

Development Management Sub-Committee Report

Wednesday 21 May 2025

**Application for Planning Permission
Caledonian Brewery, 40 Slateford Road, Edinburgh**

Proposal: Proposed partial demolition and residential redevelopment (including affordable housing) with landscaping, access, associated infrastructure and associated ancillary works of the former Caledonian Brewery site.

**Item – Committee Decision
Application Number – 24/02048/FUL
Ward – B07 - Sighthill/Gorgie**

Reasons for Referral to Committee

The application is referred to the Development Management Sub-Committee as the number of material objections received exceeds the threshold permitted for a delegated decision under the Council's Scheme of Delegation.

Recommendation

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

Summary

The proposal will not harm the special architectural or historic interest of the listed building and there will be no detrimental impact on the setting of the listed building. The proposal is acceptable with regards to Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

The proposal at this vacant Category B-listed brewery complex delivers a well-designed housing development that is appropriate in its context. The re-use of a brownfield site and vacant buildings in the urban area is supported and despite some demolition to less valuable parts and buildings of the brewery the proposal successfully retains the most valuable parts of the listed building whilst introducing a new use to the site. The proposed layout, materials, and the landscape environment are of a high quality, reflective of the site's sensitive status and the mass, scale, and appearance are appropriate at this location.

Affordable housing is provided on-site in a single building of 40 flats of varying sizes. In addition to the on-site affordable housing a commuted sum is to be secured to ensure compliance with the LDP's affordable housing policy.

The site's location is well-suited to the proposed low parking strategy and the surrounding area provides many of the services and amenities that would support local living and 20-minute neighbourhood principles. Other sustainability measures at the site such as the use of air source heat pumps, green roofs, re-use of materials, permeable paving, tree planting and multi-functional SUDS and open space are supported by the development plan.

Despite some minor deviations from recommended floor areas for some flats a good mix of accommodation is proposed. Amenity for future occupants will be acceptable with suitable noise mitigation for noise from surrounding sources including the nearby railway, and overall, a good quality environment will be provided for future residents of the site. Neighbouring amenity will be retained to an acceptable level in respect of privacy, daylight, and sunlight. While the general outlook from neighbouring streets will change this will not unacceptably alter the outlook of neighbouring properties.

Subject to compliance with the recommended conditions and a legal agreement to secure contributions towards affordable housing, education infrastructure, and transportation infrastructure, the proposal is acceptable. There are no material considerations which outweigh the conclusion to grant planning permission.

SECTION A – Application Background

Site Description

The site is approximately 0.95 hectares and triangular in shape with Slateford Road to the southeast, Merchiston Cemetery to the northeast, and Edinburgh to Carstairs Junction Railway to the west. There is vehicular access from the eastern interface with Slateford Road via an access ramp. There is a supplementary gated and stepped access from Slateford Road to the middle of the site. The site's topography is relatively flat within the boundary with localised undulations, but the site is lower than Slateford Road.

There is little vegetation on the site except for two trees at the south corner of the site and small strips of shrubs at the southeastern boundary. Trees which are the subject of a Tree Preservation Order (TPO Number 133) in Merchiston Cemetery overhang the mutual boundary in places.

The surrounding area which is urban in character includes a mixture of residential properties in the form of colonies and tenements east, west, and south of the site. There are commercial uses opposite on Slateford Road.

The site is currently vacant with its last use being for brewing. Existing buildings including a tall chimney and equipment of an industrial nature remains on the site. There is a mix of original and modern buildings, including original 1800s buildings which have been extended into the 1900s; 1990s reconstructed buildings; and modern 21st century buildings.

The Category B Listing (LB26833, 09/01/1987) brewery, is comprised of various individual components. This includes: The Mash House, Copper House, Water Tower, Tank Store, Cask Washing Shed, Chimney, Bridging Section, Keg Store, Excise Block, Tank Cooling Room, Tun Rooms A, B, C, D, Office Block, and Workshop. Some ancillary stores and the boundary walls also form part of the listing. The Malting and Malt Mill building is attached to The Mash House and Bridging Section, but the original Malting and Malt Mill was destroyed by a fire in 1994. This was replaced with a new Maltings and Malt Mill that was a different form to the original but used similar design and materials. The Lineside Buildings and Tank Farm are 1990s additions, and the Fermentation and Maturing block is a 21st century addition. These later additions do not form part of the listing.

Description Of The Proposal

Scheme 2

One hundred and sixty-eight residential units are proposed as part of redevelopment of the Caledonian Brewery. The proposal includes selective demolition of ex-industrial buildings and retention of original buildings. The site is to be redeveloped for residential use with the addition of new residential blocks, conversion of retained original buildings, and associated landscaping and access works.

Selective Demolition

Selective demolition on the site includes listed structures of the Bridging Section, Keg Store, Excise Block, and Tun Room D and external store. The Malting and Malt Mill is a relatively new building which was constructed to a different form but in similar design and materials following a 1994 fire. The Lineside Buildings and Tank Farm are 1990s additions, and the Fermentation and Maturing block is a 21st century addition. General structures including stores, grain tanks, access steps, gates, and other features associated with industrial use will also be removed from the site.

Alterations

The remaining heritage buildings of the brewery including the Mash House, Copper House, Water Tower, Tank Store, Cask Washing Shed, Chimney, Tank Cooling Room, Tun Rooms A, B and C, Office Block, and Workshop will be retained as Block A. These will have some industrial features and aspects removed including the removal of internal plant machinery, steel grating floors and stairs, tuns and coppers, and internal partitions. The converted Block A units will retain the red brick and slate materials but will have replacement timber windows and new openings to accommodate windows/doors for the residential units. The Tank Cooling Room will have the external walls and roof replaced with grey aluminium raised seam cladding. The units will vary with some single aspect and some dual aspect accommodations.

New Blocks and Extension(s)

Block A will include a detached new build two storey building on a similar footprint to the demolished Tun Room D. The building will have an a-symmetric hipped roof and will be clad in grey aluminium raised seam materials. Similar materials will be used for the Tank Cooling Room, Cask Washing Shed, and Blocks B, C, and D.

Block B will replace The Maltings and Malt Mill building and is an extension to the listed building through the connection to The Mash House. The new block will replicate the footprint and general scale of the original Maltings building which was previously destroyed in the 1994 fire, and will include a basement level, and five storeys with a fifth storey set back, and a three-storey frontage on Slateford Road. The building materials will be a mix of red rustic brick, slate tile, and grey aluminium raised seam. Corner units will be dual aspect, with units in the middle of the block being single aspect. Windows are aluminium-clad with a mix of Juliet balconies on the north, south and west elevations. There are small external balconies serving five floors on the west elevation.

To the north and east of the site two new six storey blocks, Blocks C and D, will be constructed. Block C will have a basement level for bike and refuse storage, and both blocks will have the sixth floor set back from the main building envelope. The building materials will be a mix of grey rustic brick, grey aluminium raised seam and industrial orange aluminium raised seam. Blocks C and D will also utilise a green roof on the flat roof sections of the fifth and sixth floors. Corner properties will be dual aspect, while middle units will be single aspect. Windows are aluminium-clad with a mix of Juliet balconies on all elevations. Block C will have a terrace on the fifth-floor west elevation and Block D has a terrace on the fifth-floor east elevation. Block D also has external balconies on the north and south elevations.

Each individual unit will have a mechanical extract ventilation air source heat pump system used for hot water systems. Heating is primarily provided through electrical sources.

Site access, accessibility, and boundary

The site will be accessed via Slateford Road using the existing ramped vehicular and pedestrian access point. A platform lift will be located near the top of the access ramp to provide access to the lower site, with resting place benches located at two points along the 1:14 pedestrian sloped path where required. New handrails are proposed. Block B has a shared, stepped access from the second floor to Slateford Road and a single unit in the restored office block will also have direct access from Slateford Road. Existing stepped access to the site from Slateford Road will be reconfigured to improve accessibility.

The stone boundary walls and cast-iron railings on Slateford Road will be retained. A section of the boundary wall will be altered to improve the setting of a non-designated milestone marker on Slateford Road. The milestone marker will also be restored and have appropriate identifying signage. The masonry stone wall at the mutual boundary to the cemetery will be retained. New fencing to the railway and adjacent railway land that formerly comprised part of the brewery site will be introduced and various retaining walls associated with the new landscaping will be introduced on the site.

Landscaping, SUDs, and accessibility

The access ramp from Slateford road will be asphalt, the courtyard area will be stone setts, and the circulation spaces will be a mixture of permeable and blocking paving. Hardstanding will account for 2,123 sqm. of the site, and new soft landscaping areas will cover 3,690 sqm.

A programme of landscaping, tree, hedge, and shrub planting is proposed. Buffer planting areas are proposed to protect ground floor properties which do not have private garden ground. Usable SUDS areas are proposed throughout the site incorporated into the landscaping and planting design. This includes specific selections of SUDS trees and SUDS Shrubs for different areas of the site. Habitat measures include a diverse planting scheme throughout the site and the inclusion of log habitat piles at the northwest area of the site.

Informal play areas, informal paths, planters, benches, and decking areas will be incorporated across the site and open communal areas. Communal areas will have wheelchair accessible paths and there will be tactile surfacing on the pedestrian path at Slateford Road. It is envisaged that lighting will be provided at building entrances and throughout the site including in ground lights in communal gardens, and wall mounted, column mounted, and bollard mounted lights.

Accommodation provision and accessibility

The site proposes 168 residential units with one studio (1%), 65 one-bed apartments (38.6%), 67 two-bed apartments (39.9%), and 35 three-bed apartments (20.8%). The units are distributed in varying configurations throughout the site.

Block A will have 21 units comprised of 6 one bed units, 8 two bed units, and 7 three bed units. Three units are accessible via step free entrances. The Block A new build will have step free access on the ground floor but stepped access only to the upper flats. The Workshop and Office Building Blocks are also accessed via steps. Block A has no lift facilities.

Block B will have 57 units consisting of 21 one beds units, 25 two bed units, and 11 three bed units. The building is accessed via two primary entrances, one of which is step free, and the building is served by two lifts.

Blocks C has 40 units with 21 one bed units, 13 two beds units, and 6 three bed units. The block is accessed by one primary step free access and one lift inside the building.

Block D has 50 units consisting of 1 studio unit, 17 one bed units, 22 two bed units, and 10 three bed units. The block is accessed by one primary step free access and one lift inside the building. Two ground floor units of Block D will have step free main door access.

The site will have 40 affordable housing units accounting for 23.8% of the total site. All of Block C's 40 units will provide the on-site affordable housing and a commuted sum is proposed in lieu of 18 affordable units not delivered as part of the development on-site.

Private gardens and open space

Fifteen ground floor units in blocks A, C and D will have private garden amenity space. Thirty-three units in blocks A, B and D will have access to a private external balcony area and 100 units across the site will have Juliet balconies.

There is a mixture of communal spaces on the site including the courtyard, circulation spaces, and multi-functional open green spaces. There will be a total of 1,640 sqm. of usable open green space. The site is also approximately 550 meters from the boundary of Harrison Park to the southeast of the application site.

Parking and cycling

The site proposes two accessible car parking spaces with EV chargers to the north and middle of the site. No other car parking is proposed.

The proposal includes cycle parking for 365 cycles across the site for residents. Secure internal parking for standard and non-standard cycles is available at basement level for Block B and C, with 130 and 147 spaces, respectively. Externally there will be 88 spaces for residents within a mixture of bike stores and Sheffield stands that cater for both standard and non-standard bicycles. Visitor bicycle parking for 24 bikes is proposed in two locations at the site.

Operational strategy

Operational access to the site will be via the existing access point with Slateford Road. Within the site access is provided the original brewery complex via a large pend which forms part of Block B and provides access to flats, a courtyard area, and landscaped areas. Hardstanding throughout the site will accommodate the load and access of refuse, emergency, and trade vehicles. There is no designated temporary parking or drop off area for taxi, trade, delivery or visiting vehicles.

