

# Notice of meeting and agenda

## Development Management Sub-Committee of the Planning Committee

**10:00am, Wednesday 10 October 2018**

Dean of Guild Court Room, City Chambers, High Street, Edinburgh

This is a public meeting and members of the public are welcome to attend.

### Contacts:

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## 1. Order of business

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- 1.1 Including any notices of motion, hearing requests from ward councillors and any other items of business submitted as urgent for consideration at the meeting.
- 1.2 Any member of the Council can request a Hearing if an item raises a local issue affecting their ward. Members of the Sub-Committee can request a presentation on any items in part 4 or 5 of the agenda. Members must advise Committee Services of their request by no later than **1.00pm on Monday 8 October 2018** (see contact details in the further information section at the end of this agenda).
- 1.3 If a member of the Council has submitted a written request for a hearing to be held on an application that raises a local issue affecting their ward, the Development Management Sub-Committee will decide after receiving a presentation on the application whether or not to hold a hearing based on the information submitted. All requests for hearings will be notified to members prior to the meeting.

## 2. Declaration of interests

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- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

## 3. Minutes

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- 3.1 Minute of Development Management Sub-Committee of 12 September 2018 (circulated) – submitted for approval as a correct record

## 4. General Applications, Miscellaneous Business and Pre-Application Reports

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**The key issues for the Pre-Application reports and the recommendation by the Chief Planning Officer or other Chief Officers detailed in their reports on applications will be approved without debate unless the Clerk to the meeting indicates otherwise during “Order of Business” at item 1**

### **Applications**

- 4.1 80 Main Street, Edinburgh (At McKenzies) – Change of use from public house to office and residential accommodation, alterations to existing buildings and erection of new residential development with associated landscaping – application no 18/02244/FUL - report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

- 4.2 1-5 Osborne Terrace, Edinburgh – Change of Use of the building from office (Class 4) to hotel (Class 7), removal of existing single storey rear extension, erection of 2x new rear extensions and glazed rooftop extension to provide 157 bedrooms, ancillary restaurant and bar - application no 18/02976/FUL - report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

## **5. Returning Applications**

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**These applications have been discussed previously by the Sub-Committee. A decision to grant, refuse or continue consideration will be made following a presentation by the Chief Planning Officer and discussion on each item.**

- 5.1 None.

## **6. Applications for Hearing**

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**The Chief Planning Officer has identified the following applications as meeting the criteria for Hearings. The protocol note by the Head of Strategy and Insight sets out the procedure for the hearing.**

- 6.1 None.

## **7. Applications for Detailed Presentation**

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**The Chief Planning Officer has identified the following applications for detailed presentation to the Sub-Committee. A decision to grant, refuse or continue consideration will be made following the presentation and discussion on each item.**

- 7.1 13 Etrick Road, Edinburgh (At Royal Etrick Hotel) – Alterations and minor adjustments to approved residential scheme, Ref 16/02258/FUL, New conservation rooflights to replace existing dormers; 2 no. new roof terraces; 2 new doors for terrace access, private garden access; New private main entrance – application no 18/03165/FUL – report by the Chief Planning Officer (circulated)

It is recommended that this application be **GRANTED**.

- 7.2 Western Harbour: Revised Design Framework – application no 09/00165/IOU - report by the Chief Planning Officer (circulated)

It is recommended that the Revised Design Framework be **APPROVED**.

## **8. Returning Applications Following Site Visit**

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**These applications have been discussed at a previous meeting of the Sub-Committee and were continued to allow members to visit the sites. A decision to grant, refuse or continue consideration will be made following a presentation by the Chief Planning Officer and discussion on each item.**

- 8.1 None.

## **Laurence Rockey**

Head of Strategy and Insight

### **Committee Members**

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Councillors Gardiner (Convener), Child (Vice-Convener), Booth, Dixon, Gordon, Griffiths, McLellan, Mitchell, Mowat, Osler and Staniforth.

### **Information about the Development Management Sub-Committee**

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The Development Management Sub-Committee consists of 11 Councillors and usually meets twice a month. The Sub-Committee usually meets in the Dean of Guild Room in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the meeting is open to all members of the public.

### **Further information**

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A summary of the recommendations on each planning application is shown on the agenda. Please refer to the circulated reports by the Chief Planning Officer or other Chief Officers for full details. Online Services – planning applications can be viewed online by going to [view planning applications](#) – this includes letters of comments received.

The items shown in part 6 on this agenda are to be considered as a hearing. The list of organisations invited to speak at this meeting are detailed in the relevant Protocol Note. The Development Management Sub-Committee does not hear deputations.

The Sub-Committee will only make recommendations to the full Council on these applications as they are major applications which are significantly contrary to the Development Plan.

If you have any questions about the agenda or meeting arrangements, please contact Committee Services, City of Edinburgh Council, Business Centre 2:1, Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG, 0131 529 4240, email [committee.services@edinburgh.gov.uk](mailto:committee.services@edinburgh.gov.uk).

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh.

The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to [www.edinburgh.gov.uk/meetings](http://www.edinburgh.gov.uk/meetings) .

### **Webcasting of Council Meetings**

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Generally the public seating areas will not be filmed. However, by entering the Council Chamber and using the public seating area, individuals may be filmed and images and sound recordings captured of them will be used and stored for web casting and training purposes and for the purpose of keeping historical records and making those records available to the public.

Any information presented by individuals to the Council at a meeting, in a deputation or otherwise, in addition to forming part of a webcast that will be held as a historical record, will also be held and used by the Council in connection with the relevant matter until that matter is decided or otherwise resolved (including any potential appeals and other connected processes). Thereafter, that information will continue to be held as part of the historical record in accordance with the paragraphs above.

If you have any queries regarding this, and, in particular, if you believe that use and/or storage of any particular information would cause, or be likely to cause, substantial damage or distress to any individual, please contact Committee Services ([committee.services@edinburgh.gov.uk](mailto:committee.services@edinburgh.gov.uk)).

# Item 3.1 - Minutes

## Development Management Sub-Committee of the Planning Committee

10.00 am, Wednesday 12 September 2018

### Present:

Councillors Gardiner (Convener), Child (Vice-Convener), Councillor Booth, Dixon, Gordon, Griffiths, McLellan, Mitchell, Mowat, Osler and Staniforth.

### 1. General Applications and Miscellaneous Business

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The Sub-Committee considered reports on planning applications listed in Section 4, 5, and 7 of the agenda for the meeting.

#### Decision

To determine the applications as detailed in the Appendix to this minute.

(Reference – reports by the Chief Planning Officer, submitted.)

### 3. Boroughmuir High School, 26 Viewforth

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Details were provided of proposals for the change of use and conversion of former Boroughmuir High School to form residential accommodation, demolition of existing outbuildings and erection of new residential block, at Boroughmuir High School, 26 Viewforth, Edinburgh-application no 18/02497/FUL

The Chief Planning Officer gave details of the proposals and the planning considerations involved and recommended that the applications be granted.

#### Motion

To grant planning permission subject to the conditions, reasons and informatives as detailed in the report by the Chief Planning Officer.

- moved by Councillor Gardiner, seconded by Councillor Childs.

#### Amendment

To refuse planning permission for the reasons that the proposal was contrary to the LDP Planning DES 1 (Design Quality and Context) and Policy Hou 6 (Affordable Housing).

- moved by Councillor Staniforth, seconded by Osler.

## **Voting**

For the motion: - 8 votes

(Councillors, Booth, Child, Gardiner, Gordon, Griffiths, McLellan, Mitchell and Mowat)

For the amendment: - 3 votes

(Councillors Dixon, Osler and Staniforth.)

## **Decision**

To grant planning permission subject to the conditions, reasons and informatives as detailed in the report by the Chief Planning Officer.

(Reference – report by the Chief Planning Officer, submitted)

## Appendix

Agenda Item No. / Address	Details of Proposal/Reference No	Decision
<p>Note: Detailed conditions/reasons for the following decisions are contained in the statutory planning register.</p>		
<p><a href="#"><u>Item 4.1 8 Ladywell Avenue, Edinburgh, EH12 7LH</u></a></p>	<p>Application for Planning Permission At 8 Ladywell Avenue, Edinburgh, EH12 7LH – application no 18/02511/FUL</p>	<p>To <b>GRANT</b> planning permission subject to the informatives detailed in section 3 of the report by the Chief Planning Officer.</p>
<p><a href="#"><u>Item 4.2(a) 10 West Scotland Street Lane, Edinburgh, EH3 6PT</u></a></p>	<p>Remove existing conservatory, chimney breast, windows and doors, lintel between garage and house, cladding and roof fascias; form openings, single storey extensions, entrance canopy, rooflights, replace windows, re-render exterior walls and form brick basecourse, replace front door, new entrance steps, fascias and flue, paved terrace areas to rear and opening in boundary wall and gate - application no 18/02697/FUL</p>	<p>To <b>GRANT</b> planning permission subject to informatives as detailed in section 3 of the report by the Chief Planning Officer.</p>
<p><a href="#"><u>Item 4.2(b) 10 West Scotland Street Lane, Edinburgh EH3 6PT</u></a></p>	<p>10 West Scotland Street Lane, Edinburgh, EH3 6PT– Proposed internal + external alterations to nos 9, 9a, 9b (1st floor) and no. 10 (GF and 1st floor), as amended - application no 18/02885/LBC</p>	<p>To <b>GRANT</b> planning permission subject to the reasons, informatives as detailed in section 3 of the report by the Chief Planning Officer.</p>
<p><a href="#"><u>Item 5.1 – 50 Pilrig Street, Edinburgh EH6 5AL</u></a></p>	<p>50 Pilrig Street, Edinburgh, EH6 5AL– Erection of five storey building to form 8 residential apartments with associated parking and amenity space – application no 09/03284/FUL</p>	<p>To <b>REFUSE</b> planning permission for the reasons detailed in the report by the Chief Planning Officer.</p>

Agenda Item No. / Address	Details of Proposal/Reference No	Decision
<a href="#"><u>Item 7.1 Boroughmuir High School, 26 Viewforth, Edinburgh</u></a>	Boroughmuir High School, 26 Viewforth, Edinburgh – Change of use and conversion of former Boroughmuir High School to form residential accommodation; demolition of existing outbuildings and erection of new residential block – application no 18/02497/FUL	To <b>GRANT</b> planning permission subject to the conditions, reasons and informatives detailed in section 3 of the report by the Chief Planning Officer.  (on a division).
<a href="#"><u>Item 7.2 Greendykes Road, Edinburgh (At Land at Greendykes South Site)</u></a>	Greendykes Road, Edinburgh (At Land At Greendykes South Site) – Approval of matters specified in conditions (ref: 16/03848/PPP) as per condition three and condition six (as amended) – application no 18/01004/AMC	To <b>GRANT</b> planning permission subject to the conditions, reasons and informatives detailed in section 3 of the report by the Chief Planning Officer and the additional condition that the cycle parking meets the Edinburgh Design Guidance.

