

# Development Management Sub Committee

Wednesday 1 August 2018

**Application for Planning Permission 18/00715/FUL  
At 189 Morrison Street, Edinburgh, EH3 8DN.  
Amendment to 10/02373/FUL to enable changes to buildings  
H1, H2, H3, H4 & H5 (as amended).**

<b>Item number</b>	7.2
<b>Report number</b>	
<b>Wards</b>	B11 - City Centre

## Summary

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The proposals are consistent with the objectives for the redevelopment of this part of the city and are supported by the development plan. The development is appropriate in terms of design, scale and materials. It will not impact on the historic environment or existing residential amenity or adversely affect road or pedestrian safety. The proposals are acceptable and there are no material considerations which outweigh this conclusion.

## Links

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<a href="#"><u>Policies and guidance for this application</u></a>	LDPP, LDES01, LDES04, LDES05, LDES06, LDES07, LDES08, LEN01, LEN03, LEN06, LEN09, LTRA02, NSG, NSGD02, NSMDV, NSLBCA, CRPWEN, CRPNEW,
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# Report

## **Application for Planning Permission 18/00715/FUL At 189 Morrison Street, Edinburgh, EH3 8DN. Amendment to 10/02373/FUL to enable changes to buildings H1, H2, H3, H4 & H5 (as amended).**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The application site is the former Haymarket goods yard, located in the City's West End, opposite Haymarket Railway Station at the junction of Morrison Street and Dalry Road. The site occupies an area of 1.7 hectares. There are railway tunnels that run under the site at its northern end in an east-west direction.

The properties opposite, to the north, on Morrison Street are commercial at street level with two or three storeys of residential above. The properties from 266 Morrison Street onwards and around to West Maitland Street are category C(s) listed and were listed on 14.12.1970 (LB Ref: 47727).

To the north-west is Clifton Terrace with 2-storey properties rising to 4-storeys at the corner of Grosvenor Street. The uses are mixed commercial. Grosvenor Street is predominantly a residential street, characterised by 3-storey Georgian properties with attic accommodation. 1-25 and 2-24 Grosvenor Street are category B listed buildings, listed on 10.12.1964 (LB Ref: 28977 and 28978).

To the west, across Dalry Road, is the category B-listed Ryries public house situated on the Haymarket junction, listed on 09.02.1993 (LB Ref: 26926). Haymarket railway station sits further to the west and is A-listed, listed on 27.10.1964 (LB Ref: 26901).

Properties on Dalry Road are predominantly commercial with 2-storey residential use on the upper levels; these form part of the Dalry colonies.

To the south are wholly residential properties in the Dalry colonies, which are category B-listed; and the 4-storey developments of Morrison Crescent, and Fraser Court, which is sheltered housing.

Morrison Link, to the east, is solely occupied by a hotel within a 5-storey, sandstone building.

The site is not within, but is immediately adjacent to both the West End Conservation Area, the boundary of which runs along the north side of Morrison Street, and the New Town Conservation Area, which has its boundary along the north side of Haymarket

Terrace. Likewise the site abuts the World Heritage Site, along Morrison Street, but does not lie within its confines.

## 2.2 Site History

5 November 2003 - Planning Permission was refused by the DQ Sub-Committee, contrary to officer recommendation, for the clearance of the existing car park and ancillary buildings to form a comprehensive redevelopment comprising retail, office, leisure, licensed premises, car parking and replacement public conveniences incorporating re-grading the site to adjacent street levels (application number: 02/03210/FUL). The development consisted of a seven storey office development over the site, with a major public arcade running west to east through the building,

The reasons for refusal related to:

- no positive contribution to the mixed use character of the surrounding area by failing to provide cultural or public uses;
- broad composition and detailed design is not of an appropriate quality and distinction;
- does not create new public spaces and points of interest;
- did not relate to the established character of the surrounding area; and
- did not address transportation infrastructure issues.

11 August 2004 - An application was recommended for approval at the DQ Sub-Committee for a comprehensive redevelopment comprising: retail, office, leisure, licensed premises, car parking and replacement public conveniences, proposals incorporate re-grading of the site to adjacent street levels. The application was referred to the Scottish Ministers and was subject to a Public Inquiry (application number: 04/00681/FUL).

