new shopfront is seen as an improvement and enhances the character of the local centre.
- 4.23 Other design LDP policies have been taken into consideration in the design of the Proposed Development and it is considered the Proposed Development is compliant with all relevant design policies including:
- Des 1 Design Quality and Context
  - Des 2 Coordinated Development
  - Des 3 Development Design – Incorporating and Enhancing Existing and Potential Features
  - Des 4 Development Design – Impact on Setting
  - Des 6 Sustainable Buildings
  - Des 7 Layout Design

## 5.0 Material Considerations

5.1 The planning application is to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The other material considerations of relevance to the Proposed Development are:

- Scottish Planning Policy
- Edinburgh Design Guide
- Second Proposed South East Scotland Strategic Development Plan

### Scottish Planning Policy (SPP)

5.2 SPP was published by the Scottish government in June 2014 and sets out national planning policies which reflect Scottish Ministers' priorities for the operation of a planning system and for the development and use of land. SPP includes, as a key Policy Principle, the presumption in favour of development that contributes to sustainable development. Paragraph 29 includes 13 tests of sustainability and those of relevance to the planning application are considered in the following paragraphs.

- Giving due weight to net economic benefit.

The planning application will deliver housing of a type proven to be successful in other similar locations, reinforcing the vitality and viability of the area and contributing towards the recognised housing need in the CEC area. It will deliver housing in a location highly accessible to Edinburgh and the wider area. The proposals to reduce the retail units size to a more user-friendly size on one floor level, will improve the viability of the shop for future users. Both the residential and retail elements of the proposal will result in a net economic benefit to the area.

- Supporting good design and the six qualities of successful places.

The proposal demonstrates the exemplary approach to the quality of the design in the layout and in the place-making objectives of SPP. The proposed development is consistent with this criterion.

- Making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities.

The proposal will re-develop a brownfield site which currently lies vacant, and will increase the efficient use of the land, building and surrounding infrastructure, whilst supporting the existing local centre.

- Supporting delivery of accessible housing, business, retailing and leisure development

The proposed development is in a highly accessible location, and plainly is consistent with this criterion.

- Supporting climate change mitigation and adaptation including taking account of flood risk;

The planning application will deliver an exemplary, sustainable development, given its location, the proposed layout and design. There will be no risk of flooding associated with the development.

- Reducing waste, facilitating its management and promoting resource recovery;

The designated bin storage and collection areas are provided for each housing unit with the external bin store found to the corner of the site adjacent to Durham Road, as per drawing 2747 (PL) 05.

- Avoiding over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality

5.3 As detailed above, the proposed development will make efficient use of the site, whilst carefully protecting the residential amenity of existing neighbours. Due to separating distances, there will be no overlooking of existing residents, and existing privacy levels will be maintained. The amenity of new residents of the proposed development will be secured due to separating distances. There will be no negative implications for water, air and soil quality.

5.4 As demonstrated above, the planning application is compliant with the sustainability principles as outlined at paragraph 29 of SPP.

### Edinburgh Design Guide

5.5 The Edinburgh Design Guidance sets out expectations for new buildings and spaces in Edinburgh. This includes guidance on context and design, designing buildings and landscape and biodiversity. The Design Guidance has been taken into account in designing the Proposed Development, incorporating acceptable; residential unit sizes, car and cycle parking provision, waste management facilities, private open space, and residential amenity. Further information of how the proposal's design incorporated Edinburgh's Design Guidance is contained within this Statement.

## 6.0 Conclusion

- 6.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 states that the determination of planning applications must be made in accordance with the Development Plan unless material considerations indicate otherwise. This Planning Statement (PS) has considered the application against the policies of the Edinburgh Local Development Plan and other material considerations.
- 6.2 The Proposed Development is considered to comply with the provisions of SESplan and the LDP, particularly policies; Hou 1, Hou 7, Ret 5 and Des 5. It will provide an improved retail offering to the Milton Road West local centre, and make better use of the brownfield site, which is currently non-fit for commercial purpose. The consolidated proposed retail unit is suitable for a number of future occupants and will enhance the vitality and viability of the local centre, whilst the housing proposed is suitable for the character of the area and designed appropriately. Overall, the principle of the development should be considered acceptable in this area and is compliant with the relevant design policies of the LDP and the Edinburgh Design Guidance.
- 6.3 The Application has been assessed against the Development Plan and other material considerations in accordance with Section 25 of the 1997 Act. The Application is in accordance with the Development Plan and there are no material considerations to justify departing from that conclusion.



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