<p><a href="#"><u>Item 7.3 - 28 Wellflats Road, Kirkliston (At Land 135 Metres Northeast Of) – Residential development, landscaping, access and associated works</u></a></p>	<p>28 Wellflats Road, Kirkliston (At Land 135 Metres Northeast Of) – Residential development, landscaping, access and associated works – application no 17/04571/PPP</p>	<p>To <b>GRANT</b> planning permission subject to the conditions, reasons and informatives detailed in section 3 of the report by the Chief Planning Officer and the following amendments to conditions and informatives:</p> <ol style="list-style-type: none"> <li>1) Condition 7 be revised to read: “ A new footway along the frontage of the main development site, from the Conifox access junction to 116 Main Street Kirkliston as agreed with the Roads Authority, shall be constructed within the width of the existing carriageway and implemented prior to the occupation of the first dwelling house at the development site at no cost to the Council. These works to include the upgrading and widening of the existing south footway to the west of the site.’</li> <li>2) Informative 2 be revised to read: “20mph” and delete “30mph”</li> <li>3) Addition to Informative 2 to read “ part d) The applicant is required to upgrade the core path running down the western side of the development site, from Boathouse Road in the north to Auldgate in the south, as agreed with the Roads Authority.</li> <li>4) Additional Informative “The applicant is requested to liaise with Lothian Buses regarding potential relocation of bus stops and their proximity to the development site.”</li> <li>5) Additional Informative “The applicant is encouraged to pursue a lower level of car parking provision within the</li> </ol>
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Agenda Item No. / Address	Details of Proposal/Reference No	Decision
		<p>range set out in the Edinburgh Design Guidance.</p> <p>6) Additional Informative – “the applicant is encouraged to explore an additional cycle connection at the central western boundary to link the development into the existing active travel route.”</p>

# Development Management Sub Committee

Wednesday 10 October 2018

**Application for Planning Permission 18/02244/FUL  
At Mckenzie's, 80 Main Street, Edinburgh  
Change of use from public house to office and residential  
accommodation, alterations to existing buildings and  
erection of new residential development with associated  
landscaping.**

<b>Item number</b>	4.1
<b>Report number</b>	
<b>Wards</b>	B01 - Almond

## Summary

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The proposal would be acceptable in principle, in keeping with the character of the area and could provide adequate levels of amenity. There would be no adverse impact to road safety or surface water drainage. The proposal accords with development plan policy and non-statutory guidance. 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, LHOU01, LHOU02, LHOU03, LHOU04, LHOU05, LDES01, LDES04, LDES05, LTRA02, LTRA03, NSG, NSGD02, NSP,
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# Report

## **Application for Planning Permission 18/02244/FUL At Mckenzie's, 80 Main Street, Edinburgh Change of use from public house to office and residential accommodation, alterations to existing buildings and erection of new residential development with associated landscaping.**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The site comprises a vacant pub and car park on the south side of Main Street. The existing pub building is two storey with a single storey extension to the rear and side of the building. The surrounding area is of mixed uses, with commercial to the north and west and residential properties located to the east, south west and north.

#### **2.2 Site History**

29 January 2014 - Planning permission granted for a change of use from car park to beer garden with associated raised decking/seating area and covered barbeque facility (application number 13/04845/FUL).

### **Main report**

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

The proposal is for the erection of a two storey semi-detached block to the rear of the site comprising 4 residential flats. The block measures 6.1 metres in height and 9.4 metres wide and will be constructed in brick, render and metal cladding with timber windows and doors. The flats are all 2 beds measuring 73.3 and 85.9 square metres. The existing public house will be converted to office space at the ground floor measuring 64.5 square metres and a 3 bed flat at the first floor measuring 86.4 square metres.

A shared garden is proposed to the rear of the new block and will be a shared space between the four flats.

Access will be from the existing vehicular access onto Main Street. Five spaces including a disabled space is to be provided along with a motorcycle space. Seven double cycle lockers will be provided.

## Scheme 1

This proposed the loss of commercial at the ground floor in the existing building.

### Applicant's Supporting Statement

The following documents are available on the Planning and Building Standards On-Line Services:

- Planning Supporting Statement;
- Surface Water Management Plan; and
- Design 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 proposal is acceptable in principle;
- b) the proposal is in keeping with the character of the area;
- c) the proposal is of an appropriate scale, form and design;
- d) the proposal will provide adequate amenity for occupiers;
- e) the proposal will detrimentally affect neighbouring amenity;
- f) the proposal will adversely impact road safety;
- g) the proposal will adversely impact drainage and surface water flooding;
- h) other matters have been addressed;
- i) any impacts on equalities or human rights are acceptable; and
- j) any public comments raised have been addressed.

## **a) Principle**

The proposed residential development would represent an appropriate and compatible use within an established residential urban area. The principle of a residential development is acceptable under Policy Hou 1 and 4 of the Edinburgh Local Development Plan (LDP).

The proposal also involves the retention of the ground floor of the existing building as office space. The unspecified class 2 use (Financial, professional and other services) provides a wide range of service uses which the public expects to find in shopping areas, such as betting shops; the offices of lawyers, accountants and estate agents; health centres and surgeries of doctors, dentists and veterinary surgeons; where the services are provided principally to visiting members of the public. Class 4 (Business) relates to uses as an office, other than a use within class 2 which can be carried out in any residential area without detriment to the amenity of the area.

Either of the above uses is appropriate and will not be detrimental to the vitality and viability of the central area and complies with Policy Ret 5 of the LDP.

## **b) Character of the area**

The properties along Corbiehill Road and Main Street have an established rhythm of development, are of a similar scale and design, and sit within large landscaped plots. However, the wider spatial character of the area is more irregular with buildings of varying scale and design located towards the rear of sites.

The proposed development would be in keeping with the spatial characteristics of the wider area.

## **c) Scale Form and Design**

The architectural style of the building is modern with a mixed palette of materials including brick, render and metal cladding. The building is subservient in its context, as the overall height of the proposed building sits lower than the surrounding properties on Main Street and Corbiehill Road. It does not detract from the visual appearance of the area.

The design and materials of the development are of a high quality and the development accords with policies Des 1 and Des 3 of the LDP.

## **d) Amenity for future occupiers**

The Non-Statutory Edinburgh Design Guidance requires that a minimum of 66 square metres for a two bed and 81 square metres for a three bed. The three bed flat in the conversion is 86.4 square metres and the two bed flats in the new build measure between 73.3 to 85.9 square metres and meet the terms of the Edinburgh Design Guidance.

## **e) Neighbouring Amenity**

### Privacy

The orientation of the proposed building will result in overlooking to the gardens and not over the dwelling house of the properties lying to the east. The Edinburgh Design Guidance does not set out minimum privacy distances and it is assessed on a case by case basis. The rear of the flats are located 9 metres off the eastern boundary and is reflective of similar boundary distances found in the area and considered acceptable.

### Sunlight

In terms of sunlight to existing residents, the applicant has undertaken a daylight and sunlight assessment, which compared the impact of the proposed buildings on all surrounding properties during the spring equinox. This study demonstrates that at least half of the garden area is capable of receiving sunlight for more than three hours as set out in the Edinburgh Design Guidance.

### Daylighting

The information submitted by the applicant demonstrates that the proposed development will provide reasonable levels of daylight to the existing buildings as set out in the Edinburgh Design Guidance.

In conclusion the proposal will not have a detrimental impact on neighbouring residential amenity.

## **f) Road Safety**

The site is within Zone 2 of the Council's Parking Standards. The site will utilise the existing vehicular access onto Main Street and will provide a total of 5 parking spaces which includes a disabled space, a motorcycle space and seven double cycle lockers. The proposal meets the Council's Parking Standards.

The proposed development will therefore have no detrimental impact on road safety.

## **g) Flooding**

A Surface Water Management Plan has been submitted. Flooding has raised no objections to the application.

## **h) Other Matters**

### Archaeology

No significant archaeological remains are expected on this site. However, it is recommended that a condition be appended to the permission requiring a standard programme of archaeological work to be undertaken given the significance of the buildings and the site's location as occurring within an area of archaeological potential.

## Communities and Families

The Council's Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery' states that no contribution towards education infrastructure is required from developments that are not expected to generate at least one additional primary school pupil.

Using the pupil generation rates set out in the Supplementary Guidance, the development of 5 flats is not expected to generate at least one additional pupil. A contribution towards education infrastructure is therefore not required.

### **i) Equalities and Human Rights**

The application was assessed in terms of equalities and human rights. In summary, the building would be fully accessible to those with varying needs relating to mobility, sight impairment, hearing impairment and varying degrees of disability. An Equality and Human Rights Assessment is available to view on the Planning and Building Standards Online Service.

### **j) Public Comments**

#### Material Representation - Objection

- does not reflect the urban pattern of the area - assessed in section 3.3b).
- poor design - assessed in section 3.3c).
- overshadowing - assessed in section 3.3e).
- loss of privacy - assessed in section 3.3e).
- parking allocation - assessed in section 3.3f).

#### Material Representation - Support

- accessible location - assessed in section 3.3f) and acknowledged that the site is in an accessible location.
- good size of development - assessed in section 3.3c) and acknowledged that the proposal will not have an adverse impact on the spatial character of the area.
- enhancement to the area - assessed in section 3.3) and acknowledged that the proposal will have a positive impact on the streetscape.

### **Conclusion**

The proposal would be acceptable in principle, in keeping with the character of the area and would provide adequate levels of amenity. There would be no adverse impact on road safety or surface water drainage. The proposal accords with development plan policy and non-statutory guidance. There are no material considerations which outweigh this conclusion.