31 July 2006 - Scottish Ministers granted planning permission following a Public Inquiry for the above development. (P-PP-75-96-LA-84).

27 August 2008 - An application was recommended for approval at the DM Sub-Committee for the demolition of existing buildings and structures, re-grading of the existing car park and a comprehensive redevelopment comprising hotels, offices, retail, commercial, leisure, public houses, restaurants, car parking and associated landscaping/public realm and utilities infrastructure (application number: 07/03848/FUL).

The application was called in by Scottish Ministers in order to consider the merits and impacts of the proposed development on the prominent gateway to the city centre, and on the city's skyline.

27 October 2009 - Scottish Ministers refused planning permission for the above development following a Public Inquiry.

The reasons for refusal related to:

- the 5 star landmark hotel failed to respect the grain and scale of the surrounding townscape; and
- the 5 star landmark hotel would not enhance the City's skyline and would not preserve the setting of the World Heritage Site or prominent listed buildings.

28 March 2011 - Planning permission was granted for the demolition of existing buildings and structures, re-grading of existing car park and comprehensive redevelopment comprising hotel, offices, retail, commercial, leisure, public houses, restaurants, car parking and associated landscaping/public realm and utilities infrastructure (application number: 10/02373/FUL).

7 December 2015 - Planning permission granted for amendment to approved mixed use development to enable Block C (Haymarket 3) to operate as a hotel and associated modifications to Block B (Haymarket 4) (application number: 14/03230/FUL).

31 May 2016- Listed building consent granted for alterations to existing boundary wall and associated erection of handrails.(application number: 16/01733/LBC).

14 June 2016- Planning permission granted subject to the conclusion of a legal agreement for Amendment to the detailed Planning Permission 10/02373/FUL to include revised car park layout, design amendments to H1, H2, H3, H4 AND H5, revised vehicular access arrangement, materials and hard and soft landscaping proposals. (application number: 16/01510/FUL).

## **Main report**

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

The proposed application is for material alterations to the previous planning approval 10/02373/FUL for the development of a masterplan site.

The changes can be summarised as follows:

Building H1 - no changes proposed;

#### Building H2

- minimal reduction in length of this building;
- hotel entrance moved closer to Dalry Road;
- reception reconfigured and coffee shop introduced;
- increased active frontage to internal route;
- reduction of 5 windows facing the colonies.

#### Building H3

- pend removed;
- altered massing to the rear:
- use of H3 as a hotel with 190 bedrooms;
- roof parapet reduced by 1m;
- increased active frontage - reception and restaurant relocated to ground floor.

#### Building H4

- Pend removed - standalone building.

#### Building H5

- internal alterations that don't require permission;
- alteration to building frontage to south and realignment to street including infilling of the colonade.

#### Site Wide

- minor landscape alterations following the alteration of the footprint of H3 and H4;
- pavement alteration to Morrison Crescent.

Access arrangements are as previously proposed. Car park is retained at 52 underground parking spaces for the development including provision for electric vehicle charging points and motorcycle space. Provision for 391 cycle spaces will be provided across the site including spaces at surface.

The Service Strategy remains as per the consented masterplan. The provides service access within the internal streets with access from Morrison Street in a one way operation from 7pm to 7am daily. Outwith these hours, loading bays on Morrison Street and Morrison Link will be used. There is a dedicated service yard access for buildings H2 and H3 from Morrison Crescent. This is unaltered from the original permission.

#### **Scheme 1**

The form of the proposed hotel has been amended to reduce the height of building H3.

#### **Supporting Information**

The following documents have been submitted in support of the application and are available to view on the Planning and Building Standards Online Services:

- Design and Access Statement;
- Landscape Design Statement;
- Planning Statement and Revision;
- Pre-application consultation report;
- Transport Statement; and
- Sustainability Statement.

### **3.2 Determining Issues**

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

Do the proposals comply with the development plan?