One private refuse store is available at ground floor level in Block B and serves both Block A and D, accessed via doors under the pend. Two private refuse stores are available at basement level in Blocks B and C, these will have a refuse collection point at ground floor level between the two blocks.

Supporting Information

- Application forms and supporting drawings.
- Pre-Application Consultation Report
- Planning Statement
- Design And Access Statement
- 3D Visualizations
- Air Quality Impact Assessment Letter
- Daylight Study
- Energy and Sustainability Statement
- Flooding Drainage and Surface Water Strategy
- Heritage Statement
- Inclusive Design and Access Statement
- Landscape Management, Maintenance Plan and Schedule
- Noise and Vibration Impact Assessment
- Phase 1+2 Geoenvironmental Report
- Preliminary Ecological Appraisal (and report update)
- Schedule Unit Mix
- Scope Of Works To Existing Buildings
- Statement Of Community Benefit

- Transport Statement
- Tree Survey Report
- Townscape & Visual Impact Assessment
- Whole Life Carbon Study

Scheme 1

The original submission was altered with minor adjustments made to site levels and arrangements for refuse vehicle access, as well as the landscaping scheme to include further hard landscape details and habitat log piles. The affordable housing aspect of the proposal was altered in response to feedback from Affordable Housing.

Relevant Site History

24/01113/SCR
Caledonian Brewery
40 Slateford Road
Slateford
Edinburgh
EH11 1PH
EIA Screening request
EIA Not Required
8 April 2024

24/02059/LBC
Caledonian Brewery
40 Slateford Road
Edinburgh
EH11 1PH
Proposed partial demolition and residential redevelopment (including affordable housing) with landscaping, access, associated infrastructure and associated ancillary works of the former Caledonian Brewery site.

23/07312/PAN
Caledonian Brewery
40 Slateford Road
Slateford
Edinburgh
EH11 1PH
Partial demolition and residential redevelopment (including affordable housing) with landscaping, access, associated infrastructure and associated ancillary works.
Pre-application Consultation approved.
5 January 2024

Other Relevant Site History

The application history at this site comprises of a high number of applications relating to the now defunct brewery use for a variety of operational matters which are not relevant to this assessment.

Pre-Application process

Pre-application discussions took place on this application.

Consultation Engagement

Gorgie Dalry Community Council

Merchiston Community Council

Environmental Protection

Network Rail

Archaeology Service

Scottish Water

Flood Planning

Waste Services

Communities and Families

Affordable Housing

Roads Authority

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

Publicity and Public Engagement

Date of Neighbour Notification: 18 July 2024

Date of Renotification of Neighbour Notification: Not Applicable

Press Publication Date(s): 26 July 2024 17 May 2024

Site Notices Date(s): 23 July 2024 14 May 2024

Number of Contributors: 164

Section B - Assessment

Determining Issues

Due to the proposals relating to a listed building(s), this report will first consider the proposals in terms of Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997:

- Is there a strong presumption against granting planning permission due to the development harming the listed building or its setting?
- If the strong presumption against granting planning permission is engaged, are there any significant public interest advantages of the development which can only be delivered at the scheme's proposed location that are sufficient to outweigh it?

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

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

Do the proposals comply with the development plan?

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

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

In the assessment of material considerations this report will consider:

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

Assessment

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

a) The proposals harm the listed building or its setting?

The following HES guidance is relevant in the determination of this application:

- Managing Change - Setting
- Managing Change - Extensions
- Managing Change - Use and Adaptation of Listed Buildings

Character of listed building

Use and Adaptation

Historic Environment Scotland (HES) prioritises retaining listed buildings, recognising their contribution to enrich their surroundings, inspire new development, and help create successful, meaningful places. In addition, listed buildings reflect the nation's diverse history and culture, contributing to communities culturally, socially, and economically. To preserve these benefits, it is crucial to ensure their long-term future by maintaining or adapting them, while prioritising their historic character and special interest. Demolition is always a loss and should only be considered as a last resort when all other options have been explored. Extensive alterations are preferable to losing a building entirely.

The proposal follows the approaches of Managing Change: Use and Adaptation of Listed Buildings. Throughout the site minimal intervention, adaptation, extension have been implemented to varying levels where necessary.

In relation to selective demolition, it should be noted that "demolition" is defined as the total or substantial demolition of a listed building and does not apply to this development as the brewery is designated as a single listed building. Selective demolition involves "the removal, or demolition, of parts of a listed building in order to enable the significant parts of a listed building to be retained." This has been proposed at varying levels throughout the site.

The site was marketed for continued use as a Brewery prior to its closure in 2022, with no interest for this use it was later put to the open market. The majority of the site, including considerable heritage assets, will be retained in new uses. The viability of retaining the Maltings and Malt Mill as industrial use would be impractical in the context of redeveloping the site for residential use. Moreover, residential conversion would restrict the number of units and would restrict the scale of the two additional new build blocks on the site.

The overarching principle of the development is to retain significant, representative, and historic portions of the former Caledonian Brewery. The proposal includes new additions to the building, and these will take design cues from the historic form and architectural character of the structure.

Selective Demolition

The selective demolition on the site includes the Bridging Section, Keg Store, Excise Block, and Tun Room D and external store which form part of the listing. The Malting and Malt Mill is new building following a 1994 fire.

The demolition of the Maltings and Malt Mill building is required to enable the development. However, this does not qualify as "enabling development" as defined in Section 5 of Managing Change: Use and Adaptation of Listed Buildings. Primarily the removal and new build is not "development which would normally be contrary to planning policies, in order to obtain a desired objective." Reuse of the building has been explored, but the purpose-built industrial use limits possible conversion to residential. The main structure, walls, floors, and roof would require upgrades to meet building regulations for residential standards. The stair core would also need to be repositioned for both building regulations, and to create a functional layout for access. There is no level access available, limiting accessibility options for the building. The existing windows would require alterations to meet daylight standards. Lastly, the layout would restrict the number of units available to a conversion.

Although some original fabric survives near the Bridging Section, the building was reconstructed to a different form and design and is now of low historic and architectural importance. Given the overall conservation gain of restoring the most significant parts of the listed brewery, along with the benefits of removing this structure to enable successful development of the whole site, the proposed demolition of this mostly modern building is acceptable. Historic Environment Scotland recognised the lesser historic interest of the post-fire reconstruction and accepts that the demolition will facilitate the reuse of the site.

The Bridging Section is recognised as being considerably significant to the Caledonian Brewery heritage, with the timber structure forming part of the early 1800s site. However, the condition of this structure has severely deteriorated and has been heavily altered in the 20th century including structural reinforcements, interventions disconnecting the section from the main brewery, and metal external staircases. Constraints such as the deterioration, disconnect and internal level differences to other blocks present challenges for reuse, and although removal will impact the listed complex, it is acceptable to enable the redevelopment of the site. Historic Environment Scotland also raises no concerns regarding the demolition of the bridging section.

The Keg Store is an early 20th century building which has been significantly altered throughout its history. Historic Environment Scotland notes the contribution of the early 20th century building but recognises that the removal will enable the addition of new build elements to redevelop the site. The building itself has minimal significance to the architectural character of the site, so its removal is acceptable.

The Excise Block is an early 20th century building, developed as an infill between the Water Tower, Copper House, and Tun Rooms. The building is intended to be functional and is of little architectural merit. Although this component represents an earlier phase of the site, the removal will have negligible impact on the listed complex and is acceptable.

Tun Room D and external store forms part of the early 20th century development but makes a neutral contribution to the listed brewery. The structure is of little architectural merit and its removal is acceptable as this will have a negligible impact on the listed complex.

There is a variety of functional and operational structures on the site relating to the brewery use including small ancillary stores, grain tanks, access steps, gates, and other features associated with industrial use. These will also be removed from the site, which is acceptable given that this will not detract from the legibility of the listed brewery.

External works to retained buildings (Block A)

The Mash House, Copper House, Water Tower, Tun Rooms A and B, Office Block, Workshop and Chimney represent the structures which contribute significantly to the special interest of the site. The Tank Store, Cask Washing Shed, Tank Cooling Room, and Tun Room C are of moderate or neutral significance to the overall site. These structures form part of the listing and are grouped together as Block A within the redeveloped site.

The Mash House, Copper House, Water Tower, and Tank Store

The proposed external alterations primarily relate to the replacement of existing casement windows and the creation of new windows/door openings. The original windows were replaced following fires within the buildings. Like-for-like replacement windows will replicate existing examples on the site, and where new window openings are proposed, these will be on less prominent elevations and will have a Crittall style design to replicate the industrial nature of the site. The loss of limited areas of historic fabric is acceptable to facilitate the redevelopment of the site.

Large openings will be created on the ground floor of the Copper House facilitated by the removal of the Lineside Buildings beside the adjacent railway. These openings have historical precedence as the ground floor of the Copper House would have been open sided at stokehold level, and the new openings will reflect the industrial nature of the brewery. New balconies will be installed on the northwest elevation of the Water Tower which will have an impact on the external elevation, However, this is a relatively minor intervention which will have no detrimental effect on the character of the Water Tower. The proposed alterations are well designed and will reflect the industrial character of the site.

Cask Washing Shed

External alterations to the Cask Washing Shed will include the replacement of the wooden cladding on the south elevation. The replacement façade will be of modern design with panelling and glazing, but this is acceptable as it will not affect key views of the Shed new window and door openings will be created, and similar to other aspects of the scheme, these will be located on discreet elevations and will be designed to reflect the industrial nature of the listed complex.

Tank Cooling Room and Tun Rooms A, B, and C

External alterations involve the removal of external industrial staircases, replacement of existing windows and the creation of new window/door openings. The existing windows are not considered to be original due to historic alterations to the buildings. The replacement windows will replicate existing examples on the site and will represent a minimal intervention, being like for like in nature. There will be new window openings, however, in some instances the proposals are reopening historic windows that have been previously closed. Due to this approach, limited original fabric will be removed. Where new window openings are introduced, these will be proportioned similarly to the existing openings and will be of a Crittall style to replicate the industrial nature of the listed building. External metal staircases will be added; however, these will not detrimentally affect the external appearance.

On the Tun Room buildings, where larger openings are proposed for Juliette balconies, these will utilise modern design to provide a contrast between the historic and modern additions. The Tank Cooling Room will involve larger changes to the external wall and roof, but these are of low quality. These structures will be reclad with aluminium raised seam sheeting, replicating materials used elsewhere on the site. This modern material will link to the design style used for the overall redevelopment of the site, and the interventions proposed are proportionate to the facilitate the redevelopment.

Office Block and Workshop

External stores and industrial plant will be removed from the exteriors of these buildings. The existing metal stair will be replaced with a new stair to match the industrial character of other stairs proposed on site. The Workshop windows are not noted to be original, and the replacement windows will match the existing style and appearance. The Office Block windows are noted as possibly being original and still to be confirmed. A condition is attached to secure clarification and possible restoration where appropriate.

Extension(s)

Block B

Block B is the proposed replacement to the demolished Maltings and Malt Mill building and is an extension to the listed building through the connection to The Mash House.

The extension will replicate the footprint of the original Maltings building which was previously destroyed in the 1994 fire, and will include a basement level, and five storeys with a fifth storey set back, and a three-storey frontage on Slateford Road. The design of the new structure incorporates a mix of traditional materials with red rustic brick and slate tiles providing a material and visual link to the historic core (Block A) of the redeveloped site. While the use of grey aluminium raised seam materials and aluminium clad windows demonstrate clearly modern additions to the site, these features are acceptable. This scale, form, design, and materials palette is an appropriate and high-quality mix which will create a distinctive but complimentary addition to the listed brewery.

Historic Environment Scotland supports the reinstatement of the original pre-1994 footprint and the design intent of the replacement building, inspired by the original design and materials.

Setting of listed building

The existing setting of the listed building is within the context of an industrial site. The buildings historic context is a significant contributor to the aesthetic and historical setting. Aspects such as the chimney positively contribute as a key visual within the surrounding area, while other modern interventions such as the 21st century Fermentation and Maturing building have a negative impact on the setting.