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

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

#### **Conditions:-**

1. 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.
2. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Planning Authority, having first been agreed by the City Archaeologist.

#### **Reasons:-**

1. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
2. In order to safeguard the interests of archaeological heritage.

#### **Informatives**

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

4.
  1. Site layout to be in accordance with the approved planning drawings in regard to the provision and layout of parking within the development. This includes accommodation of 5 car parking spaces (inclusive of 1 suitable for disabled users), 7 double cycle lockers and 1 motorcycle space;
  2. Access to the development and parking area is to be by dropped kerb (i.e. not bell mouth). The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits  
[http://www.edinburgh.gov.uk/downloads/file/1263/apply\\_for\\_permission\\_to\\_create\\_or\\_alter\\_a\\_driveway\\_or\\_other\\_access\\_point](http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point);
  3. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;
  4. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;
  5. Electric vehicle charging outlets should be considered for this development but as a minimum ducting and infrastructure to allow electric vehicles to be readily accommodated in the future should be provided.

## **Financial impact**

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

There are no financial implications to the Council.

## **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 is not subject to the sustainability requirements of the Edinburgh Design Guidance.

## **Consultation and engagement**

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

Pre-application discussions took place on this application.

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

A total of 30 letters of representation has been received. Fifteen of these are letters of objection and 15 of these are letters of support.

Representations were received from the Residents Association, Ward Councillor and MSP.

## **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**

Edinburgh Local Development Plan - The site is designated as an Urban Area.

### **Date registered**

18 May 2018

### **Drawing numbers/Scheme**

01-02,03A,04-06,07A,08A,09A,10-13,

Scheme 2

## **David R. Leslie**

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Lynsey Townsend, Senior Planning Officer

E-mail:lynsey.townsend@edinburgh.gov.uk Tel:0131 529 3905

## **Links - Policies**

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### **Relevant Policies:**

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

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

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

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

LDP Policy Hou 4 (Housing Density) sets out the factors to be taken into account in assessing density levels in new development.

LDP Policy Hou 5 (Conversion to Housing) sets out the criteria for change of use of existing buildings to housing.

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

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

### **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 'PARKING STANDARDS' set the requirements for parking provision in developments.

# Appendix 1

## **Application for Planning Permission 18/02244/FUL At Mckenzie's, 80 Main Street, Edinburgh Change of use from public house to office and residential accommodation, alterations to existing buildings and erection of new residential development with associated landscaping.**

### **Consultations**

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#### Roads Authority

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

- 1. Site layout to be in accordance with the approved planning drawings in regard to the provision and layout of parking within the development. This includes accommodation of 5 car parking spaces (inclusive of 1 suitable for disabled users), 7 double cycle lockers and 1 motorcycle space;*
- 2. Access to the development and parking area is to be by dropped kerb (i.e. not bell mouth). The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits [http://www.edinburgh.gov.uk/downloads/file/1263/apply\\_for\\_permission\\_to\\_create\\_or\\_alter\\_a\\_driveway\\_or\\_other\\_access\\_point](http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point);*
- 3. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*
- 4. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;*
- 5. Electric vehicle charging outlets should be considered for this development but as a minimum ducting and infrastructure to allow electric vehicles to be readily accommodated in the future should be provided*

#### *Note:*

- 1. The application has been assessed under the 2017 parking standards for Zone*
- 2.*

a. These require the provision of secure cycle storage for 2 cycles per unit (2-3 rooms) and 3 cycles per unit (4 or more rooms). This equates to a minimum requirement of 11 cycles for the scale of residential development proposed. 7 double cycle lockers (14 cycles in total) are proposed for the development. This in excess of the minimum requirement and deemed acceptable.

The scale of office development lies below the threshold for the provision of cycle parking. However, the applicant should consider allocating one of the cycle storage lockers for use by employees of the office, given that no specific car parking is proposed and to promote the use of sustainable travel modes as an alternative to private car.

b. The standard permits 1 space per residential unit and 1 space per 100m<sup>2</sup> for Class 2 or 1 space per 500m<sup>2</sup> for Class 4. The proposed scale of office development lies below the threshold for the specific provision of car parking. No parking is proposed for the office component of the development and this is deemed acceptable given the relative accessibility of the site by other travel modes. 5 spaces inclusive of 1 suitable for disabled use are proposed for the residential component of the development. This is deemed acceptable.

### Flooding

### No objections to the application

### Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning this application for change of use from public house to residential accommodation, alterations to existing buildings and erection of new residential development with associated landscaping

The application affects the late Victorian former public house Mackenzie's located within the limits of the historic settlement of Davidsons Mains originally known as Muttonhole. The origins of Muttonhole are not known, however it is recorded from at the least the 17th century. Given its location on the intersection of early roads dating back to the Roman period, earlier medieval settlement cannot be discounted.

Although unlisted this former public house dates to the Victorian period and is considered to be of local historic interest. Furthermore the site's location has also been identified as occurring within an area of archaeological potential. Accordingly this application must be considered under the terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), Historic Environment Scotland's Policy Statement (HESPS) 2016 and Archaeology Strategy and also CEC's Edinburgh Local Development Plan (2016) Policy ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

*The proposals seek the conversion of the current Victorian public house, demolition of rear extensions and new construction. Such works will both affect the fabric of this building and potentially disturb significant remains associated with the development of Davidsons Mains/Muttonhole dating back to the post-medieval period. Such impacts are however considered to be overall low in scale and significance. It is therefore recommended that a suitable programme of archaeological work is undertaken. This will comprise a programme archaeological historic building survey (level 1; annotated plans, photographic and written survey) of the public house prior to and during any internal stripping out to record any historic pub furnishings. (Victorian -early 20th century). In addition this work will be linked to programme of archaeological excavation to fully record, excavate and analyse any significant buried remains affected by ground breaking works.*

*It is recommended that this programme of work be secured using the following condition:*

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

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

### Children and Families

*No contribution towards education infrastructure is required from developments that are not expected to generate at least one additional primary school pupil. Using the pupil generation rates set out in the Supplementary Guidance, the development of 7 flats is to expected to generate at least onen additional pupil. A contribution towards education infrastructure is therefore not required.*

### Environmental Protection

*The applicant proposes changing the use of an existing public house into residential use with the erection of a new residential development to the rear. The number of car parking spaces serving the site will reduce from eight to five. The site is in a mainly residential area with a road located to the front of the main building subject to the change of use.*

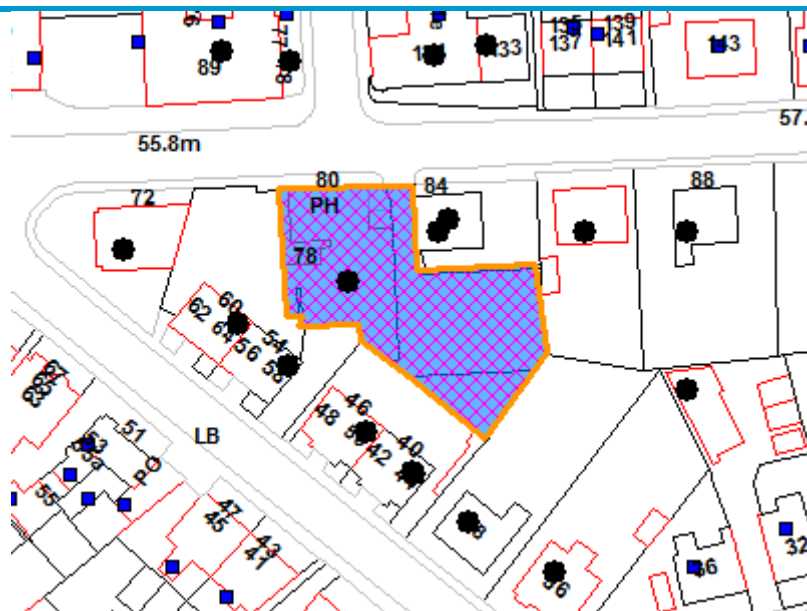
*Environmental Protection recognise the planning gains this application would have if consented. Environmental Protection recommend that an informative is attached to ensure that the applicant is aware of the desirable internal noise level when considering traffic noise.*

*Environmental Protection recommend that the applicant installs 7Kw type two electric vehicle charging points to future proof the development.*

Ground conditions relating to potential contaminants in, on or under the soil as affecting the site will require investigation and evaluation, in line with current technical guidance such that the site is (or can be made) suitable for its intended new use/s. Any remediation requirements require to be approved by the Planning & Building Standards service. The investigation, characterisation and remediation of land can normally be addressed through attachment of appropriate conditions to a planning consent (except where it is inappropriate to do so, for example where remediation of severe contamination might not be achievable).

Environmental Protection has no objections to the development subject to the attached condition.

## Location Plan



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**END**

# Development Management Sub Committee

Wednesday 10 October 2018

## Application for Planning Permission 18/02976/FUL

At 1 - 5 Osborne Terrace, Edinburgh

**Change of Use of the building from office (Class 4) to hotel (Class 7), removal of existing single storey rear extension, erection of 2x new rear extensions and glazed rooftop extension to provide 157 bedrooms, ancillary restaurant and bar.**

Item number	4.2
Report number	
Wards	B11 - City Centre

## Summary

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The proposals comply with the Edinburgh Local Development Plan and non-statutory guidelines and would have no adverse effect on the character and appearance of the conservation area. The development would have no detrimental impact on residential amenity, road safety or infrastructure. There are no identified impacts on equalities or human rights and no material considerations that outweigh this conclusion.

## Links

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<a href="#">Policies and guidance for this application</a>	LDPP, LDES04, LDES12, LEMP10, LEN01, LEN06, LDES05, NSBUS, NSGD02, LTRA02, LTRA03, LDEL01,
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# Report

**Application for Planning Permission 18/02976/FUL  
At 1 - 5 Osborne Terrace, Edinburgh  
Change of Use of the building from office (Class 4) to hotel (Class 7), removal of existing single storey rear extension, erection of 2x new rear extensions and glazed rooftop extension to provide 157 bedrooms, ancillary restaurant and bar.**

## 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 site is an office block (3,611 square metres) facing onto West Coates and forming the eastern end of Osborne Terrace. To the east there is a large, mostly dark glazed, office building. To the west there are two storey traditional stone built houses with slate roofs. Across the road to the front is Donaldson's College, currently being redeveloped as residential flats.