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

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

### **3.3 Assessment**

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

- a) the development is acceptable in principle in terms of meeting the Council's objectives for the central area;
- b) the proposed layout, scale, design and materials are acceptable;
- c) the development has an adverse effect on the City's skyline;
- d) the development will have an adverse impact upon the World Heritage Site
- e) neighbouring listed buildings or the character and appearance of adjacent conservation areas;
- f) the development adversely affects neighbouring residential amenity;
- g) the development raises any implications for road or pedestrian safety
- h) representations raise issues to be addressed; and
- i) the proposals have any equalities or human rights aspects that need to be considered.

#### **a) Principle of the Development**

The principle of the development of this site was established when the consented masterplan application was determined. By virtue of work having commenced on site, the development is live. Policies in the Local Development Plan (LDP) continue to support the principle of the proposed development on the site. The application does not introduce any new material considerations in respect of this matter. The principle of the development of this site for this development is well established.

#### **b) Scale, Design and Layout**

Overall, the mass and scale of the five buildings remains largely as per the consented application (ref: 10/02373/FUL) with the exception of Building H3. The proposed design changes are considered for each building in turn:

#### **Building H1**

H1 is the largest of the office blocks, providing an important central building within the main body of the site. Its triangular footprint and accommodation of active retail/commercial uses on all three facades enables the block to interact in a positive way with the routes and spaces around the site. There are no proposed changes to this building from the consented scheme.

#### **Building H2**

H2 is located in the south-west corner of the site, set perpendicular to the Dalry Colonies. The building design will primarily reflect the architectural language of that already consented with some minor material changes to the principal elevation being acceptable. There is a small reduction in the length of this building which has no impact on the architectural language of the building. The reconfiguration of the building at ground floor level ensures an active frontage to the internal access route.

On the rear elevation, facing the Colonies, the upper level, previously finished in stone in the original permission, is now proposed to be clad in zinc. This is an appropriate

material and helps break up the solid mass of stone previously consented. This change was previously consented as part of application 16/01510/FUL. More planting is proposed to help screen the building to and from the Colonies. Other proposed alterations are minor in nature and acceptable.

### **Building H3**

H3 is located at the edge of Morrison Crescent and is physically attached to building H2. This corner of the development has seen the greatest number of changes from the original scheme over the previous applications for material changes. However, this application returns this section of the site to the original masterplan layout and the separation between buildings H3 and H4.

The use of building H3 was office in the original permission with more recent permissions establishing a hotel on this site.

The greatest change to this building is the extension to the rear facing on to Morrison Crescent which has been altered by different material planning applications. The application now submitted proposes to alter this elevation from the original application by altering the form of the massing to reflect the use and function as hotel rooms.

The massing is generally consistent with the 2010 applications and the relationship to the colonies and the properties on Morrison Crescent. The overall massing of the block nearest to the colonies has been reduced during the course of this application and the overall dominance and scale of this element has been reduced. The use of stone and zinc at upper levels is already established on the site and are appropriate materials for this area. Overall the scale and design of these rear extensions is appropriate within this area.

### **Building H4**

H4 is located facing onto Morrison Link. This proposal reflects the architectural language previously established on this building. There are no changes to the form and design of this building from the 2010 permission.

### **Building H5**

The original design intent was for three distinct building elements. This approach is retained in the current proposals. The alterations to this building approved in subsequent applications are retained. These changes include the architectural composition and expression in terms of materiality. The new storey previously added to the circular element of the building is retained. This has no significant impact on the overall design or on the surrounding built environment.

The additional changes introduced to this relate to further minor façade alterations at street level. These changes are acceptable and do no impact on the design integrity of the building.

Overall, the scale, design and material proposed are acceptable.

## **Public Realm**

The public realm remains largely as consented with a main street, secondary street and three platform spaces designed to maximise pedestrian use and integration. These platforms create informal break out spaces. Informal planting is used to enhance the spaces and along Morrison Street as a buffer between the site and the traffic. The palette of materials proposed is acceptable consisting of high quality materials.

### c) Skyline

A full assessment of the impact of the proposed development on the City's skyline was undertaken when the previous application (ref:10/02373/FUL) was determined. This concluded that there would be not be any adverse impact on the skyline. There are no alterations to the overall heights approved as part of the changes granted permission under application 16/01510/FUL.