The redevelopment of the site will alter the current setting of the listed building. Whilst the industrial character will be affected by the redevelopment to residential use, the changes to the setting of the building will have an overall benefit as it will enable significant restoration works and retain an appropriate setting for the retained listed building.

The redevelopment of the site will also allow opportunities for new and improved key views of the listed complex. The removal of Tun Room D and external store will provide a key view, within the site, to the chimney which is a historic feature of considerable significance. This will improve the legibility of an important aspect of the listed building.

Block B will replace the demolished Maltings and Malt Mill building and will replicate the footprint of the original Maltings building which was previously destroyed in the 1994 fire. The design of the block intentionally links to the historic core (Block A) through the use of red rustic brick and slate tiles, with contemporary elements matching Blocks C and D. The design is high quality and appropriately the original form of the Maltings building, so this new build element will not harm the setting of the listed building.

There will be minor alterations to the boundary wall, primarily on Slateford Road where the gates and railings will be retained but repositioned to align with the new Block B frontage. In addition, there is also a non-designated milestone marker poorly incorporated into the boundary wall on Slateford Road. The proposal intends to alter the wall to restore the milestone marker and enhance its presentation on the boundary. These works will not harm the setting of the listed brewery.

Conclusion in relation to the listed building

The proposal will not harm the special architectural or historic interest of the listed building and there will be no detrimental impact on the setting of the listed building. The proposal is acceptable with regards to Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

The proposals comply with Historic Environment Scotland policy and guidance, with particular regard to securing a sustainable and long-term use of the listed building. Whilst the level of selective demolition and interventions will have an impact on the listed building, these are justified as being the minimum level of intervention necessary to preserve the building's special interest.

b) The proposals comply with the development plan?

The Development Plan comprises of City Plan 2030 (CP 2030) and National Planning Framework 4 (NPF4). The relevant development plan policies to be considered in this assessment are:

- NPF 4 Sustainable Places policies 1,2,3, 7, 9, 11, 12, 13
- NPF 4 Liveable Places policies 14, 15, 16, 18, 19, 20, 21, 22, 23
- LDP Environment policies 1-8, 11, 12, 14, 16, 17, 20, 25, 26, 27, 31, 32, 33, 34, 35, 36, 37
- LDP Housing policies 1, 2, 3, 4
- LDP Infrastructure and Transport Policies 1, 3, 5, 6, 7, 8, 22
- LDP Economy policy Econ 5

The non-statutory 'Edinburgh Design Guidance' and 'Listed Buildings and Conservation Area' guidance are material considerations.

Acceptability of the Proposal in Principle

Housing

National Planning Framework 4 policy 16 (Quality homes) aims to encourage, promote and facilitate the delivery of more high quality, affordable and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland. The site is not allocated in the LDP and criterion a) does not apply, nor do clauses d), g) and h) of the policy apply to this proposal.

Criterion b) requires developments of 50 or more units to submit a Statement of Community Benefit (SCB) which explains: the development's contributions to meeting local housing requirements including affordable housing; the contribution to local infrastructure, facilities, and services; and improving the amenity of the surrounding area. The supporting SCB outlines that the proposal will meet local housing requirements including affordable housing in a well-designed setting, it will contribute to local infrastructure requirements such as education and transport (subject to the conclusion of a legal agreement), and it will redevelop a vacant site by revitalising heritage buildings and including a comprehensive landscape strategy. The proposal complies with this part of the policy.

Policy 16 of NPF 4, in criterion c), lends support to development proposals for new homes that improve affordability and choice, by being adaptable to changing and diverse needs, and which address identified gaps in provision. The proposal includes a range of market and affordable homes on site and complies with this part of the policy.

Clause e) of NPF 4 policy 16 supports development proposal where they make provision for affordable homes of at least 25%, unless the LDP sets out locations of circumstances where a higher or lower proportion is justified. The policy concludes that the contribution is to be provided in accordance with local policy or guidance. The applicant proposes 23.8% on-site affordable housing (40 x units) with a commuted sum while LDP policy Hou 2 (Affordable Housing) requires that new development should normally provide 35% affordable housing. The applicant has sought to justify the lower on-site provision through the submission of a viability assessment which is consistent with part ii. of this policy criterion. Affordable Housing is further addressed below in the context of LDP policy Hou 2.

NPF 4 policy 16 Clause f) outlines that proposals on land not allocated for housing will be supported in limited circumstances, set out in three sub-criteria. These circumstances are where i. the proposal is supported by an agreed timescale for build-out; and ii. the proposal is otherwise consistent with the plan spatial strategy and other relevant policies such as local living. The applicant is of the view that housing can be delivered within a specified time, although the period is not identified in the submission. The proposal is in the urban area and re-uses a vacant brownfield site which is compliant with the LDP's spatial strategy. Proposals must also comply with part iii. of the clause f) where provided proposals comply with preceding part i. and ii. development is supported in circumstances when delivery of housing is happening earlier than identified in the housing land pipeline. This must be evidenced by two consecutive years of the Housing Land Audit. The LDP Delivery Programme was presented to the Council's Planning Committee on 29 January 2025 and identifies the housing land pipeline which was established in 2024 as part of the City Plan 2030 report of examination. As the pipeline is less than a year old it is not possible to evidence the pace of the pipeline delivery via the Housing Land Audit over two consecutive years and therefore it is not possible to conclude whether the development complies with this part of NPF 4 policy 16 clause f).

LDP policy Hou 1 (Housing Development) sets out the circumstances where housing proposals will be supported, and as the newer housing policy in the development plan its terms prevail over NPF 4 policy 16 f) where there is any incompatibility. The site is not identified as a housing proposal or opportunity site however clause a. of LDP policy Hou 1 (Housing Development) supports housing on sites in the urban area provided proposals are compatible with other policies in the plan. The proposal is supported in principle by LDP policy Hou 1 and furthermore it is consistent with the LDP's spatial strategy to support brownfield development, overall lending support to the development in principle subject to compatibility with other policies of the LDP.

In conclusion, the proposal complies in principle with LDP policy Hou 1 and in the most part with NPF 4 policy 16.

LDP policy Econ 5 (Employment Sites and Premises) sets out the circumstances where redevelopment of employment sites in the urban area for uses other than business, industry, or storage will be permitted. Clause a. of the policy requires that the introduction of a non-employment use will not prejudice or inhibit the activities of any nearby employment use. The proposal would not adversely affect nearby employment uses and complies with this part of the policy. Clause b. of the policy requires proposals to contribute to the regeneration and improvement of the wider area where relevant. The supporting text of the policy states that redevelopment proposals on employment sites will need to take account of the impact on activities of neighbouring businesses; in this case a parade of shops and local services are located across Slateford Road, and the proposal would help support their continued activities by introducing a new residential population. In this case the proposal would regenerate the area by bringing a vacant site into residential use and the proposal does not conflict with this part of the policy.

Clause c. of Econ 5 states that where appropriate in the context of the site and urban environment that proposals should for part of a mixed-use development and include floorspace designed to provide for a range of businesses, commercial users and existing uses and their operational requirements. The supporting text goes on to explain that the policy aims to help meet the needs of small businesses and City residents by including small business/commercial units. Justification is required where a mix of uses is not proposed on former employment sites. The proposal does not include a mix of uses and the focus of the application is for housing in the form of flats.

The applicant submitted information outlining that the brewery had been operating under capacity for some time and that the owner concluded it would not be viable to upgrade the facilities to keep the facility operational as a brewery. The Caledonian Brewery was marketed in 2022 with no market interest in its continued operation as a functional brewery, after when it was offered to the open market. Since then, the site has been vacant. As a relatively self-contained site and with no market interest in re-use of the brewery for its original industrial function, it is accepted that it is not feasible or practical to include a commercial brewery space within the proposal as part of a mixed-use development to allow continued use as envisaged by clause c. of policy Econ 5. Regarding the provision of other uses alongside housing the proposal is of a modest scale within the urban area, with a small site area of approximately 0.95 hectares and characteristics which does not lend itself to commercial or business uses as part of a mixed-use development. In the context of the site and its urban environment a mixed-use development is not required at this location and the proposal complies with the policy.

Policy 9 of NPF 4 aims to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land, and empty buildings, and to help reduce the need for greenfield development. The proposal uses a brownfield site and draws support from part a) of the policy subject to sustainable re-use. The policy confirms that 'In determining whether the reuse is sustainable, the biodiversity value of the brownfield land which has naturalised should be taken into account'; in this case the site has limited biodiversity value in its current condition, and it is not naturalised. Part b) of the policy does not apply as the site is not greenfield. Part c) of the policy requires development proposals to demonstrate the land can be made safe and suitable for the proposed new use. Due to the previously developed nature of the site, a condition is attached requiring a site contamination investigation to be carried out and any necessary mitigation measures to be put in place in the interests of future occupiers of the development. NPF 4 policy 9 supports redevelopment of the site.

Principle summary

In summary the proposal draws support from LDP policies Hou 1 and Econ 5 as well as NPF 4 policies 16 and 9 and it is acceptable in principle subject to compliance with other policies of the development plan.

Affordable Housing

LDP policy Hou 2 (Affordable Housing) specifies that developments, including conversions, that consist of 12 or more units should normally provide 35% affordable housing on-site. Due to development viability associated with the exceptional costs of converting a complex category B-listed brewery complex to residential use the applicant proposes 23.8% affordable housing on-site as part of this application alongside a commuted sum making up the 10% shortfall to achieve an overall contribution of 35%. The supporting text of the policy advises that limited exceptions to the policy may apply as detailed in Council guidance.

The proposed 40 affordable housing units comprise 21 x 1 bed flats, 13 x 2 bed flats, and six three bed flats in Block C. A letter of support from Wheatley Homes East notes a preference for all affordable units to be within a dedicated block rather than a shared block and the 40 flats in Block C are off a single stair in a dedicated block in compliance with this operational requirement.

The Council's draft Affordable Housing Guidance 2025 advises '*...if a developer wishes to demonstrate that their development contains exceptional costs which make the affordable housing contribution non-viable on-site, then a full assessment of costs will be required based on an "open book" approach i.e. the developer will be expected to make all of the relevant cost information available to the Council and/or relevant partner housing association.* The applicant submitted an open-book assessment to support the justification for deviation from the 35% on-site affordable housing that LDP policy Hou 2 states should 'normally' be provided.

The viability appraisal was considered by the Council's Estates team who also commissioned an independent review, and a view was sought from the Valuation Office Agency (the District Valuer) regarding the proposal's viability. Affordable Housing has considered the details of applicant's viability appraisal and the proposal in the context of the Council's Affordable Housing Guidance. Based on the outcome of the process the Affordable Housing comments conclude that the viability appraisal confirms the costs of the development have been independently checked and verified and that 35% on-site affordable housing cannot be delivered. The proposed on-site affordable housing within Block C plus a commuted sum of £420,000 would need to be secured through a Section 75 legal agreement if the Development Management Sub-Committee is minded to grant planning permission.

Subject to the conclusion of a suitable legal agreement to secure both affordable housing on-site and a commuted sum the proposal complies with the terms of LDP policy Hou 2.

Layout and Design

Layout

LDP policy Env 25 (Layout Design) seeks a comprehensive and integrated approach to matters such as design, layout and orientation of buildings, streets, paths spaces and services alongside overlooking of such areas. It also relates to connections to travel networks, encouragement to walking/wheeling and cycling whilst catering for the requirements of public transport.

LDP policy Env 26 (Housing Density) states on sites where the principle of housing is acceptable, development must achieve an appropriate density having regard to the characteristics of the site and surrounding townscape. Proposals must have regard for the residential amenity and environment created, including accessibility and availability of high-quality walkable neighbourhoods.

Env 27 (Public Realm, New Planting and Landscape Design) supports proposals where all external spaces have been considered as a fundamental part of the scheme. The policy expects consideration for design and the materials; a coordination of paving, landscaping, street furniture throughout the scheme; appropriate tree canopy coverage and planting schemes; and where appropriate public art or interpretation displays included in open space.