The building sits on the corner with Devon Place. To the south, on Devon Place, there are single storey traditional stone built houses and some business units.

The building is flat roofed, four storeys in height on the front elevation (north) and due to falling ground levels five storeys to the rear. There is a single storey element adjacent to the houses on Devon Place. Vehicular access to the under building car park for 59 cars is achieved via a ramp off Devon Place and the pedestrian entrance is on the corner.

The building sits in front of the building line on Osborne Terrace and there is an area of landscaped open space between it and the heel of the footway. This open space accommodates 6 car parking spaces.

The building is not listed and not located within a conservation area. The boundary of the Coltbridge & Wester Coates Conservation Area lies immediately on the western boundary of the site and the New Town Conservation Area lies to the north.

This application site is located within the Coltbridge and Wester Coates Conservation Area.

### 2.2 Site History

There is no relevant planning history for this site.



## **Main report**

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

Planning permission is sought for the change of use of an office building (class 4) to a 157 bed hotel (class 7). This will involve the addition of an extra floor to the existing building to accommodate extra rooms and plant equipment and the erection of two rear extensions. An existing extension will be demolished and the new extensions will be two storeys and three storeys in height. The proposal also involves an outdoor seated area to the front of the building which will be joined to the bar/restaurant area and associated landscaping works.

The replacement extension is to be finished in dark grey aluminium cladding with slim aluminium fins and horizontal banding to mirror that of the existing building on the Devon Place frontage. The only deviation from that is that the ground floor of the replacement extension shall be finished with concrete panels as it is adjacent to the proposed service bay. The courtyard facades are to be light grey/off white render, with vertical window slots to match that of the existing building.

The applicant is proposing two disabled parking spaces and 20 cycle spaces.

The applicant has submitted the following documentation, which is available to view on Planning and Building Online Services:

- Planning Statement;
- Design and Access Statement;
- Transport Statement;
- Daylight/Sunlight Assessment;
- Background Noise Survey;
- Archaeology Report;
- Drainage Strategy;
- Air Quality Assessment; and
- Site Investigation Report.

### **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 this location;
- b) the proposal is appropriate in terms of scale, design and massing;
- c) there is no unacceptable impact on residential amenity;
- d) the proposed parking and transport arrangements are appropriate;
- e) there is any adverse impact on the character and appearance of the adjacent Conservation Areas or Edinburgh World Heritage Site;
- f) any impacts on equalities or human rights are acceptable; and
- g) comments raised have been addressed.

#### **a) Principle**

Hotel development is supported within the urban area by LDP Policy Emp 10 where it is has good public transport access to the city centre.

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

#### **b) Scale, design and massing**

The additional floor being added to the existing building will be glazed and set back from the existing building line, thus minimising its impact on the wider setting, as well as adding a sympathetic addition to the current building. The additional floor will result in an overall increase of around 2.7 metres in the height of the building. This will still be below the height of the neighbouring Apex House.

The replacement extension is to be finished in dark grey aluminium cladding with slim aluminium fins and horizontal banding to mirror that of the existing building on the Devon Place frontage. The only deviation from that is that the ground floor of the replacement extension shall be finished with concrete panels as it is adjacent to the proposed service bay. The courtyard facades are to be light grey/off white render, with vertical window slots to match that of the existing building.

These works are compatible in their design and form, choice of materials and positioning with the character of the existing building and accord with LDP policies Des 4 and Des 12.

### **c) Amenity**

Local Development Plan Policy Des 5: Development Design - Amenity states that planning permission will be granted for development where it is demonstrated that the amenity of neighbouring developments is not adversely affected and that future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy or immediate outlook. Sunlight and daylight analysis has been submitted by the applicant demonstrating that there will be no impact on neighbouring properties in line with the parameters set out in the Edinburgh Design Guidance.

In terms of privacy and overlooking, there are no gable end windows proposed that overlook existing properties to the south and west of the site. The windows on the new extension will have angled south facing windows to avoid overlooking into the property at 6 Osborne Terrace.

An acoustic fence has been proposed between the outdoor seating area to the front of the building and the boundary between the neighbouring property. Furthermore, Environmental Protection has raised no objection to the proposal (subject to appropriate conditions/informatives).

The proposal will not have a detrimental impact on neighbouring residential amenity.

### **d) Transport**

Transportation has raised no objection to the proposal and it complies with the Council's Parking Standard. The applicant is proposing no parking on site, two disabled parking spaces and 20 cycle spaces. A new space for deliveries to be dropped is proposed to the east of the site off Devon Place.

The applicant will be required to contribute the sum of £149,899 (based on proposed 157 bed hotel and existing 3,593m<sup>2</sup> office use in Zone 1) to the Edinburgh Tram in line with the approved Non Statutory Guidance on Developer Contributions. This will be secured through an appropriate legal agreement.

### **e) Historic Environment**

Although the proposal site is not within the World Heritage Site or a Conservation Area, it lies on the boundary of the World Heritage Site and both the New Town Conservation Area and the Coltbridge and Wester Coates Conservation Area.

The existing building is being retained and the additions are of a contemporary nature that are appropriate to its setting. The proposal will not have a negative impact on the character and appearance of either Conservation Area or the World Heritage Site.

### **f) Equalities and human rights**

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

## **g) Public comments**

### **Material Considerations**

- Impact on residential amenity: this has been addressed in section 3.3(c).
- Traffic/parking: this has been addressed in section 3.3(d).
- Design and scale of proposal: this has been addressed in section 3.3(b).
- Principle of use not acceptable: this has been addressed in section 3.3(a).
- Impact on Conservation Area: this has been addressed in section 3.3(e).

### **Non-material Considerations**

- Profit over considered application.
- No consultation or community engagement.
- "Wind tunnel effect".
- "Contrary to Council's own stated strategic priority".
- Anti-social behaviour.
- Money spent should go towards social housing.
- Impact on residential areas of hotels - pushing residents out.
- Building should be demolished and residential flats built.
- Demolition of existing block will create noise and dirt.
- Construction disruption.

## **Community Council**

### **Murrayfield Community Council**

- Impact on heritage: this has been addressed in section 3.3(e).
- Counter to Council's strategic vision for tourism: this has been addressed in section 3.3(a).
- Traffic - HGV's/Coaches: this has been addressed in section 3.3(d).
- Parking: this has been addressed in section 3.3(d).
- Privacy: this has been addressed in section 3.3(c).
- Noise and disturbance: this has been addressed in section 3.3(c).

### **West End Community Council**

- Impact on World Heritage Site and Conservation Area: this has been addressed in section 3.3(e).
- Additional storey and extension: this has been addressed in section 3.3(b).
- Amenity: noise, loss of privacy: this has been addressed in section 3.3(c).
- Smoking area: this has been addressed in section 3.3(c).
- Coach stopping/parking: this has been addressed in section 3.3(d).

## Conclusion

The proposals comply with the Edinburgh Local Development Plan and non-statutory guidelines and would have no adverse effect on the character and appearance of the conservation area. The development would have no detrimental impact on residential amenity, road safety or infrastructure. There are no identified impacts on equalities or human rights and no material considerations that outweigh this conclusion.

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

### 3.4 Conditions/reasons/informatives

#### Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. Consent shall not be issued until a suitable legal agreement has been concluded in relation to tram contributions.

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

5. The applicant will be required to contribute the net sum of £149,899 (based on proposed 157 bed hotel and existing 3,593m<sup>2</sup> office use in Zone 1) to the Edinburgh Tram in line with the approved Tram Line Developer Contributions report. The sum to be indexed as appropriate and the use period to be 10 years from date of payment;
6. The applicant will be required to contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;

7. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;
8. An acoustic screen to the western side of the terrace shall be erected as shown on plan (PL)003A. The acoustic screen shall be 1.83m high, have a superficial mass of at least 15 Kg/m<sup>2</sup> and be of a solid construction. If constructed of timber, a close boarded timber panelling system should be used to ensure that there are no gaps between panels when accounting for thermal expansion and contraction or through warping processes.
9. (a) The kitchen shall be ventilated by a system capable of achieving a minimum of 30 air changes per hour, and cooking effluvia shall be ducted to the roof plant area as shown in plan (SK)051.  
  
(b) The kitchen ventilation system being designed and installed so that gases are expelled with a minimum upwards velocity of 15 metres per second.  
  
(c) The ventilation system shall be installed, tested and operational, prior to the use hereby approved being taken up.

## **Financial impact**

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

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

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

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

## **Equalities impact**

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

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

## **Sustainability impact**

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

This application 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**

Following statutory neighbour notification and advertisement, 52 letters of objection have been received. The matters raised are addressed in the assessment section of the report.

### **Background reading/external references**

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

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

The site is within the Urban Area as defined by the Local Development Plan.

**Date registered**

3 July 2018

**Drawing numbers/Scheme**

01-02, 03A, 04-26,

**David R. Leslie**

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Murray Couston, Planning Officer

E-mail:murray.couston@edinburgh.gov.uk Tel:0131 529 3594

**Links - Policies**

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

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

LDP Policy Des 12 (Alterations and Extensions) sets criteria for assessing alterations and extensions to existing buildings.

LDP Policy Emp 10 (Hotel Development) sets criteria for assessing sites for hotel development.

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

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

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



**Non-statutory guidelines** 'GUIDANCE FOR BUSINESSES' provides guidance for proposals likely to be made on behalf of businesses. It includes food and drink uses, conversion to residential use, changing housing to commercial uses, altering shopfronts and signage and advertisements.