The current proposals will have no adverse impact on the city skyline.

### d) Impact on historic environment

A full assessment was undertaken in relation to the impact of the proposed development on the World Heritage Site, adjacent listed building and the adjacent Conservation Areas when the previous application (10/02373/FUL) was determined. This concluded that the proposed development would not have a detrimental impact in terms of the historic environment. The overall scale, mass and form of the proposed development remains consistent with the principles established in the original permission and subsequent alterations and is considered to have no adverse impact on the surrounding historic environment.

The site was identified as being within an area of archaeological significance and as a consequence a condition was imposed on the previous consent requiring a programme of archaeological work in accordance with a written scheme of investigation. Although various elements have been undertaken to date not all of the required archaeological mitigation has been undertaken/completed. Accordingly a condition is attached to this application to ensure the completion of the overall archaeological mitigation strategy for the site.

### e) Neighbouring residential amenity

A full assessment of the proposed development was undertaken in terms of its impact on daylighting, sunlight, overshadowing and privacy. This concluded that there would not be any detrimental effect on neighbouring residential amenity.

The amendments to H3 retain the physical separation between the rear blocks and the colony properties. Windows are orientated to face to the north away from a direct interactions with the colonies. The number of windows in the elevation facing on to Morrison Crescent have been reduced since the 2010 application.

In terms of noise, the previous application for the wider Haymarket site (ref; 10/02373/FUL) was granted consent subject to a number of conditions relating to noise mitigation measures. Relevant conditions are proposed should consent be granted to



ensure appropriate noise mitigation measures are implemented to safeguard the amenity of residents in the colonies which are in close proximity to the site. An informative is also recommended to ensure the developer is made aware that further implementation of noise mitigation measures may be necessary should complaints from residents arise.

The proposals will not have any detrimental impact on the amenity of neighbouring properties.

#### f) Road and Pedestrian Safety

##### **Parking**

The proposals would result in a significant reduction in the number of parking spaces provided. A total of 52 car parking spaces are proposed within the basement level of the site. The limited parking and the provision of cycle parking and city car cub spaces are acceptable. A condition is proposed to ensure that the 397 cycle parking spaces are provided, the current proposals show 391.

##### **Site Access & Servicing**

Site access and servicing would be restricted as per the previous consented scheme, allowing adequate provision for the proposed uses. A number of comments have raised concerns with regards to the service yard. This is retained as per the previous refusals on the site. However, the access point from Dalry Road in to the site has been removed from the proposals, which has a positive impact on the use of the space for pedestrians.

There are no road safety/ parking issues arising from the proposed changes.

#### g) Public Comments

##### Letters of Representation

- building H3 fails to respect to the relationship to the listed colonies contrary to Policy ENV3; addressed in 3.3b) and 3.3 d);
- materials of H3 unacceptable; addressed in 3.3 b);
- concern about view and operation of service yard, provision of acoustic screening; addressed in 3.3 f).
- adverse impact of delivery hours; addressed in 3.3f);
- reduction in the quality and provision of public space and landscaping; addressed in 3.3b).
- building H2 has deteriorated in quality; addressed in 3.3 b);
- conflict of number of vehicles using the pedestrianised area: addressed in 3.3 b) and 3.3 f)
- adverse impact on the conservation area contrary to policy ENV 6; addressed in 3.3d).

##### Scheme 2 Additional Material Comments Submitted

- reduction in height of H3 welcome but still unacceptable in terms of materials, height and design; addressed in 3.3b) and 3.3d).

- impact on residential amenity to the colonies and Morrison Crescent; addressed in 3.3 e).
- parking issues within the area; addressed in in 3.3f).

#### Support

- provision of good public realm enhances the area and mental health.

#### Non- Material

- fire brigade access to the Colonies. - there are no proposed alterations to the road network within the colonies that would restrict fire brigade access.

#### Non- Material

- Request that a CGI prepared specifically from 6 McLaren Terrace - a number of CGIs have been prepared and additional views have been submitted following the revisions to H3. Sufficient information has been submitted to determine the application.