The proposal's layout relies on a mixture of retention and adaptation of existing buildings on site, with selective demolition to allowed space for the introduction of new buildings at the site. The design approach has sought to retain significant, representative, and historic portions of the former Caledonian Brewery.

Four distinct accommodation blocks within the site are proposed: Block A is the historic core which includes retained converted buildings and one new build. Block B is the new build to replace the Maltings and Malt Mill building in a form that seeks to more closely replicate the historic design and footprint of this part of the brewery. Blocks C and D will be positioned to the northeast of the site and will be situated on the cleared Fermentation and Maturing Block, Tank Farm, and Keg Store buildings. Other ancillary structures and stores are included in the layout.

The layout, design, and housing density are appropriate for the site. The siting of Block B is designed to replicate the footprint of the original Maltings building which was previously destroyed in the 1994 fire; and will reintroduce a frontage on frontage of similar scale to the original building on Slateford Road. Two new residential, Blocks C and D, are orientated to align with the spatial pattern of the site and surrounding neighbourhood context. This ensures views via landscape corridors through the site. The design of the new blocks has taken cues from the historic form and architectural character of the site. The new build within Block A is sited similar to the demolished Tun Room D, but repositioning the building has incorporated a new key view within the site to the Chimney, which is a key heritage asset.

The layout has a coordinated approach to public realm space with hardstanding consisting of pedestrian paving within the main courtyard area and shared space paving for circulation spaces between Blocks B, C, and D. Trees, planting, SUDs, green spaces, informal play areas and street furniture are incorporated throughout the site and coordinated to the context of the redevelopment.

The proposal complies with LDP Policies Env 25, 26, and 27.

Design

LDP Policy Env 1 (Design Quality and Context) states planning permission will be supported where demonstrated the proposal will create or contribute towards a vibrant, successful place. Design should be based on an overall design concept that draws upon positive characteristics of the surrounding area.

LDP Policy Env 3 (Design - Incorporating and Enhancing Existing and Potential Features) states development should explain how characteristics and features of the site worthy of retention would be incorporated and/or enhanced.

LDP Policy Env 4 (Design - Impact on Setting) states planning permission will be granted for development where it is demonstrated that it will have a positive impact on its surroundings (design quality and character of townscape / landscape, green blue networks, and existing views).

NPF 4 policy 14 (Design, quality, place) aims to encourage new development that demonstrates the six qualities of successful places (healthy, pleasant, connected, distinctive, sustainable, adaptable).

Block A

Block A represents the historic core of the site, including the individual buildings of The Mash House, Copper House, Water Tower, Tun Rooms A and B, Office Block, Workshop, Chimney, The Tank Store, Cask Washing Shed, Tank Cooling Room, and Tun Room C. A single 2 storey new build element will also be included in Block A, located on a similar footprint to the demolished Tun Room D.

Replacement windows will replicate existing examples on site and where new window openings are proposed, these will have a Crittall style design to replicate the industrial nature of the site. The Office Block windows are noted to possibly be original pending further investigation; a condition is attached to secure clarification and possible restoration.

Balconies are proposed on the northwest elevation of the Water Tower and Juliette balconies on the Tun Room buildings. These are suitable in their locations, are well designed to reflect the industrial nature of the site and utilise modern design to provide a contrast between the historic and modern additions.

The new two storey building proposed within Block A is situated on a similar footprint to the demolished Tun Room D and external store. The design of the detached two storey building is intended to replicate a similar scale to the Tun Room D but utilises clear modern design through the grey aluminium raised seam materials. The same material is used for the Tank Cooling Room, as well as upper portions of Blocks B, C, and D. This is suitable as this modern material will link to the design style used for the overall redevelopment of the site, and the interventions proposed are proportionate to the facilitate the redevelopment.

Block B

Block B will replicate the footprint of the original Maltings building which was previously destroyed in the 1994 fire. The building spans across varying levels of the site but is primarily four storeys, with a basement level. There is a fifth storey to the north of the site, and a three-storey frontage on Slateford Road. The building reinstates the original pend, replicates the original maltings roof design, and reinstates a building frontage on Slateford road.

The design of the new structure incorporates a mix of traditional materials with red rustic brick and slate tiles providing a material and visual link to the historic core (Block A) of the redeveloped site. While the use of grey aluminium raised seam materials and aluminium clad windows demonstrate clearly modern additions to the site, these features are acceptable.

A mix of balconies and Juliette balconies are proposed on the northern elevation, with the east and western elevations only including Juliette balconies. These are suitable in their locations, are well designed to reflect the industrial nature of the site and utilise modern design to provide a contrast between the historic and modern additions. Overall, the scale, form, design, and materials palette are an appropriate and high-quality mix which will create a distinctive but complimentary addition to the site.

Block C and D

Block C and D both comprise of six storeys, with a basement level, and are positioned to the north east of the site. Block D is set back within the site farther away from Slateford Road than the building line of Block B, with the sixth floor set back further which reduces its massing at the upper level. Block C, within the northern corner of the site, has the sixth floor partially set back particularly from the railway and Wardlaw Terrace which lies beyond. The site's topography facilitates the scale of the proposed blocks as the site is lower than Slateford Road.

These buildings are positioned furthest away from the historic core (Block A), and are clearly designed to be modern, but with aspects of traditional materials to match the context of the site. The material palette of grey rustic brick, grey aluminium raised seam and industrial orange aluminium raised seam is suitable within the context and composition of the redeveloped site.

The blocks include a mix of external balconies and Juliette balconies and also incorporate a green roof on the fifth and sixth floors. These aspects are suitably located and appropriately match the intended style of the modern Block C and D. Overall, the scale, form, design, and materials palette are appropriate and high-quality for the redevelopment of the site. The specification for the planting of green roofs on both blocks is recommended to be secured by condition along with a detailed specification for all external materials at the development.

Townscape and visual impact

A Townscape and Visual Impact Assessment (TVIA) to assess the effect of the proposal on 10 local views and three protected views was submitted. The assessment noted that the most significant effects will be experienced in the local area from viewpoints to the east at Slateford Road and from the neighbouring cemetery. In some views the development will become the dominant feature in views as a result of intensifying the level of development at this site. Along Slateford Road the reintroduction of Block B to the streetscape will replicate the historic footprint of the brewery, however the introduction of Blocks C and D will introduce the most noticeable change. The applicant has sought to minimise any adverse visual effects from these blocks by setting them into the site, by reducing massing at higher levels, through careful selection of materials, and the articulation of roofscape. The TVIA identifies that there will be significant change in local views at some of the viewpoints that were assessed. It is accepted that the proposal will be visible in the immediate local area the proposed design and its associated visual impact on the area is acceptable. Effects on local townscape are further confirmed in the TVIA to be negligible as are any effects on the nearby Craiglockhart Special Landscape Area which was included in the assessment. Of the three protected views considered, the TVIA concludes that in each case the magnitude of change is negligible and any impact not significant. The proposal complies with LDP policies Env 1, Env 4, and Env 19 (Special Landscape Areas).

Housing Mix and Accommodation

LDP Policy Hou 3 (Mixed Communities) requires proposals to address local housing priorities; develop a range of housing of different types and sizes that are well integrated throughout the development. The proposal consists of 168 new homes ranging from studios up to 3 bed flats, including four duplex flats within the converted Block A. A variety of flat types are proposed including level access main door properties, duplexes, and varying layouts for units. The accommodation schedule including the affordable housing provides: 65 x 1-bed flats; 67 x 2-bed flats; 35 x 3-bed flats; and one studio. The affordable housing is generally comparable in terms of design, appearance, and mix to the market housing. The proposal provides a good mix of accommodation and although the proposal comprises solely of flats, in the context of the site and with a view to efficient use of brownfield land in the urban area this is acceptable.

The Edinburgh Design Guidance (EDG) sets out the minimum internal floor areas as: 36 sqm. for a studio dwelling; 52 sqm. for a one-bedroom dwelling; 66 sqm. for a two-bedroom dwelling; and 81 sqm. for a three-bedroom dwelling. The Design and Access Statement outlines 'typical' internal floor areas throughout the site which indicates compliance with the EDG and policy requirements, and during the assessment period the applicant provided a schedule of accommodation. This information demonstrates that internal floor plans will in most, but not all cases comply with or exceed the EDG requirements. Some deviation from the Edinburgh Design Guidance standards is proposed and in the context of re-purposing a listed building, reinstating the historic footprint and general scale of Block B, and introducing a suitable balance between the two new-build Block C and D in an acceptable form, layout, and design these infringements are acceptable.

In summary, the deviations mostly range between approximately 0.5 metres and five metres short of requirements however in the case of four one bed flats in Block C these floor areas are approximately 10 sqm. below the EDG standards, but still above a studio size. The single studio complies with Council standards, one bed dwellings range from 39 sqm. - 60.5 sqm., two bed dwellings range from 60.9 sqm. - 79.8 sqm., and three bed dwellings range from 79.8 sqm. - 112.7sqm.

LDP Policy Hou 3 (Mixed Communities) specifies proposals should include a minimum of 20% units for larger families. Which the EDG defines as dwellings which have three or more bedrooms, have good levels of storage, have direct access to private gardens (for example via patio doors or private external stairs) or safe play areas for children, and have a minimum internal floor area of 91 sqm. Of the 35 three-bedroom units, twelve are approximately 91 sqm. or more with a further four being close to this standard. Of these 16 units, one has access to a private garden and fully complies with the EDG standards for larger families. Despite the deviation from EDG standards in respect of the requirement for more larger three bedroom properties, proposal delivers a good mix of accommodation including 20% three bedroom flats within an excellent landscape setting and well overlooked low-traffic environment for families and children, and Harrison Park is a short walk away for access to larger greenspace in the local area.

While the proposal does not fully align with requirements of the EDG in all cases given the context of converting a listed building and the challenges associated with this complex site, the deviations with non-statutory guidance are acceptable in the context of LDP policy Hou 3. Overall, a good quality of internal residential amenity is provided.

Amenity

NPF4 policy 23 (Health and Safety) supports development that will have a positive effect on human health and protects people and places from environmental harm.

LDP Policy Env 33 (Amenity) sets out that development will be supported by this policy where it is demonstrated that the amenity of future occupiers of the development and occupiers of neighbouring developments are not adversely affected by ensuring acceptable levels of amenity, particularly in relation to odour, space standards, noise, daylight, sunlight, privacy or immediate outlook.

LDP policy Hou 4 (Conversion to Housing) supports the change of use of existing buildings in non-residential use to housing provided it can achieve a satisfactory residential environment; housing is compatible with nearby uses, appropriate open space, amenity, and car and cycle parking standards are met; and the change is acceptable with regard to other policies in the plan including those that seek to safeguard or provide for other uses.

Neighbours

Daylight and Sunlight

An assessment of the impact of the proposed development on daylight to neighbouring windows and sunlight to neighbouring gardens has been undertaken by the applicant. In terms of the assessment of daylight, where a proposal may affect the level of daylight to neighbouring properties the EDG requires an assessment of the Vertical Sky Component (VSC). Guidance states that the VSC must be no more than 27% or 0.8 of its former value, to be considered acceptable.

The applicant submitted a daylight statement, and this shows that the proposal's effect on neighbouring properties. The properties at 7-9 Wardlaw Terrace are closest to Block C which is a greater scale than the building being removed. The statement notes a reduction in VSC to these properties, however, it has demonstrated that all windows will receive above 0.8 of their existing vertical sky component value in accordance with the Edinburgh Design Guidance.

The assessment also considers the impact of the proposal to other properties on Slateford Road and Wardlaw Terrace. This demonstrates the proposal complies with the requirements of the EDG as these properties can achieve a VSC of more than 27%.

Regarding overshadowing the applicant has produced a sun path analysis from the spring equinox as recommended in the Edinburgh Design Guidance. The proposed development will increase overshadowing to the north, however, due to the urban nature of the site this does not affect any neighbouring amenity ground. There will be no unacceptable impact to residential neighbouring sunlight amenity. Regarding overshadowing impact on the neighbouring cemetery which is an open space the effect is negligible in the context of the quality or character of the space.