**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.

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

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

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

# Appendix 1

## **Application for Planning Permission 18/02976/FUL At 1 - 5 Osborne Terrace, Edinburgh Change of Use of the building from office (Class 4) to hotel (Class 7), removal of existing single storey rear extension, erection of 2x new rear extensions and glazed rooftop extension to provide 157 bedrooms, ancillary restaurant and bar.**

### **Consultations**

---

#### **Transportation**

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

1. The applicant will be required to:
  - a. Contribute the net sum of £149,899 (based on proposed 157 bed hotel and existing 3,593m<sup>2</sup> office use in Zone 1) to the Edinburgh Tram in line with the approved Tram Line Developer Contributions report. The sum to be indexed as appropriate and the use period to be 10 years from date of payment;
  - b. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
2. The 2017 Parking Standards requires the applicant to provide 1 motorcycle parking provision for the proposed development in Zone 2;
3. The applicant proposes to widen the footway west of Devon Place to 2.0m. This complies with requirements by the 2017 Edinburgh Street Design Guidance;
4. The proposed loading bay west of Devon Place for servicing should be 2.5m wide. The ESDG Factsheet G2- Carriageway Widths requires loading bays used by Large Vans and Lorries (RCV) to be 2.5m deep;
5. Any parking spaces/loading bay adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed 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;
6. The functioning of the proposed taxi drop off from the access on Devon Place has been demonstrated by swept path analysis using a typical vehicle that is expected make use of the space;

7. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;

8. Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the footway and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984;

9. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.

10. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to disconnect and disable a sign, or take any other steps, required to ensure that any display on a sign which constitutes a danger to road users is removed or screened. The Council will seek to recover their costs for undertaking such action and the applicant should note that the display of any moving images is likely to result in immediate action under Section 93.

11. Any off-street parking space should comply with the Council's Guidance for Householders dated 2017

a. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;

b. Any gate or doors must open inwards onto the property;

c. Any hard-standing outside should be porous;

d. The works to form a footway crossing must be carried out under permit and in accordance with the specifications. See Road Occupation Permits [http://www.edinburgh.gov.uk/downloads/file/1263/apply\\_for\\_permission\\_to\\_create\\_or\\_alter\\_a\\_driveway\\_or\\_other\\_access\\_point](http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point)

12. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;

Note:

a. Existing 3593m<sup>2</sup> office use tram contribution in Zone 1 = £331,387; proposed 157 bed hotel use = £481,286, net tram contribution = £149,899.

b. The applicant proposed 2 disabled parking spaces and complies with the Council's 2017 Parking Standards which allows a maximum of 79 parking provision in Zone 2 for the proposed development. No further car parking is proposed. The area of the proposed development is highly accessible by Public transport - tram, rail and bus.

c. The applicant proposed 20 cycle spaces and complies with the Council's 2017 Parking Standards which requires a minimum of 16 secure cycle parking provision in Zone 2. The applicant proposed 10 cycle parking in the ground floor area and 10 spaces capacity covered cycle store in the courtyard.

d. The applicant by means of TRICS weekday people trips comparison has demonstrated that the proposed hotel use will generate fewer trips than the existing office use.

## Environmental Protection

The application site is currently a vacant office building. It is situated on Osborne Terrace, which is a busy, main thoroughfare into the city centre. To the north is located the former Donaldson's School site which is currently being redeveloped as residential accommodation. As the Donaldson's building is set back from the road, it is approximately 165m away from the application site. To the north-east, at the nearest corner of the Donaldson site is a former gatehouse building which has been redeveloped as residential accommodation. Further to the north-east is located a 5 storey hotel on the corner of Magdala Crescent / Haymarket Terrace.

To the east, on the same side of the street is an existing, large modern office building which appears to be around 5 storeys high. To the south, at the rear of the proposed development at Devon Place, there is a row of 4 single storey cottages, some of which have had loft conversions. Further west along Devon Place is a car dealership premises, adjacent to which is a terraced row of one and a half storey houses. Further west to the proposed development at West Coates are existing Victorian period semi-detached and detached villas.

In terms of mechanical plant noise, a Noise Impact Assessment (NIA) was provided by the agent. As there is currently no agreed occupier, there is no specification for any of the mechanical plant to be installed. Therefore, the NIA calculated the maximum noise level from all roof top plant that would satisfy the NR25 standard inside the nearest residential property. A condition has been recommended.

The position of the external terrace, posed a potential noise issue to the nearest neighbouring residential house to the west. Due to design constraints, it was not feasible for this to be relocated. However, it has been reduced in size and the agent has agreed to install an acoustic barrier. Therefore, a condition has been recommended.

Similarly, in terms of adequate dispersal of cooking odour, as the specification of the system has not been determined, conditions have been recommended.

The agent submitted an Air Quality Impact Assessment (AQIA) as part of the application. The development site is located within the city centre Air Quality Management Area (AQMA) which was declared due to exceedances of the annual mean NO<sub>2</sub> objective concentration. The report concluded that the existing baseline concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> within the vicinity of the proposed development are below the relevant air quality objectives for short and long-term exposure. The proposed development does not generate any new traffic but results in a net reduction due to the removal of 52 car parking spaces. The redevelopment will result in the installation of new boilers which have a significantly improved NO<sub>x</sub> emission limit value of <40mg/kWh.

Environmental Protection has no objection to this development subject to the attached conditions.

### Conditions

1. (a) The combined noise level from all roof top plant as shown on drawing SK(051) shall comply with permitted noise levels in Table 1 below.

Table 1. Maximum plant noise values (dB re 2 x 10<sup>-5</sup> Pa)

Octave Band Frequency (Hz)	63	125	250	500	1kHz	2kHz	4kHz
Permitted noise levels (Leq) at 1m away from the plant (dB)	85	74	65	59	55	50	48

(b) Once the specification of all mechanical plant has been determined, a further Noise Impact Assessment (NIA) shall be provided that demonstrates that the above requirement have been met.

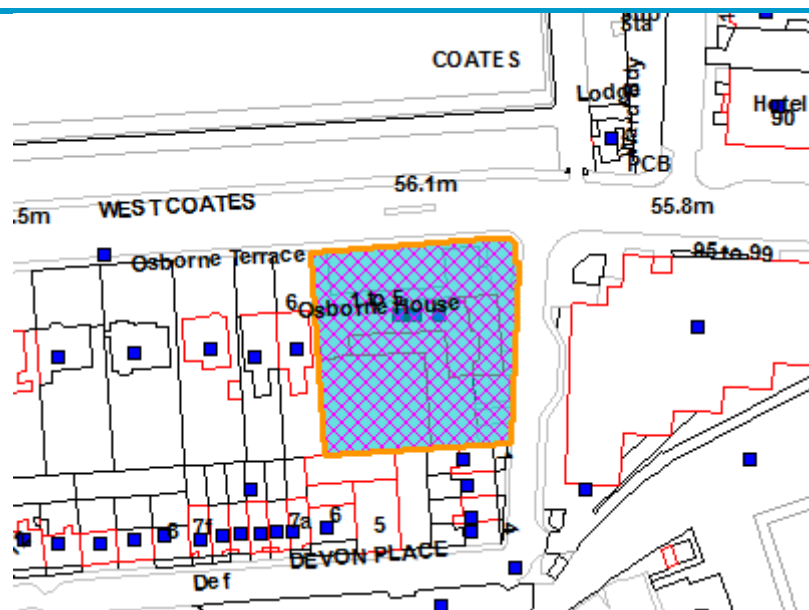
2. An acoustic screen to the western side of the terrace shall be erected as shown on plan (PL)003A. The acoustic screen shall be 1.83m high, have a superficial mass of at least 15 Kg/m<sup>2</sup> and be of a solid construction. If constructed of timber, a close boarded timber panelling system should be used to ensure that there are no gaps between panels when accounting for thermal expansion and contraction or through warping processes.

3. (a) The kitchen shall be ventilated by a system capable of achieving a minimum of 30 air changes per hour, and cooking effluvia shall be ducted to the roof plant area as shown in plan (SK)051. To ensure that no cooking odour escape or are exhausted into any neighbouring premises.

(b) The kitchen ventilation system being designed and installed so that gases are expelled with a minimum upwards velocity of 15 metres per second.

(c) The ventilation system shall be installed, tested and operational, prior to the use hereby approved being taken up.

## Location Plan



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**END**

# Development Management Sub Committee

Wednesday 10 October 2018

**Application for Planning Permission 18/03165/FUL  
At Royal Ettrick Hotel, 13 Ettrick Road, Edinburgh  
Alterations and minor adjustments to approved residential  
scheme, Ref: 16/02258/FUL, New conservation rooflights to  
replace existing dormers; 2 no. new roof terraces; 2 new  
doors for terrace access, private garden access; New  
private main entrance.**

Item number	7.1
Report number	
Wards	B10 - Morningside

## Summary

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The proposals retain the character and appearance of the conservation area and impact on neighbouring amenity is acceptable. They comply with local development plan policies and non-statutory guidelines.

## Links

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<a href="#">Policies and guidance for this application</a>	LHOU01, LHOU02, LHOU03, LHOU04, LHOU05, LDES01, LDES05, LDES12, LEN06, LTRA02, LTRA03, NSG, NSLBCA, NSGD02, OTH, CRPMER,
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# Report

**Application for Planning Permission 18/03165/FUL  
At Royal Etrick Hotel, 13 Etrick Road, Edinburgh  
Alterations and minor adjustments to approved residential  
scheme, Ref: 16/02258/FUL, New conservation rooflights to  
replace existing dormers; 2 no. new roof terraces; 2 new  
doors for terrace access, private garden access; New private  
main entrance.**

## 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 property is a former hotel on the corner of Etrick Road and Polwarth Terrace, currently undergoing conversion into three residential units plus six new-build units (one partially in the main house): nine units in total.

Works have begun on site and the previous planning permission is live.

Land to the east was previously the garden ground for the building (when a villa) but this was separated in the later 20th century to create the coach-house as a separate dwelling (now known as 19 Polwarth Terrace).

This application site is located within the Merchiston and Greenhill Conservation Area.

### 2.2 Site History

19 April 2017 - planning permission granted for extension and change of use from hotel to ten residential units following conclusion of legal agreements (planning reference: 16/02258/FUL).

7 February 2018 - lodging of an amendment to agreed proposal, adding terraces and new dormers to the villa (planning reference: 17/06020/FUL) not determined.

## Main report

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### 3.1 Description Of The Proposal

The application proposes an amendment to a currently live planning permission to extend and convert a former hotel to create ten residential units (6 x 3 bed, 4 x 2 bed). The amendments comprise:

- Addition of two roof terraces at second floor level, added onto new-build elements below.
- Addition of an escape stair going down to the small area of basement (in a northern lightwell).
- Replacement of existing small curved-top dormers with rooflights.
- Adaption of the non-original south dormer to accommodate a door.
- Minor changes to fenestration in relation to internal replanning of new-build elements.
- Clarification of cycle store provision (14 spaces).
- One vehicle space moves from SW to NE (net number unchanged).
- Minor changes to landscaping.