#### h) Equalities and Human Rights

The proposed development will create an environment with improved public realm and will offer good access to transport and public places. It will provide job opportunities and training. The proposals will have a positive impact in respect of rights.

The development will be accessible for people disadvantaged by age, disabilities or pregnancy/maternity requirements in accordance with current standards. The proposals will have a positive impact in respect of equalities.

### **CONCLUSION**

A legal agreement has previously been concluded on this site and this will be amended as necessary to reflect the alterations as part of this application.

The proposed mixed use development remains consistent with the objectives for the redevelopment for this part of the city and is supported by the development plan. The proposed changes are appropriate to the context in terms of design, scale and materials and would have no adverse impact on the historic environment. There will be no impact on existing residential amenity, and there will be positive improvements on the previous consent in terms of road and pedestrian safety throughout the site. There are no material considerations which out weigh this conclusion.

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

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

1. No development shall take place on the site until the applicant has secured the implementation of the programme of archaeological work (excavation, reporting and analysis) in accordance with the agreed written scheme of investigation submitted by the applicant and approved by the Planning Authority.

2. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, shall be submitted to and approved in writing by the Planning Authority before work is commenced on site.
3. A landscape management plan, including tree replanting, shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; the approved plan shall be implemented within 6 months of the completion of the development.
4. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.
5. The hotel and class 3 kitchens shall be ventilated by a system capable of achieving 30 air changes per hour, and the cooking effluvia shall be ducted to roof level to ensure that no cooking odours escape or are exhausted into any neighbouring premises as agreed by the Council, as planning authority.
6. 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.
7. Prior to the commencement of work on each building, a detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Council, as planning authority. Thereafter, sample panels of the materials are to be erected and maintained on site as agreed by the Council, as planning authority.
8. Prior to the occupation of the first office building, details of measures to control parking and waiting within the site shall be submitted to and agreed in writing by the Council, as planning authority. Thereafter the agreed measures shall be implemented in full within an agreed timescale.
9. Prior to the occupation of the first phase of the development a management plan for the restriction of traffic entering the site from Morrison Street shall be submitted and approved by the Council, as planning authority, this shall include any physical measures required to restrict traffic from entering the site and hours when vehicles will be permitted onto the route. Any further alterations to the approved management plan shall be agreed with the Council, as planning authority.

10. Prior to the occupation of the last building within the development a plan shall be submitted to the Planning Authority demonstrating that the total number of 397 cycle parking spaces have been delivered on the site.

**Reasons:-**

1. In order to safeguard the interests of archaeological heritage.
2. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
3. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
4. In order to ensure that the approved landscaping works are properly established on site.
5. In order to safeguard the amenity of neighbouring residents and other occupiers.
6. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
7. In order to enable the Planning Authority to consider this/these matter/s in detail.
8. In order to enable the Planning Authority to consider this/these matter/s in detail.
9. In order to safeguard the interests of road safety.
10. In the interest of delivering appropriate sustainable transport alternatives.

**Informatives**

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded including a review of the provisions of the previous legal agreement and updates as required.

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.

2. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

3. The design and installation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment, and no structure borne vibration is perceptible within any nearby living apartment.

4. All music and vocals, amplified or otherwise, shall be controlled as to be inaudible within any neighbouring premises

## **Financial impact**

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

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

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

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

## **Equalities impact**

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

This application was assessed in terms of equalities and human rights. The impacts are identified in the Assessment section of the main report.

## **Sustainability impact**

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

This application meets the sustainability requirements of the Edinburgh Design Guidance.

## **Consultation and engagement**

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

Pre-application discussions took place on this application.

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

A total of 49 letters of representation have been submitted to the proposed development. The proposals were renotified following the amendments to the scheme. Comments were received from the West End Community Council and the Dalry Colonies Residents' Associations. The comments are available to view on the Planning and Building Standards Online Services.

## **Background reading/external references**

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

## **Statutory Development**

### **Plan Provision**

The application site is identified in the Local Development Plan as being in the City Centre.