Privacy

The Edinburgh Design Guidance states in regard to privacy that the pattern of development in an area will help to define appropriate separation distances. The proposed development is located within a relatively contained site where surrounding properties are separated by Slateford Road to the southeast and the adjacent railway and Wardlaw Terrace to the northwest. The distance retained between the new residential blocks and neighbouring buildings will provide adequate separation and a good level of privacy.

Outlook

The Edinburgh Design Guidance states that though private views will not be protected, immediate outlook of the foreground of what can be seen from within a building may be. As assessed above, the properties at 7-9 Wardlaw Terrace are closest to Block C which is a greater scale than the building being removed. The new block is 30 meters away from the neighbouring buildings and is not an excessive scale that could reasonably limit or restrict the overall outlook from neighbouring sites.

Future residents

Daylight, Sunlight and Privacy

The applicant has provided an assessment of proposed daylight and sunlight levels afforded to the proposed development. Eighty eight of the 168 units proposed units are dual aspect and this exceeds the 50% minimum recommended in guidance. The "No Skyline" analysis assesses the available daylight to the proposed development and is described as the point in a room beyond which the sky cannot be seen on a working plane set at 0.85m above floor level. It is expected that at least 50% of living rooms, bedrooms and kitchens receive a direct view to the sky. The No Skyline analysis confirms that all of the bedrooms, studios and living/kitchen spaces achieve a suitable level of daylight amenity.

The applicant provided further supporting daylight information in which BRE Target Illuminance analysis was carried out. This considers whether the proposal meets specific lux levels for the bedrooms, living rooms and kitchens on the same working plane as the No Skyline analysis. This further confirms the proposed development achieves a suitable standard of daylight amenity.

In terms of sunlight to the proposed development, the Edinburgh Design Guidance requires external amenity areas will receive over two hours of direct sunlight across at least 50% of the total area when measured on the spring equinox. The applicant has supplied an Annual Probable Sunlight Hours (APSH) analysis which demonstrates 76% of proposed garden and outdoor amenity area receive more than 2 hours of sunlight. This confirms the proposal will achieve a suitable level of sunlight amenity.

As noted above, privacy distances proposed are in keeping with the prevailing pattern of the area. the listed buildings in Block A and bedrooms windows on the south elevation of Block B window to window distances are closer than elsewhere on the site; in the context of converting a challenging listed building to residential most windows are oblique and not directly opposite which assists in retaining privacy for future residents. Overall, the window patterns and distances between blocks on the site is acceptable and will deliver a good standard of amenity.

Air, noise, and vibration

An Air Quality Impact Assessment has been submitted by the applicant. This states the proposal is unlikely to adversely affect local air quality and Environment Protection raises no objections or recommendations in relation to this.

A Noise & Vibration Impact Assessment has been submitted which considers noise from the adjacent railway line and road traffic noise from Slateford Road. The nearest proposed residential buildings to the railway are Blocks A and C, which are approximately eight metres from the adjacent railway line at the southwest boundary. The supporting noise assessment recommends that appropriate internal day and night time noise levels can be achieved through a combination of acoustic glazing and mechanical ventilation through wall ventilators. Environmental Protection does not object to the proposed mitigation and recommends a condition be applied to ensure all mitigation is installed where necessary to achieve a satisfactory living environment.

No mitigation measures are proposed for vibration and comments from Environmental Protection do not object to this approach.

A Ground Investigation Report has been submitted including an intrusive investigation and remedial works have been recommended. Environmental Protection recommends a condition regarding site investigations and this is attached.

Subject to the recommended conditions the proposal is acceptable in respect of air, noise, vibration, and ground conditions.

Open Space

LDP Policy Env 32 (Useable Communal Open Space and Private Gardens in Housing Development) requires housing developments to provide good quality, useable open space calculated at 10 sqm. per flat (excluding gardens), and/or provide adequate private gardens. A minimum of 20% of total site area should be useable open space and/or private gardens.

To be considered good quality, all communal open spaces should provide useable amenity space that is accessible to everyone and should be multifunctional in their form, character, and function. Multifunctional spaces should have biodiverse habitat, receive acceptable daylight and sunlight, contribute to sustainable surface water management, and provide an attractive place to rest and play.

Communal space on the site includes the courtyard area, circulation spaces, and a selection of open green spaces at the site's northern, southern, and central areas. There is approximately 3,690 sqm. of soft landscaping on the site, with a total of 1,640 sqm. of usable, good quality, open green space. These landscaped areas include seating, informal play, usable SUDS areas with gentle gradients and present an acceptable level of external amenity. The site is also approximately 550 meters from the boundary of Harrison Park to the southeast which provides a nearby public amenity space.

The Edinburgh Design Guidance states high density development requires efficient and effective use of space. Ground floor flats should generally be provided with private rear gardens of a minimum depth of three metres, which may open directly on to communal gardens. Where the depth of private gardens is limited (for example less than 3m), patio doors to the main living space and a defined threshold space should be provided.

A total of fifteen ground floor units in blocks A, C and D will have private garden amenity space while 33 flats will have balcony spaces. Ground floor garden areas are approximately 2.3 metres deep which is appropriate in this development, and all include patio doors to the main living space which complies with the Edinburgh Design Guidance; some private gardens also include direct access to the communal gardens.

The proposal complies with LDP policy Env 32 and the Edinburgh Design Guidance.

Transport and movement.

The applicant submitted a Transport Statement in support of the application. A low-car parking development is proposed with two accessible car parking spaces within the site. Access to the site for vehicles, pedestrians, and cyclists is from the main ramped access at Slateford Road, which has gradients of 1:12 and 1:14. A new platform lift is proposed to be installed at the main entrance to provide an alternative to the sloped entrance to the site. It is proposed the main access from Slateford Road will be resurfaced, a new handrail introduced, and two benches installed at the middle and top areas of the ramped area for resting if required. Further pedestrian access will be provided via existing stepped access from Slateford Road opposite Ivy Terrace which will be reconfigured to enhance its usability by introducing a section of path and reducing the number of steps.

A supporting movement plan within the Design and Access Statement shows that pedestrian access around all parts of the site is appropriate. The supporting Inclusive Design and Access Statement further considers that pedestrian access is appropriate for different abilities and slopes within the site will be appropriate in most circumstances for accessing the site via the reconfigured steps between the Workshop Block and the Office Building Block, via the pedestrian route adjacent to the vehicular ramp or via the new platform lift at the main entrance.

NPF 4 policy 15 (Local Living and 20-minute neighbourhoods) and LDP policy Inf 1 support development where it will be consistent with local living and 20-minute neighbourhood principles. The proposal is well-located with regards to local services and facilities as it is across the road from local shops and other services in the surrounding area. This proposal is in a sustainable location with a bus stop on Slateford Road outside the site providing a local service into the city centre and beyond. The proposal accords with these policies.

LDP policy Inf 7 (Private Car Parking) supports development where private car use is not needed, with a view to encouraging parking free or low car parking developments. A range of factors are set out within the policy for consideration such as levels of sustainable transport accessibility, parking controls on neighbouring streets, availability of shared mobility services, and whether accessible parking standards are satisfied. The location and design of the two proposed accessible parking spaces are acceptable in the context of LDP policy Inf 8 (Design of Car Parking) and in accordance with the Council's parking standards. In respect of no other parking being proposed for future residents the proposal is consistent with the objectives of LDP policy Inf 7 as it is in an existing urban location with excellent access to public transport, close to local facilities which reduce the need for travel by private vehicle, and located close to several road and path arteries (Slateford Road, Gorgie Road, and the Union Canal) to the City and surrounding areas which allow for active travel.

Many objections from neighbours in the area and from the Merchiston Community Council whose boundary area runs along Slateford Road across from the site raise concerns regarding the low level of car parking and the potential adverse impact(s) on surrounding streets and Controlled Parking Zone(s). The Roads Authority does not object to the proposal on this ground and advises that the application site is out with any of the surrounding controlled parking zones, with comments concluding that it is considered that residents will not be eligible for permits in the surrounding areas. Subject to a contribution towards the provision of four car club spaces and the associated order the proposal is acceptable. Roads Authority comments further state that an upgraded bus shelter at Slateford Road is a requirement and that a new Pelican crossing is required adjacent to the bus stop. These matters are attached as informatives.

Cycle parking is proposed in a variety of locations in the development with provision for occupants and visitors. The cycle parking is proposed on a site-wide basis for the development rather than on a block-by-block basis. LDP policy Inf 6 (Cycle Parking) establishes the requirements for cycle parking in new development, while the Council's Parking Standards require 367 cycle parking spaces for residents at this development.

Three hundred and sixty-five bicycle spaces are proposed for occupants, and these consist of a mixture of internal and external spaces of varying types. Fifty-six external spaces are to be provided in secure external stores and Sheffield racks. The cycle parking in these areas of the site comprise of two secure stores with green roofs which provide capacity for 64 bikes, with Sheffield racks providing space for a further 10 non-standard bicycles, and a further 14 Sheffield racks for standard cycle proposed. The external cycle parking for residents amounts to 88 spaces.

Within the basement areas of Blocks B and C cycle stores are accessible by external doors at the ground level from the west elevation. Block B provides 24 non-standard spaces and 53 two-tier cycle spaces (106), and access is available via the stair core from within the building as well. Block C's basement cycle store which is accessible by an external door provides 33 non-standard spaces and 57 two-tier cycle spaces (114). In combination both blocks include 277 spaces.

Visitor cycle parking is proposed in two areas, with 24 spaces allocated in addition to those identified for residents. The visitor spaces are in two separate locations that are well overlooked near green space between Blocks B and C, and beside the accessible platform lift at the main entrance. The visitor cycle parking arrangements are acceptable.

The cycle parking proposals are acceptable and in the context of delivering housing at a complex listed building an appropriate mixture of internal and external parking is provided along with acceptable provision for non-standard bicycles. The proposal accords with LDP policy Inf 6 (Cycle Parking) despite a shortfall of two spaces when considered against parking standards.

Active travel infrastructure

Table 3 of the LDP lists active travel strategic projects and safeguards, which identifies Slateford Road as forming part of a project to deliver a segregated active travel route along main arterial road(s). The Council's finalised non-statutory Draft Supplementary Guidance on Infrastructure and Development Contributions and Infrastructure Delivery which was recently approved for consultation clarifies that the site is within the new proposed contribution zone for 'ATSR16 Lanark Road/Slateford Road Segregated route along main arterial road, related to development'. Developer contributions are addressed below within this assessment. Subject to the required contribution towards this infrastructure, in accordance with LDP policy Inf 3 (Infrastructure Delivery and Developer Contributions) the Roads Authority does not object to the proposal.

Landscape and biodiversity.

LDP policy Env 6 (Green Blue Infrastructure) supports new development where it is demonstrated that proportionate features such as biodiverse vegetation, new blue-green infrastructure on-site, and links to the City's blue green network are introduced. The applicant submitted a suite of landscape plans outlining the soft and hard landscape proposals as well as maintenance arrangements.

The proposed soft landscape includes a diverse range of planting and spaces which are multi-functional. These include rain garden and bio-retention areas, informal play spaces, amenity grass, shrubs, hedges, and other forms of planting that contribute to the external amenity of the site as well as forming new habitat that is a clear improvement on the existing brewery complex. Planting is well-considered and suited to different parts of the site with shaded areas including plants that are best suited to those areas and plants that thrive in sunnier weather placed accordingly. Twenty-eight new trees are proposed and distributed around the site. Green roofs are proposed on the roofs of Blocks C and D, and these are to be sedum matting with planting. A condition is recommended to secure the planting specification of the green roofs. Following completion of the development the area of green or landscaped space would be greater in both quantity and quality compared to the existing brewery complex and this is supported by the development plan.