### **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 harm the character or appearance of the conservation area? If they do, there is a strong presumption against granting of permission.

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 use is acceptable;
- b) the scale, form and design are appropriate to the character and appearance of the conservation area;
- c) parking and cycle provision are acceptable;
- d) amenity of the created units is acceptable;
- e) impact on neighbouring amenity is acceptable;
- f) impact on trees is acceptable;
- g) comments are addressed; and
- h) equality and human rights are considered.



#### a) Housing Use

LDP policy Hou 5 considers conversion of existing buildings to housing use.

The principle of the change of use and new-build elements is established through the existing planning permission (application reference: 16/02258/FUL).

#### b) Impact on the Conservation Area

Merchiston and Greenhill Conservation Area Character Appraisal considers the importance of the detached stone villas in their garden settings. The specific site and adjoining streets are not specifically mentioned in the appraisal but the text stresses "the architectural significance of individually designed villas".

LDP policy Env 6 considers impact on the character and appearance of the conservation area.

The proposal increases the number of roof terraces from one to three. All terraces are on the flat-roofed, new-build elements.

Although roof-top terraces are not traditionally found in this area, the terraces are set back from the building edge, reducing their visual impact, as seen from street level. The proposed terrace (to the extreme east) was already contained within the original planning permission. The addition of two further terraces has minimal visual impact, and causes no harm to the character and appearance of the conservation area. Loss of a number of small, curved dormers would be a minor change and would not have any material impact on overall character of the conservation area.

The net alterations to the building (bearing in mind removal of numerous non-original elements) remains one of improvement.

In terms of "skyline", the dormers lie below ridge level and do not impact on skyline. The main change to the roof remains the removal of the major lift overshoot and restoration of the original roof profile. Rooflights are common in the conservation area and part of the existing character. The additional rooflights would not adversely impact upon the character or appearance of the conservation area.

At basement level a new stair is added to give an escape route from this lower room. This is hidden by surrounding ground levels. The alteration of a window to create a door at basement level was contained within the original planning permission, and is also hidden. The alterations at basement level are not controversial.

The alterations to the building meet the requirements of LDP policy Env 6.

#### c) Parking and Cycle Parking

LDP policy Tra 2 considers parking provision.

Although one space is moved, the overall parking provision is unaltered in the amendment.

LDP policy Tra 3 considers cycle parking.

Cycle parking is clarified. A secure store for 14 cycles is shown near the north-east entrance. Additional storage is also available within the ground floor units and total provision is 200%. This meets current policy requirements. The proposed cycle store lies behind the 2m high northern boundary wall and is fully screened on that side.

d) Amenity of the Proposed Units

LDP policy Hou 5 and Des 5 consider amenity issues.

The flats are generally unchanged in size and orientation.

The proposed amendment gives roof terraces to each of the second floor units, improving their amenity beyond that already approved. This is acceptable.

e) Impact on Neighbouring Amenity

Edinburgh Design Guidance considers impact on neighbouring amenity.

Overshadowing is unaltered in relation to the previous consent.

The proposed south-facing terrace is 15 metres from the mutual boundary to the south and complies with policy requirements on privacy.

Although the east-facing terrace is only 8 metres from the boundary, it stands further back than the terrace on the lower level (which is placed against the boundary). Both of these terraces are very well-screened on this side by existing landscape. The Edinburgh Design Guidance no longer contains privacy distances and instead focuses upon appropriate urban form. In relation to previous privacy to boundary guidelines the proposal would represent a minor and acceptable infringement.

f) Impact on Trees

LDP policy Env 12 considers impact on trees.

There is no additional impact on trees beyond that already agreed in the existing planning permission.

g) Public Comments

Twelve representations were received, all in objection, including objection from AHSS and Merchiston Community Council. Reasons for objection were:

**Material**

- loss of privacy - addressed in section 3.3 e).
- loss of dormers/ change to skyline - addressed in section 3.3 b).
- the addition of a door on unit G5 will impact on trees - addressed in section 3.3 f).
- terraces/rooflights are out of character - addressed in section 3.3 b).

- the change of a window to a door in unit G1 is not acceptable - addressed in section 3.3 b).
- work prejudices trees - addressed in section 3.3 f).
- parking is altered - addressed in section 3.3 c).

### **Non-material**

- use of internal attic space.
- the rooflights act as doors.
- existing "stepped roof fascia" would be destroyed.
- proposal varies from the approved plan.

### **h) Equalities and Human Rights**

No equality of human rights issues arise.

### **Conclusion**

The alterations represent a minor and acceptable amendment to the original planning permission. The proposal meets local development plan policies and non-statutory guidelines. No other matters outweigh this conclusion.

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

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

#### **Conditions:-**

1. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.

#### **Reasons:-**

1. In order to enable the planning authority to consider this/these matter/s in detail.

#### **Informatives**

It should be noted that:

1. 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.

## **Financial impact**

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

There are no financial implications to the Council.

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

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

## **Equalities impact**

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

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

## **Sustainability impact**

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

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

## **Consultation and engagement**

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

There is no pre-application process history.

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

The application was advertised on 27 July 2018.

Twelve representations were received. These are addressed in section 3.3 g) of the Assessment.

## **Background reading/external references**

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

**Statutory Development  
Plan Provision**

The site lies within the Merchiston and Greenhill Conservation Area as shown in the Local Development Plan.

**Date registered**

28 June 2018

**Drawing numbers/Scheme**

1-29,

Scheme 1

**David R. Leslie**

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Stephen Dickson, Senior Planning Officer

E-mail:stephen.dickson@edinburgh.gov.uk Tel:0131 529 3529

**Links - Policies**

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**Relevant Policies:**

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

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

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

LDP Policy Hou 4 (Housing Density) sets out the factors to be taken into account in assessing density levels in new development.

LDP Policy Hou 5 (Conversion to Housing) sets out the criteria for change of use of existing buildings to housing.

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

LDP Policy Des 12 (Alterations and Extensions) sets criteria for assessing alterations and extensions to existing buildings.

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

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

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

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

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

**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.

### **Other Relevant policy guidance**

**The Merchiston & Greenhill Conservation Area Character Appraisal** emphasises the consistent domestic grain, scale and building mass; the high quality stone built architecture of restricted height, generous scale and fine proportions enclosed by stone boundary walls and hedges which define the visual and physical seclusion of the villas; the uniformity resulting from the predominant use of traditional building materials; and the predominance of residential uses within the area

# Appendix 1

**Application for Planning Permission 18/03165/FUL  
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scheme, Ref: 16/02258/FUL, New conservation rooflights to  
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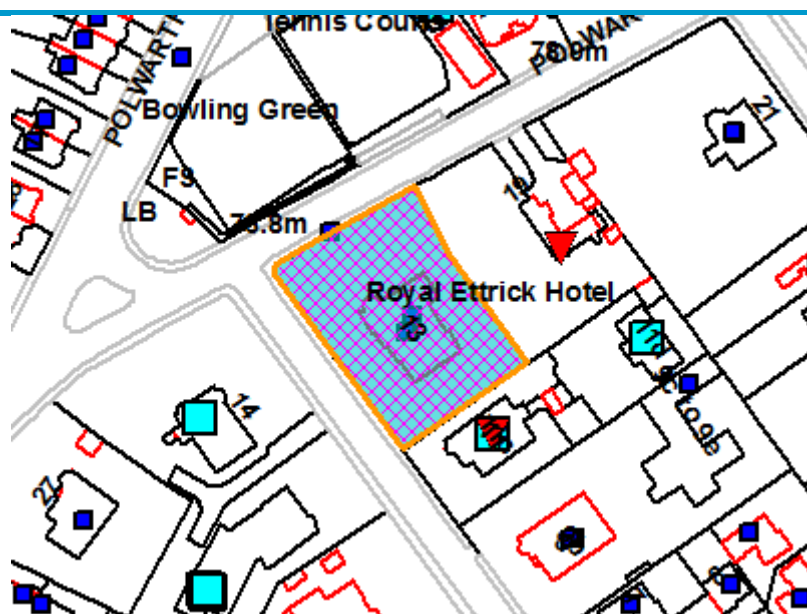
## Consultations

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No consultations undertaken.

## Location Plan

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**END**

# Development Management Sub Committee

10:00am, Wednesday 10 October, 2018

## Western Harbour: Revised Design Framework

Item number	7.2
Report number	
Executive/routine	
Wards	
Council Commitments	

### Executive Summary

---

Forth Ports Ltd has submitted a funding bid to the Scottish Government for a loan to accelerate delivery of affordable housing at Western Harbour. A formal decision on the outcome of the bid is imminent. Some revisions are proposed within the context of the existing planning permission to enable the proposals to be delivered within the required timescales.

The report relates to the submission of a Revised Design Framework (RDF) to address conditions 5 and 6 of the existing outline permission for land at Western Harbour, Leith. The RDF covers the key principles for development and sets out guidance for the development of buildings and public realm, including height, materials and design approach. Approval is sought for the RDF as the first stage in the delivery of Forth Port's proposals for Western Harbour.



## Western Harbour: Revised Design Framework

### 1. Recommendations

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- 1.1 It is recommended that Committee approves the Revised Design Framework.