### **Date registered**

16 February 2018

### **Drawing numbers/Scheme**

1- 4, 5a, 6, 7, 8a, 9- 48, 49a, 50, 51a- 55a, 56, 57, 58a,, 59- 90, 91a,

## **David R. Leslie**

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PLACE

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## **Links - Policies**

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### **Relevant Policies:**

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

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

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

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

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

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

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP Policy Env 1 (World Heritage Site) protects the quality of the World Heritage Site and its setting.

LDP Policy Env 3 (Listed Buildings - Setting) identifies the circumstances in which development within the curtilage or affecting the setting of a listed building will be permitted.

LDP Policy Env 6 (Conservation Areas - Development) sets out criteria for assessing development in a conservation area.

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

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

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

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

**Non-statutory guidelines** on 'MOVEMENT AND DEVELOPMENT' establish design criteria for road and parking layouts.

**Non-statutory guidelines** 'LISTED BUILDINGS AND CONSERVATION AREAS' provides guidance on repairing, altering or extending listed buildings and unlisted buildings in conservation areas.

The West End Conservation Area Character Appraisal emphasises that the area is characterised by mixed, residential commercial buildings. The central section of the conservation area is a major modern financial area consisting of modern offices. The Georgian and Victorian tenements within the area are mainly 4-6 storeys, and constructed of stone with pitched, slated roofs.

**The New Town Conservation Area Character Appraisal** states that the area is typified by the formal plan layout, spacious stone built terraces, broad streets and an overall classical elegance. The buildings are of a generally consistent three storey and basement scale, with some four storey corner and central pavilions.

# Appendix 1

## **Application for Planning Permission 18/00715/FUL At 189 Morrison Street, Edinburgh, EH3 8DN. Amendment to 10/02373/FUL to enable changes to buildings H1, H2, H3, H4 & H5 (as amended).**

### **Consultations**

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#### **West End Community Council - response dated 26/03/2018**

*Planning Application Ref: 18/00715/FUL The Haymarket, 189 Morrison Street*

*In its capacity as consultee, the West End Community Council submits the following:*

*Comments in support of the proposals:*

#### *1 Removal of the connecting section between Blocks H3 and H4*

*We are generally supportive of this re-instatement of the "open street". It should reduce any possible wind tunnel effect created by the former pend design.*

#### *2 Transport:*

*We support the proposals in general. The arrangements for servicing, deliveries and the associated timings are welcomed.*

#### *3 Materials:*

*We appreciate the widespread use of sandstone on most of the buildings, e.g. H2, H3, H4, but regret the unimaginative expanse of glazing on H5 as seen from Dalry Road. (Ref: View 3, 4.10.1)*

*The use of wood (reclaimed sleepers?) on the bench surfaces meets with approval. Ref: 6.5.4*

*Concerns:*

#### *1 Public Realm*

*Seating provision remains a concern. The benches on The Northern Line and The Southern Line are not older generation user-friendly. The cutaway profiles may in some cases "assist elderly to stand" as claimed (Ref: 6.6.4), but seats with arm rests would be much more helpful. None of the benches appear to have backs to lend support. Some disabled people also find bench seating difficult to use, height being an important factor.*

*The WECC submission of 15.04.2016 and the CEC "City for All Ages" policy do not seem to have been given much consideration.*

*Residents hope that the area in the centre of the site, not time-tabled for Phase 1 of construction, will be given temporary greening.*



*Although the street furniture designs are acceptable, e.g. litter bins, the use of cast iron, e.g. for handrails, would have been more appropriate on this former railway site and would support local industry. (Ref: 5, Part 4)*

## *2 Landscape Design*

### *Planting:*

*Regarding the plants for ground cover, Geranium Rozanne and Geranium Wargrave Pink have been suggested. These flower over a much longer period than Astilbe (which prefers very damp soil) and will tolerate most soil conditions. Ref: 6.7.2*

*Perouskia is mentioned but likes a sheltered spot in Scotland. Nepeta (Cat mint) is more robust and very bee friendly. For the bulb planting, Narcissus Thalia to complement the Galanthus S Arnott is suggested.*

### *Art work:*

*Green Spaces and monuments are a characteristic of Edinburgh. Edinburgh policy has talked of incorporating public art to "add to the visual interest and quality of Central Edinburgh".*