A tree survey was submitted with the application which noted the presence of three trees at within the site at its periphery along with a small group of likely self-seeded trees at the southeastern corner of the site. Tree Preservation Order trees at the mutual boundary with the site's northeastern boundary at the North Merchiston Cemetery are identified in the survey which are identified as a group and five individual trees where their canopies overhang the site. The survey recommends that the small group of trees within the site be removed as they consist of failed dead trees and are small sized, while of the mature trees within the adjacent TPO pruning of a poor condition tree is recommended. A tree protection plan has been submitted to ensure that TPO trees are protected, however the survey acknowledges that any presence of roots in the application site is still to be confirmed. A condition is recommended to ensure that in the event any roots from the TPO trees are present appropriate protection measures should be put in place.

Hard landscape such as boundaries and public realm furniture include a wide palette of materials including pedestrian paving sets, site-won natural paving sets, permeable paving areas, timber decking within some of the green spaces, red brick retaining wall in discreet areas of the site, timber bench seating, raised planters, timber natural play features and stepping stones in communal spaces. While the supporting landscape layout plan describes boundaries, retaining walls, benches, decking, kerbing, and other features across the site's communal and private public realm a detailed specification plans for all boundaries are not part of the submission; a condition is recommended to secure these details, however the descriptions on supporting plans indicate high quality material finishes and heights that are appropriate to the site's context will be delivered in accordance with LDP policy Env 27.

Network Rail requests a condition to secure a trespass proof fence at the site's southwest boundary where it interfaces with railway land, and this is attached.

An appropriate maintenance plan and schedule has been submitted in accordance with the requirements of LDP policy Env 27-part d and NPF 4 policy 20 (Blue green infrastructure).

Regarding biodiversity, a preliminary ecological survey was submitted with the application. The results of the appraisal find that the site is dominated by buildings and developed land, with some scattered tree habitat on site which are poor or moderate condition. The appraisal further identified that the site provides potentially suitable habitat for Peregrine Falcon and Swift and the applicant would be required under separate legislation to ensure that the development would not disturb birds in the breeding season. A fox den was also identified and in line with legislation out with the planning system the applicant will be required to check for activity prior to the start of works on site.

A bat preliminary bat roost appraisal was submitted that confirmed low bat activity levels were observed and no bat roosts were identified meaning bats are not a constraint to this development. No other protected species were recorded as being present.

The preliminary ecological appraisal recommends that enhancement at this development could include planting of species-rich hedgerow, tree planting, installation of bat boxes, bird boxes and Swift bricks, and hedgehog highways. The supporting information advises that a biodiversity net gain of approximately 43% will be achieved at the site. While the proposed planting specification and inclusion of habitat piles within the landscape areas responds to the recommendations, at this stage of the design process, the applicant advises that the precise specification and position of all enhancements including species boxes and any swift bricks cannot be confirmed; therefore, a condition is recommended to secure these enhancements within an appropriate Biodiversity Enhancement Plan. The proposal introduces an appropriate landscape environment that caters for habitat creation and results in clear enhancements that are proportionate to the scale of the development proposed in accordance with NPF 4 policies 1 (Tackling the climate and nature crises) and 3 (Biodiversity) as well as LDP policy Env 37 (Designing-in Positive Effects for Biodiversity). In respect of species protection, subject to the attached condition the proposal complies with the requirements of LDP policy Env 21 (Protection of Biodiversity).

Drainage and flood risk

LDP Policy Env 36 (Designing for Surface Water) states the redevelopment of existing sites will be supported where, amongst other matters, they are accompanied by a Surface Water Management Plan and proposals meets certain design requirements including storing water on site.

LDP Policy Env 35 (Reducing Flood Risk) sets out that development should not increase flood risk elsewhere or within the site itself.

NPF4 Policy 22 (Flood risk and water management) states that proposals at risk of flooding or in a flood risk area will only be supported if they are for, amongst other matters, for the redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use and where proposals demonstrate that long term safety and resilience can be secured in accordance with relevant SEPA advice.

Existing drainage arrangements at the site includes a network where foul and surface water connects into a combined Scottish Water sewer at the site's northeast corner. A new network to cater for the introduction of SUDS features at the site to support the development is proposed, while the applicant's intention is that foul drainage would continue to use the existing connection. The supporting Flooding, Drainage and Surface Water Strategy confirms that water will be managed through a range of solutions in accordance as far as practicable with the City's Water Vision principles, where a combination of swales, blue roofs at Blocks C and D, filtration trenches and attenuation tanks are proposed to provide a cascade of surface water treatment. The landscape areas within the site play a multi-functional role in how water is stored and managed at the site as part of the proposed strategy, including rain garden and bio-retention areas.

The site is at risk of flooding from surface water, and this is identified in SEPA flood maps. The supporting Flood Risk Assessment (FRA) identifies that the site's topography and the nature of water flows in the site and area mean that in a 1 in 200 year plus climate change flood event the current brewery complex would experience flood water ponding, notably in the north and central areas of the site with other localised affected areas. Post development, when mitigation measures such as the installation of gatic drainage channels and oversized slot drains, alterations to ground levels, the introduction of new buildings and landscape areas, surface water attenuation areas, filter trenches, blue roof storage, and associated sewer networks the risk of surface water flooding reduces for the proposed development by capturing and routing water safely through the development. Water that enters the site in an extreme flood event is to be directed to the northeast of the site where landscaped swales would accommodate any ponding along with other drainage infrastructure. In this scenario the basement areas within Blocks B and C would flood, where bicycle and bin stores are located. The finished floor levels of properties would be approximately 1.2 metres above the flood level in the north of site where ponding would occur, and the accommodation has an appropriate freeboard.

In the context of NPF 4 policy 22 clause a) iv. of the policy applies to development proposals at risk of flooding or in a flood risk area are supported where they involve the redevelopment of previously used sites in built up areas where the LDP has identified a need to bring them into use and where the long-term safety and resilience of proposals can be secured in accordance with SEPA guidance. The proposal is a redevelopment of a previously used site in the urban area and the LDP supports brownfield development and housing development in principle where bringing the site into positive use is supported. The policy includes five qualifying criteria with which proposals must demonstrate compliance.

The supporting Flooding, Drainage and Surface Water Strategy demonstrates that all risks of flooding are understood, the submission confirms no increased flood risk for others or need for future flood prevention schemes, the landscape strategy and building specifications show that flood resistant and resilient materials and constructions methods are to be used, and the effects of climate change are clearly considered. Although the basement level of Blocks B and C would flood in an extreme event which is a design intention for flood storage, the finished floor level of all flats at the ground floor including the access and egress from the ground floor are safe to use.

Regarding provision of an appropriate freeboard at Blocks that are located to the north and west of the site the applicant's Flood Risk Assessment confirms that flood waters adjacent to Block D are predicted to reach peak levels of approximately 56.9 metres above ordnance datum (AOD) as they flow north to the landscaped area at the site's north, and that the finished floor level of Block D is set above this at 57.1 metres AOD. Flood waters adjacent to Block C are predicted to reach peak levels of approximately 56.7 metres AOD, while the finished floor level of Block C is set above this at 56.8 metres AOD. Access for both blocks is from the south of the proposed buildings where they connect to higher ground. Flood waters are then modelled to flow southwest towards Block B, where finished floor levels of which are 56.8 metres AOD, well above peak water levels of 55.4m AOD.

The Council's Flood Planning service comments acknowledge that although the basement levels of Blocks B and C would flood in an extreme event, there is an appropriate freeboard for the occupied blocks and that it appears occupants will be able to egress the site via dry routes, and access Slateford Road if required, notwithstanding a degree of residual uncertainty of access for emergency vehicles from Slateford Road given this is the main source of flood water. Comments from Flood Planning also recommend to improve resilience that a flood evacuation plan should be integrated into the operation of the development, and this is added as an informative.

The proposal manages surface water flooding within the site in an acceptable manner which retains safe access and egress from all Blocks to Slateford Road and the proposals comply with the terms of NPF 4 policy 22. Furthermore, the proposal's approach to water management considers the effects of climate change and the requirement for adaptation in future as required by NPF 4 policy 2.

The proposal does not lead to an increase in flood risk elsewhere and reduces the level of flood risk within the site in comparison to existing brewery and it is compliant with the requirements of LDP policy Env 35.

Based on no objection from Scottish Water the proposal complies with LDP policy Inf 22 (Water Supply and Foul Wastewater) and NPF 4 policy 22 d) which require new development to be served by adequate water supply and sewerage capacity. The applicant will be required to make a formal application to Scottish Water for water and wastewater connections. Scottish Water further note that the applicant will be required to engage in discussion regarding a combined sewer in the northeast of the site and the proposal's layout and drainage proposals have considered this constraint.

Sustainability

NPF 4 policy 11 (Energy) applies to this proposal. The intent of NPF 4 policy 11 is generally to encourage, promote and facilitate all forms of renewable energy development including generation.

NPF 4 policy 12 Zero Waste states that development proposals will be supported where they reuse existing buildings and infrastructure; minimise demolition and salvage materials for reuse; minimise waste; use materials with the lowest forms of embodied emissions; and use materials that are suitable for reuse with minimal reprocessing.

LDP Policy Env 7 (Sustainable Developments) states proposals for redevelopment of buildings must incorporate reasonably practicable measures to address the climate emergency and contribute to sustainable living as demonstrated through a sustainability statement. This should reference specific measures in relation to climate mitigation and active travel. Where replacement buildings are proposed, the statement should include a carbon assessment setting out the 'whole-life' carbon footprint of the proposed development compared to the option of re-using the existing building to accommodate the proposed use. Where this comparative assessment fails to show an overall lower carbon footprint then it must be set out why the developer considers the proposal justified.

The applicant submitted an Energy and Sustainability Statement to address LDP policy Env 7, as well as a Whole Life Carbon Comparison for Block B in response to the requirement to set out the 'whole-life' carbon footprint of the proposed development compared to the existing Maltings building which is proposed to be demolished. The comparative assessment concludes that the proposed development will have greater total whole life carbon emissions compared with a converted scheme, due to the increase amount of new construction proposed. However, when considering the densification and greater number of bedrooms of the proposed development, the proposals achieve a lower carbon footprint per bedroom. The study also considered benefits of a new building in relation to achieving internal amenity standards compared to inefficient and poorly lit conversion of the existing building which would result in a poorer performing building if converted. Other buildings that are to be demolished on the site are of an industrial nature are accepted as not being appropriate for conversion to housing. The proposal complies with this part of LDP policy Env 7 by demonstrating that over a 60-year lifecycle the proposal would likely result in a better performance compared to conversion, and the demolition is justified.

The sustainability statement states that the re-use of materials within the circular economy is intended for site-won materials including the intention to dispose of legacy brewing equipment through engaging with the brewing industry. In addition, the proposal will be required to comply with relevant waste management regulations. Regarding operational waste generation comments from Waste Services confirm that refuse storage and management at the site are acceptable and allow for segregation of different waste streams upon occupation of the development.

LDP policy Env 8 aims to ensure new buildings are sustainable and address the climate emergency. The policy requires new buildings to exceed current carbon dioxide emissions target with at least half the target met through the use of low and zero generating technologies. Support is lent to proposals for new buildings where all reasonably practicable measures predominantly through ultra-high fabric energy efficiency, where green roofs have been provided and contribute to wildlife habitat and water attenuation, and where provision is made for facilities for recycling.

In addition to the above policies NPF4 policy 1 (Tackling the climate and nature crises) gives significant weight to the global climate and nature crisis, while NPF4 policy 2 (Climate mitigation and adaptation) supports development proposals that are sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and sited and designed to adapt to current and future risks from climate change.

Regarding other sustainability credentials and those relating to climate change mitigation and adaptation upon which the development plan places significant weight, other aspects of the development including low car parking, landscape and biodiversity design features, appropriate housing density making good use of an urban site, and sustainable water management at the development are addressed within this report and make a positive contribution towards sustainable development that will be long-lasting and climate resilient.

The proposal complies with the sustainability objectives of the development plan.