### 2. Background

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- 2.1 Western Harbour is a long standing proposal for housing-led mixed use regeneration. It is identified as Proposal EW1a in the Edinburgh Local Development Plan (LDP).
- 2.2 The site has an existing outline planning permission (now referred to as planning permission in principle or PPP) for up to 3000 homes in total and other uses including retail, office and open space. This was first granted in 2002 (planning application 01/03229/OUT) and then extended in 2009 (planning application 09/00165/OUT).
- 2.3 Initial phases of development included Platinum Point and the Asda superstore. More recently, 450 affordable homes built using National Housing Trust funding at the junction with Lindsay Road.
- 2.4 The existing outline permission contains two conditions that relate to design brief and design principle documents. The conditions read:
5. *A design brief shall be submitted to and approved in writing by the planning authority prior to the consideration of reserved matters or detailed proposals. The design brief shall set out the general urban design principles of the development and shall include an indicative design of the central open space.*
6. *Following the agreement of the general design principles required in condition 5, the urban design framework for the five areas specified below shall be submitted for the approval of the planning authority prior to the consideration of any proposals within each area.*

*The areas are:*

*Area 1: Plots 1, 2 and 3 as shown on the parameter plan;*

*Area 2: Plots 4 and 5 as shown on the parameter plan;*

*Area 3: Plots 6 and 7 and 14 as shown on the parameter plan;*

*Area 4: Plots 8, 9, 10, 11 and 12 as shown on the parameter plan;*

*Area 5: Plot 13.*

- 2.5 In 2004, a Masterplan Design Brief for the site, commonly referred to as the Robert Adam Masterplan, was approved to address these conditions. This document has been used by the Council to assess planning applications at Western Harbour. However, this master plan predates the current LDP and Edinburgh Design Guidance, some elements are out of date and it is inconsistent with the Council's aspirations and developer intentions for the site.
- 2.6 Forth Ports Ltd has submitted a funding bid to the Scottish Government for a loan to accelerate delivery of affordable housing at Western Harbour. A formal decision on the outcome of the bid is imminent. The intention is to deliver Mid Market Rent Housing as part of a housing led mixed regeneration proposal. This is based on a finance model which levers private investment through Build to Rent in line with the Council's strategy for homes for people on low to middle incomes.
- 2.7 Forth Ports Ltd intend to submit proposals for planning approval in three stages:
1. Prepare and submit a Revised Design Framework (RDF) to replace the design brief and urban design framework previously submitted and approved in respect of conditions 5 and 6 of the extant permission for the area within Forth Port's control.
  2. Prepare and submit Approval of Matters Specified in Conditions (AMC) applications for those plots that can come forward under the existing outline permission - 938 residential units can come forward as an AMC(s). The AMCs will then be assessed against the principles set out in the RDF. These applications are to be submitted prior to the expiry of the outline permission in March 2019.
  3. Prepare and submit detailed planning applications for further residential development of 600 plus units and associated infrastructure on the remaining plots. This will be subject to the usual pre-application consultation procedures.
- 2.8 The submission of the RDF for approval represents the start of this process and its approval is pivotal in the delivery of plan-led regeneration of this major brownfield site.

### 3. Main report

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- 3.1 The purpose of the report is to obtain the approval of the Revised Design Framework.

#### **The Planning Context**

- 3.2 The planning context is set by the Local Development Plan. Leith Western Harbour is identified for a housing-led mixed use development. The LDP sets out a number of Development Principles, which include:
- Complete the approved street layout and perimeter block urban form.
  - Meet the Council's large greenspace standard by delivering the park.

- Complete the partially implemented new local centre.
  - Deliver school provision.
  - Create a waterside path.
  - Design new housing to mitigate any significant adverse impacts on residential amenity from any existing or new general industrial development.
  - Review the flood risk assessment.
- 3.3 The LDP moves away from previous proposals to provide a larger level of commercial floorspace, which were also reflected in the Robert Adam Masterplan.
- 3.4 The Revised Design Framework should accord with the LDP and reflect the above principles.

### **Consultation**

- 3.5 A number of meetings have taken place between the Council and the applicant's team to ensure their RDF is a useable, fit for purpose document that meets the aspirations of delivering quality development at the Western Harbour.
- 3.6 A consultee meeting was held at the Council Offices on 18 May 2018 with a number of officers in attendance from various Council Services, Edinburgh Health and Social Care Partnership and Scottish Natural Heritage.
- 3.7 As the design framework relates to conditions on an existing permission, there was no statutory requirement for the applicant to undertake public consultation. However, the applicant held a public exhibition on 25<sup>th</sup> June 2018 between 14:30 and 19:30 at Ocean Terminal. The applicant also presented the proposals to the Leith Harbour and Newhaven Community Council on 26<sup>th</sup> June 2018. Appendix 2 contains the Public Consultation Report.
- 3.8 The proposals were considered by the Edinburgh Urban Design Panel on 27<sup>th</sup> June 2018. A summary of the recommendations can be found in section 9 below.
- 3.9 Going forward, there will be the opportunity for the public and interested parties to comment on the proposals when an AMC is submitted. Any new full planning applications for additional development outwith the scope of the outline permission will be subject to the usual Proposal of Application Notice (PAN) procedure.

### **Revised Development Framework**

- 3.10 The RDF identifies the key principles as being Placemaking, Movement, Public Spaces and Variety. The RDF builds on the established spatial character of the previous masterplan, which informed the development principles in the LDP. It retains the perimeter block style layout with the site for the park, primary school and local centre contained in the same locations. Appendix 1 contains the RDF.

- 3.11 The RDF expands on these key principles and sets out guidance for the development of buildings and public realm, including height, materials and design approach. It has been prepared within the context of the relevant policies in the LDP and the Edinburgh Design Guidance and contains sufficient information to address the points contained within conditions 5 and 6. Some of the key matters are highlighted below:
- 3.12 **Uses** – the majority of the proposals are for housing. This is shown as perimeter style blocks with the potential for mixed use ground floor spaces (for example class 1 shops, class 2 financial, professional and other services, class 3 food and drink or class 4 business) at key locations, such as on corner blocks or next to areas of public realm. An area is also identified adjacent to the existing Asda to provide a local centre. Provision for a potential health centre has been identified within the local centre. The proposed uses are in accordance with the LDP.
- 3.13 **Movement Strategy** – a series of streets and spaces are to be created. The RDF contains a central street and then a series of secondary shared space streets and shows the linkages within the site. This is further supplemented by design principles for what the streets could look like and operate. The RDF references the Edinburgh Design Guidance/Street Design Guidance.
- 3.14 **Public Realm Strategy** – this links into the street hierarchy and shows where key public spaces should be located.
- 3.15 **Waterfront Promenade** – the LDP Proposals Map contains a cycle/footpath safeguarded route along the water's edge. The RDF includes design principles for the promenade and indicative information for the form this could take. Final layouts and materials should be designed to meet the requirements of the Edinburgh Promenade Design Code and the Edinburgh Design Guidance/Street Design Guidance
- 3.16 **Western Harbour Park** – the park area covers approximately 4.7 hectares. Principles and an indicative design are contained within the RDF to aid in guiding the development of the park including linkages and landscape structure. The design of the park will be required to meet the Council's large greenspace standards.
- 3.17 **Block Structure/Building Typologies/Building Frontages** – primary and secondary frontages are identified. This is then supplemented by building typologies showing indicative perimeter blocks layout with central courtyard areas above ground floor parking.
- 3.18 **Heights/Roofscape** – a range of storey heights are proposed for different parts of the site. These range from three up to eight storeys. The heights are generally lower than those previously proposed across the site. View analysis has been provided to show how this would indicatively look. The framework also sets out that a variety of roofscapes should be provided in different areas. In terms of density, it is estimated that this will be 134 dwellings per hectare for phase one. For phase two, subject to design development and unit mix, this is estimated to be between 105 and 155 dwellings per hectare.

- 3.19 **Character Zones / Material Strategy** – the RDF splits the area into character zones where it is expected that primary frontages should be based on a common design language. Although the types of materials will be specified at the detailed stage, a palette of materials is suggested and materials should tie into the character zones to provide coherence.
- 3.20 **Parking Strategy** – the parking needs to meet the requirements of the Edinburgh Design Guidance. Indicatively, underdeck parking is proposed with limited on street parking shown. Secure cycle storage is also envisaged as being incorporated within the blocks.
- 3.21 The RDF will apply to areas within Forth Ports Ltd ownership, which covers the majority of the vacant land at Western Harbour. For the remaining areas, the LDP Development Principles and the existing masterplan will apply. The RDF will compliment the existing masterplan for these sites (where in some instances the plots are already defined by the road infrastructure) and such an approach is in accordance with LDP Policy Des 2 Co-ordinated Development.

### **Next Steps**

- 3.22 If approved, future AMCs for the land in Forth Ports ownership will be required to accord with the RDF (as set out in condition 2 of 09/00165/OUT). It will also be a material consideration for assessing any further applications.
- 3.23 The approval of this document will enable the applicant to move onto the next step in preparing the detailed information to be submitted through future AMC applications within the timeframe of the existing outline permission.
- 3.24 The RDF contains a phasing plan to show which areas will come forward as an AMC and which areas will require further planning permission.
- 3.25 The AMC(s) will come forward in the context of the reserved matters set out in the outline permission and it is anticipated that a number of supporting documents will also be submitted. Detailed matters such as the design, uses, unit sizes, parking levels and amenity will all be assessed at this stage.

## **4. Measures of success**

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- 4.1 The measure of success will be the successful delivery of housing led mixed use development on a brownfield site identified for development in the Local Development Plan.

## **5. Financial impact**

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- 5.1 The approval of the Revised Design Framework does not raise any financial implications for the Council. A legal agreement is in place for the outline permission (reference 09/01650/OUT) and any Approval of Matters Specified in Conditions applications will need to comply with its requirements. Any further full planning applications will be subject to current policy on affordable housing and Developer Contributions and Infrastructure Supplementary Guidance and will require a new legal agreement.

## **6. Risk, policy, compliance and governance impact**

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- 6.1 There are no perceived risks associated with this report.

## **7. Equalities impact**

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- 7.1 There are no equalities impacts arising from this report. Future applications will be considered as part of the Integrated Impact Assessment process.

## **8. Sustainability impact**

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- 8.1 No direct sustainability impacts arising from this report.

## **9. Consultation and engagement**

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- 9.1 The following consultation has taken place:
- 18 May 2018 – Consultee meeting held with various Council Services.
  - 25 June 2018 – Applicant held a public exhibition at Ocean Terminal.
  - 26 June 2018 – Applicant presented to Leith and Nehwaven Community Council.
- 9.2 Further details are set out in paragraph 3.5 above.
- 9.3 The proposals were considered by the Edinburgh Urban Design Panel on 27 June 2018. The Panel made the following recommendations:
- 9.3.1 The Panel considered the finance model as an excellent opportunity to address the housing shortage and to transform the wider waterfront. Treating housing as infrastructure – rather than speculative development – was to be commended.
- 9.3.2 The Panel welcomed development happening on the site which had been stalled for around 10 years. The general principle and the proposed changes from the existing masterplan was supported.