*The Haymarket Goods Yard is an important relic of Edinburgh's industrial past. It is often forgotten that Edinburgh is Scotland's second city in terms of industry and transport. A culturally substantial sculpture or railway history mosaic might be appropriate.*

*(This comment is quoted from an early WECC representation on the Haymarket development. Recent planning application amendments seem to have lost sight of this cultural aspect and previous worthwhile ideas have been abandoned.)*

## *3 Public Toilet Provision*

*There is a legal obligation on the sale of this site, that public toilets be provided to replace those demolished on Morrison Street corner. It is unclear what is proposed as a replacement facility. Considering the general loss of provision in the City Centre, this is of concern to residents, tourists, commuters and sports fans. (It is worth reminding developers that access to the Haymarket Station facility, beyond the platform barrier, requires one to buy a train ticket.)*

*Provision should be free and adequate to cope with the demands of events such as football and rugby matches, concerts etc. Location is important for the safety of women, children and babies. Signage will be required.*

## *4 Amenity - Change to H3 massing to the south west*

*The changed design might adversely affect the amenity of the end section of the Dalry Colonies by increasing overlooking and light pollution. We assume that the finalised window design will consider this issue (e.g. by introducing automatic lighting control/blinds?).*

*We trust that the above comments will be considered material and will be taken into consideration.*

## **Further Comment following revisions**

*The changes proposed to the massing, materials and design of the south west wing of H3 in the May revisions meet with approval.*

*The comments and concerns submitted in the last consultation remain (detailed above).*

## **Roads Transport**

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

- 1. The Council's 2017 Parking Standards requires the applicant to provide a minimum of 397 secure cycle parking. The applicant's provision of 391 spaces is 6 spaces less than the minimum required by the Council's 2017 parking standards.*
- 2. The Council's 2017 Parking Standards requires 4 of the 52 parking spaces to be disabled parking spaces.*

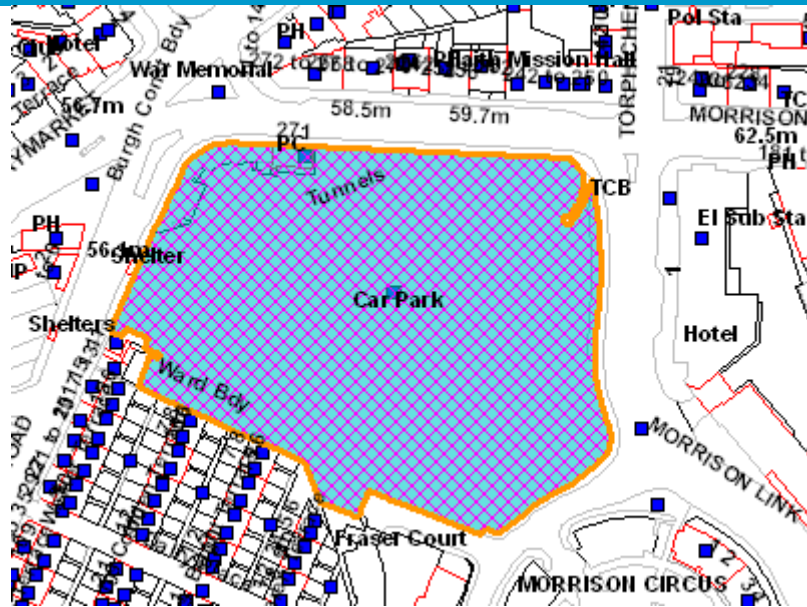
*Note:*

*The transport strategy for the proposed development is all as per the previously consented application (16/01510/FUL). The transport changes being brought forward as part of this application is:*

- a. Reduction in parking numbers from 53 to 52.  
The Council's 2017 parking standards for the proposed development allows a maximum provision of 240 parking spaces in Zone 1. The reduction in parking provision is considered acceptable because the area is highly accessible by public transport.*
- b. It is also estimated that the proposed changes will lead to decrease number of trips to be generated by the development.*
- c. Tram contribution as per the 10/02373/FUL consented application.*

## Location Plan

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**END**