Developer Contributions

Policy 18 of NPF4 encourages an infrastructure first approach to planning and placemaking. Development that provides or contributes to infrastructure identified as necessary in LDPs.

LDP Policy Inf 3 (Infrastructure Delivery and Developer Contributions) supports development where there is sufficient infrastructure capacity already being available or can be delivered at the appropriate time or where the development can deliver the infrastructure necessary to mitigate any negative impacts.

The Council's finalised non-statutory Draft Supplementary Guidance on Infrastructure and Development Contributions and Infrastructure Delivery was approved for consultation by Planning Committee on 02 April 2025. The guidance is currently a material consideration in the assessment of this proposal. In accordance with this guidance, it is recommended that developer contributions are sought for the below identified matters:

Education

This application site is in sub-zone T-1 of the Tynecastle Education Contribution Zone. As an unallocated windfall site its impact on the educational infrastructure is not calculated in Council guidance. The impact of unallocated sites is assessed at the point of application.

A detailed consultation response to the application has been provided by the Council's Education and Children's Services, based on 102 flats. Studio and one bed flats are excluded from the assessment.

The proposed site is in the following catchment areas: Dalry Primary School, St Cuthbert's RC Primary School, Tynecastle High School, and St Augustine's RC High School. The Supplementary Guidance identifies a requirement for contributions towards increasing denominational primary school capacity at St Joseph's RC Primary School and denominational secondary school capacity at St Augustine's RC High School in sub-zone T-1.

The consultation response outlines that to mitigate the cumulative impact of development that would be anticipated if this proposal and other known development and allocated housing sites progressed, the proposed development is therefore required to contribute towards the delivery of education infrastructure as follows:

- Secondary school: Flats £621 per flat; Houses £2,276 per house.
- The total secondary school contribution is £63,342.

No contribution is sought towards the denominational primary school capacity.

The above figure provided by the Council's Education and Children's Services is consistent with the draft supplementary guidance on developer contributions.

Comments note that if the appropriate infrastructure contribution is provided by the developer, as set out above, Education and Children's Services does not object to the application.

It is recommended that the above contribution towards education infrastructure be secured through a legal agreement if the committee is minded to grant planning permission.

Transport

Active Travel:

The proposal is within the contribution zone for 'ATSR16 Lanark Road/Slateford Road Segregated route along main arterial road, related to development'. A per unit dwelling contribution of £785.99 applies to new proposals in the contribution zone. For 168 new units at this site, a contribution of £132,046 is required towards active travel infrastructure.

City Car Club:

The supplementary guidance specifies that developer contributions towards car sharing for developments for over 50 units will be individually assessed. The Roads Authority advises that four car club spaces are required in the vicinity of the development, which is consistent with the Council's parking standards. A car club contribution of £20,000 per vehicle and in addition the associated Traffic Regulation Order cost of £3,000 is required. A total contribution of £83,000 toward the car club scheme is required and should be secured through a legal agreement.

Affordable Housing

Affordable Housing of at least 23.8% of the total units, equating to 40 units, and a commuted sum of £420,000 in lieu of 11.2% (18 units) that are not provided on site are required to be secured through a legal agreement.

Other development plan matters

Impact to a listed building

LDP Policy Env 12 (Listed Buildings and structures - Alterations and Extensions) states that proposals to alter or extend a listed building will be permitted where there will be no harm to the special interest of the building and its features; there will be no damage or loss of important historic fabric; and any additions are of a high-quality design that are appropriate to the character of the building. NPF4 Policy 7c states that development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting.

This has been assessed in section (a). The proposal complies with the development plan in this regard.

LDP Env 11 (Listed Buildings - Setting) states that development within the curtilage of a listed building will be permitted only if not detrimental to the architectural character, appearance, or historic interest of the building, or to its setting.

The setting implications of Block A and Block B have been assessed in section (a) and the overall layout and design of the new blocks have been assessed above. The proposal will not have a detrimental impact on the architectural character, appearance, or historic interest of the listed brewery or to its setting. The proposal complies NPF4 Policy 7, LDP Policy Env 11 and Env 12.

Setting of Conservation Area

LDP Policy Env 14 (Conservation Areas - Development) and NPF4 Policy 7d will only support development which affects the setting, or key views to/from a conservation area where the proposal preserves or enhances the special character or appearance of the conservation area and is consistent with the relevant conservation area character appraisal. The proposal must preserve key features which contribute positively to the special character or appearance of the conservation area and demonstrates high standards of design with materials appropriate to the historic environment.

The site is not located within a conservation area, but the Slateford (Flowers) Colonies is located immediately to the southeast. The Colony Conservation Areas Character Appraisals emphasise the historic importance and unique architectural form of the Colony developments in Edinburgh. They are typified by their enclosed setting, their small-scale layout, high quality workmanship, detailed control of design and pedestrian emphasis.

The redevelopment of the former Caledonian Brewery site will not harm the setting of the conservation area. The overarching principle of this development is to retain significant, representative, and historic portions of the former Caledonian Brewery. The new additions will take design cues from the historic form and architectural character of the structure.

From inside the conservation area, the reinstatement of the Maltings and Malt Mill building form to the pre-1994 design will benefit the overall historic setting by reinstating an original key view from Myrtle Terrace. The introduction of Blocks C and D will introduce new buildings visible from Primrose Terrace, which are modern in their design and will introduce a change to the area. However, the architectural quality of these buildings will result in an acceptable outcome for the setting of the conservation area as part of a balanced redevelopment of the brewery site and results in an improvement compared to the existing view of the 21st century Fermentation and Maturing building, which has little architectural merit.

The proposal complies NPF4 Policy 7 and LDP Policy Env 14.

Archaeology and non-designated assets

The City Archaeologist has identified the site formed part of the estate of Gorgie House, although early maps indicate the site remained farmland until the construction of the brewery in the mid-19th century. The consultation highlighted that excavations may affect any surviving remains of important industrial archaeological heritage relating to the development of the brewery. Consequently, a condition is recommended to be added to require a programme of archaeological work, with public engagement and interpretation, to be secured prior to development commencing.

The City Archaeologist also identified the non-designated milestone marker as being a relic of pre-brewery site history from the 18th century (circa 1755). The turnpike milestone is now incorporated within the site's Slateford Road boundary wall. The proposal intends to alter the boundary wall to free and restore the milestone marker to enhance its presentation on the boundary. The City Archaeologist emphasises the importance of restoring the milestone's former design, and a condition is attached to secure a programme of conservation and restoration for these works.

Subject to the recommended conditions the proposal complies with NPF4 policy 7o, LDP Policy Env 16, and Env 17.

Conclusion in relation to the Development Plan

The proposal is supported by the development plan and draws support in varying degrees from numerous policies. The re-use of a brownfield site in the urban area to deliver housing as part of a well-designed scheme is consistent with LDP policies Hou 1, NPF 4 policy 16, and NPF 4 policy 9 while the terms of LDP policy Econ 5 are satisfied.

The proposal's location accords with 20-minute neighbourhood principles as set out in LDP policy Inf 3 and NPF 4 policy 15, while its access to the surrounding public transport and existing path networks allows for a low parking development at this site in accordance with LDP policy Inf 7 and NPF 4 policy 13.

While there is some demolition required as part of proposals the sustainability credentials of the development are consistent with NPF 4 policies 1-3 and LDP policies in relation to climate change mitigation and adaption including flood risk as required by LDP policies Env 35 and Env 36, and NPF 4 policy 22.

The proposal safeguards and retains most valuable parts of the Category B-listed brewery complex and will not have a detrimental impact on the architectural character, appearance or historic interest of the listed brewery or to its setting and while the setting of the nearby Slateford (Flowers) Colonies Conservation Area will be altered the special character and appearance is retained in accordance with LDP policy Env 14. In addition to support for the alterations to the listed buildings in LDP policy Env 14, the restoration of the milestone on Slateford Road is supported by LDP policies Env 16 and Env 17 as well as NPF 4 policy 7.

The proposal is well-designed with a clear influence from the listed building and the site's industrial heritage, it re-uses a brownfield site and vacant buildings and will result in a positive introduction while safeguarding neighbouring amenity to an acceptable standard in accordance with LDP policy Env 33.

Despite some minor infringements in guidance regarding internal floor areas, partial provision of affordable housing on-site, and the partial demolition of existing buildings on balance the proposal complies with the development plan.

c) There are any other material considerations which must be addressed?

The following material planning considerations have been identified:

Equalities and human rights

The applicant submitted an Inclusive Design and Access Statement in support of the application which confirms the site is generally accessible with the inclusion of a lift at the main entrance improving accessibility for a variety of abilities. Seating and handrails are proposed at the main entrance area to assist where required. Within the site the layout is appropriate with carefully designed paving and reconfigured stone setts allowing for good access. Block A does not include lift access although other blocks of the proposal do, and the majority of the proposal is accessible. Two accessible car parking spaces are proposed which is acceptable and provision for storage of non-standard bikes is also available to an acceptable standard. The supporting Inclusive Design and Access Statement acknowledges that due to site constraints there are numerous ramps and steps round the site that have been minimised as far as practicable. Facilities in communal garden areas such as seating and accessible decks are available on an equitable basis.

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

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

Public representations

A summary of the representations is provided below:

Material considerations - objection

- Object to parking proposals, possible effect on parking permits, and impact on parking demand in the neighbouring area from occupants and visitors to the development.
- Parking within the site boundary should be included.
- Mix of land uses should be proposed at this site to retain an employment function.
- Object to mass, scale, and design. Requests for the development to be reduced in scale and number.
- Object to below 35% affordable housing being provided on site.
- Requirement for active travel improvements and improved crossing arrangements at Slateford Road.

construction and operation stages.

- Impact on local amenities, healthcare, and infrastructure which are asserted be at capacity.
- Road safety concern.
- Adverse impact on biodiversity.
- Noise and disturbance impact from population density increase and impact(s) on amenity including privacy.
- Insufficient details regarding sustainable energy and sustainability.
- Loss of the brewery and cultural significance.

Material considerations - support

- Support for housing and retained listed brewery buildings, with preference for more social housing.
- Support low parking strategy of the development.

Material considerations - neutral

- Support retention of early brewery and heritage features.
- Lack of parking and potential for overspill from the site a concern.
- Lack of dedicated drop off spaces for visitors and taxis a concern for a near zero parking development.
- Concern over distance to Harrison Park being too far and usability of open space for families.
- Request for food growing to be incorporated into the landscape proposal.

Non-material considerations

- Condition requested to secure real timer bus trackers for nearby bus stops.
- Condition requested to prevent occupants from obtaining car parking permits in surrounding area.
- Impact on local traffic from the development during construction.
- Suggestion the bus service is at capacity and cannot accommodate the development.
- Price of apartments.
- Complaints regarding condition of local roads.

Conclusion in relation to identified material considerations.

There are no material considerations that would outweigh or influence the outcome of the assessment against the development plan.

Overall conclusion

The proposal will not harm the special architectural or historic interest of the listed building and there will be no detrimental impact on the setting of the listed building. The proposal is acceptable with regards to Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

The proposal at this vacant Category B-listed brewery complex delivers a well-designed housing development that is appropriate in its context. The re-use of a brownfield site and vacant buildings in the urban area is supported and despite some demolition to less valuable parts and buildings of the brewery the proposal successfully retains the most valuable parts of the listed building whilst introducing a new use to the site. The proposed layout, materials, and the landscape environment are of a high quality, reflective of the site's sensitive status and the mass, scale, and appearance are appropriate at this location.

Affordable housing is provided on-site in a single building of 40 flats of varying sizes. In addition to the on-site affordable housing a commuted sum is to be secured to ensure compliance with the LDP's affordable housing policy.

The site's location is well-suited to the proposed low parking strategy and the surrounding area provides many of the services and amenities that would support local living and 20-minute neighbourhood principles. Other sustainability measures at the site such as the use of air source heat pumps, green roofs, re-use of materials, permeable paving, tree planting and multi-functional SUDS and open space are supported by the development plan.

Despite some deviations from recommended floor areas for some flats a good mix of accommodation is proposed. Amenity for future occupants will be acceptable with suitable noise mitigation for noise from surrounding sources including the nearby railway, and overall, a good quality environment will be provided for future residents of the site. Neighbouring amenity will be retained to an acceptable level in respect of privacy, daylight, and sunlight. While the general outlook from neighbouring streets will change this will not unacceptably alter the outlook of neighbouring properties.

Subject to compliance with the recommended conditions and a legal agreement to secure contributions towards affordable housing, education infrastructure, and transportation infrastructure, the proposal is acceptable. There are no material considerations which outweigh the conclusion to grant planning permission.

Section C - Conditions/Reasons/Informatives

The recommendation is subject to the following;

Conditions

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted. If development has not begun at the expiration of this period, the planning permission lapses.
2. Prior to down takings in the Office Block, details of the Office Block windows shall be submitted to the Planning Authority indicating their originality and condition. If original, these shall be retained in situ and restored, unless a condition report indicates these are beyond practical repair, where suitable replacement shall be approved in writing by the Planning Authority.
3. A detailed specification, including trade names where appropriate, of all the proposed external materials and the specification of boundary and green roofs on Blocks C and D, and external bicycle parking including all stores shall be submitted to and approved in writing by the Planning Authority before construction work is commenced on site; Note: samples of the materials may be required.

4. The approved landscape scheme and associated maintenance schedule as shown in planning drawing references 06B and 07B and Rankin Fraser Landscape Management and Maintenance Plan and Schedule, Revision P01 26.04.24) shall be implemented within six months of the completion of all dwellings in the development. The maintenance schedule shall apply for a five-year period, and notwithstanding its content any plants and trees which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted.
5. Prior to the commencement of works within twelve metres of the mutual boundary with North Merchiston Cemetery the applicant shall submit to the Planning Authority details confirming the presence or absence of tree roots of TPO trees, unless otherwise agreed in writing with the planning authority. If it is confirmed that roots of TPO trees are present within the site, an Arboricultural Method Statement shall be submitted by the applicant for the approval of the planning authority to confirm any required ground protection measures. Thereafter all works shall be completed in accordance with the approved Arboricultural Method Statement.
6. Tree works and tree protection measures shall be carried out in accordance with the details displayed in planning drawing reference 08 (Rankin Fraser drawing CDB-RFL-XX-XX-DR-L-0005 P02, dated 25/04/2024), unless otherwise agreed in writing with the planning authority.
7. Noise mitigation measures as specified within RMP Noise Impact Assessment Technical Report No. Technical Report No. R-9869-DR2-ST and dated 26th June 2024 shall be installed and operational prior to occupation of the development.
8.
 - i) 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.
 - ii) 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.

9. The applicant must provide a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary and provision for the fence's future maintenance and renewal should be made. Details of the proposed fencing shall be submitted to the Planning Authority for approval before development is commenced and the development shall be carried out only in full accordance with such approved details.
10. Prior to the commencement of construction works at the development a Biodiversity Enhancement Plan that includes recommendations in the Direct Ecology Preliminary Ecological Appraisal (Version 4) dated 11.06.2024 shall be submitted by the applicant for the approval of the Planning Authority. The enhancements in the approved Biodiversity Enhancement Plan shall be implemented within six months of the completion of the development unless otherwise agreed in writing with the planning authority.
11. No demolition nor development shall take place on the Slateford Road boundary wall and Slateford Road Milestone until the applicant has secured the implementation of a programme of archaeological conservation and restoration of the Slateford Road Milestone in accordance with detailed drawings and conservation plan which has been submitted by the applicant and approved by the planning authority.
12. Unless agreed in writing with the planning authority no demolition nor development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building survey, excavation, public engagement, interpretation, analysis & reporting & publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority.

Reasons

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
2. In order to retain and/or protect important elements of the statutorily listed building.
3. In order to safeguard the character of the statutorily listed building and to allow the planning authority to consider this matter in detail.
4. In order to ensure that the approved landscaping works are properly established and maintained at the site.
5. In order to protect TPO trees at the site's mutual boundary.
6. In order to ensure that existing trees of value are protected and retained.
7. In order to protect the health and amenity of the development's occupants.
8. In order to protect the health of the development's occupants.
9. In the interests of public safety and the protection of Network Rail infrastructure.

10. In order to secure appropriate biodiversity enhancements at the development.
11. In the interests of safeguarding archaeological heritage at the site.
12. In the interests of safeguarding archaeological heritage at the site.

Informatives

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement, including those requiring a financial contribution payable to the City of Edinburgh Council, has been concluded in relation to affordable housing, education, transport, and car club.

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. The Legal Agreement should include the following:

Affordable Housing

Affordable Housing contribution to be secured as follows:

- 40 x affordable homes, equating to 23.8% of on-site affordable housing.
- £420,000, equating to 11.2% affordable housing as a commuted sum.

Education

Secondary school contribution of £63,342.

Transport Infrastructure

Active travel infrastructure - 'ATSR16 Lanark Road/Slateford Road Segregated route along main arterial road, related to development': £132,046.

Car Club

- Four car club spaces costing £80,000.
 - A further £3,000 per Traffic Regulation Order.
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. The applicant should note the following Roads Authority matters:

- All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent.
- The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges, and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car, and cycle parking numbers including location, design, and specification.
- Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details.
- Adoptable areas are expected to include all areas from back edge of footway to back edge of footway and will include any parking spaces adjacent to the carriageway. The applicant must note that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property.
- Commencement of building works or construction of roads without Road Construction Consent may constitute an offence.
- The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation.
- Continuous footway crossing is required on the site access to provide pedestrian priority.
- Existing bus shelter on Slateford Road requires to be upgraded to a larger bus shelter and specification to be agreed with the Council and at no cost to the Council.
- Pelican crossing will be required on Slateford Road adjacent location of existing bus stop fronting the development to provide safe crossing for pedestrian.
- A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent.
- The applicant should consider developing a Travel Plan including provision of 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.
- The applicant should note that new road names will be required for the development, and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.
- The applicant should be advised that a new address will be required for the proposed development, which is out with controlled parking zone. It is considered that residents will not be eligible for residential parking permits.

- 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 relevant legislation, regulations, and Building Standards.
 - The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.
 - The applicant should note that the proposed development lies on or adjacent to a 'traffic sensitive street' and that this may affect the method and timing of construction, including public utilities - see <https://www.edinburgh.gov.uk/roads-pavements/road-occupationpermits/2>.
 - The applicant should be aware that the site lies adjacent to existing residential properties and that construction may lead to noise, vibration, dust, and access impacts. The applicant should consider registration of the site under the Considerate Constructors Scheme.
5. It is recommended that the supporting flood evacuation plan be integrated into the operation of the development to improve the resilience to flooding.
6. The applicant should note the presence of live Scottish Water infrastructure in proximity to areas of development and any conflicts should be identified with Scottish Water's Asset Impact Team.

Background Reading/External References

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

Further Information - Local Development Plan

Date Registered: 7 May 2024

Drawing Numbers/Scheme

01,02,03B,04B,05,06B,07B,08,09B,10-25,26A,27A,28,29C,30A-32A,34A-36A,37-53,54A,55A,56-74,75B,76A,77-79.

David Givan
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer
 E-mail: sean.fallon@edinburgh.gov.uk

Summary of Consultation Responses

NAME: Gorgie Dalry Community Council

COMMENT: Support for application including new homes subject to addressing concerns relating to restoration of Slateford Road wall, geotechnical testing, drainage, space for delivery vehicles within the development, lack of car club spaces, opening of stepped access from Slateford Road and improved access to the site, the introduction of a potential crossing point near Myrtle Terrace and improvements to pedestrian and cycle infrastructure on Slateford Road and junctions at Ashley Terrace and Robertson Avenue including improved links to Dalry Community Park.

DATE: 6 June 2024

NAME: Merchiston Community Council

COMMENT: Comments raise concerns regarding low parking and associated pressures on surrounding area, lack of visitor parking including for trades and delivery, and lack of car club provision.

DATE: 10 October 2024

NAME: Environmental Protection

COMMENT: No objection subject to conditions for a site survey and the installation of noise mitigation measures prior to the occupation of the development.

DATE: 1 July 2024

NAME: Network Rail

COMMENT: No objection subject to a condition relating to the installation of a trespass proof fence at the railway boundary and advisory notes relating to the carrying out of development near the railway.

DATE: 18 June 2024

NAME: Archaeology Service

COMMENT: No objection subject to recommended conditions to secure a programme of archaeological works and implementation of a programme of archaeological conservation and restoration of the Slateford Road Milestone.

DATE: 13 May 2024

NAME: Scottish Water

COMMENT: No objections.

DATE: 19 May 2024

NAME: Flood Planning

COMMENT: No objection to the proposal noting that basement areas of the proposal and some external areas will flood in an extreme event but dry and safe access within the site to Slateford Road is achieved. A degree of residual uncertainty remains regarding usability of the main access as the source of surface water is from Slateford Road. The flood evacuation plan should be integrated into the operation of the development.

DATE: 13 March 2025

NAME: Waste Services

COMMENT: No objection to the proposal following alterations to allow for refuse vehicles to access and service the appropriately.

DATE: 10 January 2025

NAME: Communities and Families

COMMENT: No objection to the proposal subject to the conclusion of a legal agreement for a contribution of £63,342 towards secondary school infrastructure.

DATE: 19 February 2025

NAME: Affordable Housing

COMMENT: Affordable Housing notes the applicant has proposed that the affordable housing contribution will be 35%, with 23.8% (40 homes) provided on site and 11.2% as a commuted sum to the value of £420,000. Applicant engagement with Wheatley Group East has taken place. An acceptable open book assessment has been completed to justify on-site affordable housing below a rate of 35%. Request the affordable housing on-site be for social rent. The proposed affordable housing contribution will require to be secured via a legal agreement.

DATE: 7 May 2025

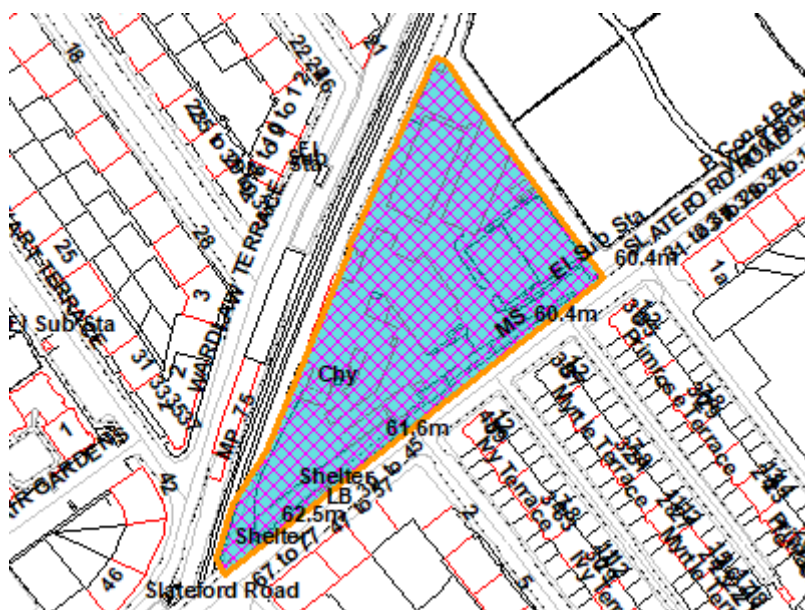
NAME: Roads Authority

COMMENT: No objection to the proposal subject to a contribution towards identified infrastructure in the Lanark Road to Slateford Road active contribution Zone, a contribution towards four car club spaces, and the attachment of recommended conditions or informatives. Recommendations include a continuous footway at the main entrance, provision of upgraded bus shelter, introduction of a new Pelican crossing. Other matters relating to post-planning requirements are highlighted in comments.

DATE: 5 February 2025

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

Location Plan



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