9.3.3 In developing the proposals, the Panel suggested the following matters be considered further in developing the proposals and new design framework:

- Design of the streets to ensure life and activation;
- Creation of a place rather than just housing;
- Consideration of how the park and other public space will work;
- Design of the new blocks including the architecture; and
- Use of Secure by Design.

9.4 Going forward, there will be the opportunity for the public and interested parties to comment on the proposals when an AMC is submitted and the usual consultation process for any full planning applications.

## 10. Background reading/external references

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10.1 Decision Notice for planning application reference 09/00165/OUT.

**David R. Leslie**  
Chief Planning Officer  
PLACE  
The City of Edinburgh Council

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E-mail: [kenneth.bowes@edinburgh.gov.uk](mailto:kenneth.bowes@edinburgh.gov.uk) | Tel: 0131 529 6724

## 11. Appendices

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Appendix 1 – Western Harbour Revised Design Framework

Appendix 2 – Public Consultation Report.



7N Architects

Western Harbour  
Revised Design Framework – 30.08.18







Illustrative Waterfront Promenade View

## Executive Summary

This Revised Design Framework (RDF), which is submitted on behalf of Forth Ports Limited, sets out the design principles and framework for the detailed design for the Western Harbour Masterplan Planning Permission (ref: 09/00165/OUT) on land within their control at Western Harbour, Leith.

The RDF supersedes the Masterplan Design Brief (MDB), commonly known as the Robert Adam Masterplan, which was approved in 2004. The RDF maintains the quality and placemaking principles of the MDB but tunes the design guidance for the site to reflect changes in CEC policy, guidance and context which have evolved over the past 14 years to facilitate the development of the site. These include changes in construction approaches, space standards, parking solutions and material palettes and reflect changes in CEC policy, as set out in the Edinburgh Local Development Plan (2016) and Edinburgh Design Guidance.





Illustrative Shared Street View

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## The Site



# Western Harbour

Forth Ports Limited first received Outline Planning Permission (now known as Planning Permission in Principle or PPP) for the development of the Western Harbour site in 2002. The Planning Permission was extended in 2009.

The PPP governs the principle of development on site, the general layout of the masterplan, building heights, movement and open space. Planning applications for detailed proposals (Approval Matters Specified in Conditions or AMC) are required to be in accordance with the approved Masterplan Design Brief (MDB).

The approved MDB, however, is 14 years old and needs to be revised to take account of the aspirations of Forth Ports Limited and those of the City of Edinburgh's strategic approach as set out in the Edinburgh Local Development Plan (2016) and supplementary guidance. These revisions to the MDB are an essential pre-requisite to enable the detailed design and submission of AMC applications for development on the site that can deliver on the vision for completing the creation of a new community.



Extents of Revised Design Framework

# Site History

Western Harbour was first formed as an expansion to the Port of Leith between 1936 and 1942, with the extension of a breakwater from the historic fishing village of Newhaven.

Beginning in 1966, a land reclamation project has created over 27 hectares of land, originally for port use.

Development of the reclaimed land began in the late 1990s with a Premier Inn, the David Lloyd Leisure Centre and Newhaven Fishmarket. Subsequent development has delivered:

- Approximately 1,250 residential units
- An ASDA supermarket
- Lighthouse Park, a new public park at the northern edge of the site.



1945



2005



2016



Aerial view of reclaimed land



# Planning Context

The Revised Design Framework (RDF) sets out the general urban design principles and urban design framework and required in accordance with conditions 5 and 6 of the Planning Permission (ref: 09/00165/OUT) for the development of land at Western Harbour for land within the control of Forth Ports Limited. It supersedes the Masterplan Design Brief, commonly known as the Robert Adam Masterplan, approved in 2004 for land within the control of Forth Ports Limited and does not alter the approved urban design principles and urban design framework for land outwith its control.

The design principles and framework set out in the RDF are aligned with the aspirations of Forth Ports Limited and those of the City of Edinburgh Council, as set out in the Edinburgh Local Development Plan (2016) and supporting guidance.

The urban design principles and urban design framework set out in the RDF will enable Forth Ports Limited to bring forward planning applications for Approval of Matters Specified in Conditions (AMC) in accordance with the extant Planning Permission and further planning applications for residential led development on the remaining land within Forth Port Limited's control.



2004 Robert Adam Masterplan.

# Relevant History and Policy

Planning Permission for the development of Western Harbour was granted in 2002 (ref: 01/03229/OUT) and the period of time for the approval of reserved matters was extended in 2009 (ref: 09/00165/OUT).

The Development Plots plan opposite shows the development which has taken place at Western Harbour and the plots which remain to be developed.

The Robert Adam Masterplan, and the Design Brief, which it superseded, set out the design principles and framework for the development and in accordance with conditions 5 and 6, development has taken place in line with their provisions.

As noted, the Robert Adam Masterplan is however 14 years old, it is prescriptive and many parts of it no longer correspond with the Council's planning policy framework. It does not provide a design framework which can be implemented to support the completion of development at Western Harbour.







Development Plots

# Local Development Plan

The Edinburgh Local Development Plan (2016) sets out the Edinburgh Waterfront Design Principles. The principles for Western Harbour are set out in Table 11 (page 50) of the LDP. The table on the opposite page sets out the principles and how the RDF responds to these LDP principles.

The Local Development Plan makes provision for a cycle/footpath route. Recognising that the illustrative route presently crosses operational port land, the LDP makes provision for the feasibility of the east west route to be further considered, allowing for use of operational port land to be avoided.

In addition to the design principles set out in the LDP, the RDF takes into account the requirements of Edinburgh Design Guidance and Edinburgh's Open Space Strategy (2016).

-  Housing led mixed use development
-  New green space
-  Cycle / footpath safeguarded route
-  Tram line safeguard
-  School safeguard



Extract from Edinburgh Local Development Plan - Edinburgh Waterfront Development Principles - Indicative only - not part of the Proposals Map

# Local Development Plan

## Development Principles

- Complete the approved street layout and perimeter block urban form.

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- Revise the housing mix towards a greater number of townhouses than identified in the master plan, where it would be appropriate in terms of place-making and would accelerate completions.

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- Meet the Council's Large Greenspace Standard by delivering the Western Harbour Central Park (Proposal GS2).

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- Complete the partly implemented new local centre by providing smaller commercial units under flatted development on the other corners of the centre's junction.

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- Deliver school provision as specified in the Action Programme.

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- Create a publicly-accessible waterside path around the perimeter of the area, connecting east and west.

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- Design new housing to mitigate any significant adverse impacts on residential amenity from existing or new general industrial development.

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- Review the flood risk assessment that has already been provided for this site.

## RDF Response

- The block form remains largely unchanged and the street layout takes into account Edinburgh Standards for Streets and Edinburgh Design Guidance 2017.

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- Completions will be accelerated taking forward the building form set out in the RDF. It provides for family accommodation and open space in accordance the Council's Planning Policy and Edinburgh Design Guidance.

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- The RDF sets out how the Council's Large Greenspace Standards will be achieved through the delivery of the proposed park.

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- The RDF identifies a local centre, as well as opportunities for commercial units throughout the area, which can provide accommodation for retail, food and small businesses.

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- The RDF includes the area of land identified for the new school and associated outdoor space within Western Harbour Central Park.

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- The RDF sets out the design principles for providing a waterside path within its boundaries and identifies where it can connect to the established footpath network.

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- Applications for planning permission will be expected to address the requirement.

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- Applications for planning permission will be accompanied by Flood Risk Assessments.



## Detail to be provided with future AMC Applications

The forthcoming AMC applications will address the requirements of the extant Planning Permission (ref: 09/00165/OUT) and the detailed development proposals will accord with the principles and framework of the RDF. The AMC applications will be supported by the following information:

- Design and Access Statement
- Architectural plans in accordance with Appendix A of the Edinburgh Design Guidance
- Landscape plans and maintenance proposals in accordance with Appendix A of the Edinburgh Design Guidance
- Sustainability form
- Engineering levels
- Flood Risk Assessment + Certificates
- Phase i Geo-environmental and Geo-technical Report
- Amenity information for daylighting, sunlighting and privacy
- Transport information, including Parking Statement










Western Harbour

# Site Parameters and Constraints

The site's immediate built context has all been developed within the past 20 years. The larger residential blocks to the north east were constructed prior to the implementation of the Robert Adam masterplan, whilst later developments to the south were brought forward under the Robert Adam design coding.

There are a number of existing junctions that have been built giving access to the site that define the structure of the primary roads. Existing utilities infrastructure within the site should be incorporated into the masterplan in coordination with the requirements of the relevant statutory bodies.

-  Existing residential development, 6-11 storeys
-  Existing residential development, 3-8 storeys
-  Existing commercial development, 1-3 storeys
-  PPP development plots outwith the RDF
-  Existing Road Access
-  Existing Infrastructure- Foul Drainage Pumping Station
-  Existing Infrastructure- Substation / Gas Governor



Site Parameters and Constraints



# Transport and Connections

The site is approximately 1.5 miles from the centre of Leith and 3 miles from Edinburgh City Centre. Newhaven, Ocean Terminal and western Leith are all within 20 minutes walk. The majority of central Edinburgh is within 30 minutes by bicycle. The site is in close proximity to the Hawthornvale Path which connects to the off-road active travel network.

The 10 bus route, which stops within Western Harbour and could be extended into the proposed development area, takes 30 minutes to reach Princes Street.

The proposed tram extension will terminate directly south of the site, providing additional public transport connections to Leith and the City Centre. Longer term aspirations for further extensions would provide connections to Granton and the west of the city.

- 20 minute walking catchment
- ▤ Off-road active travel network.
- ▤ Proposed tram extension

## Local Buses

- ▬ 10: 30 mins to Princes Street  
Every 10 mins / 20 mins Sundays
- ▬ 16: 34 mins to Princes Street  
Every 10 mins / 15 mins Sundays
- ▬ 11: 36 mins to Princes Street  
Every 10 mins / 15 mins Sundays
- ▬ 200: 50 mins to Edinburgh Airport  
Every 30 mins






Transport and Connections

# Environment and Topography

The coastal setting of the site leaves it exposed to the prevailing south westerly winds and onshore north easterly wind. The south east and north west are largely open to the Harbour and the Firth of Forth respectively, although the latter is mitigated by existing development.

The site is reclaimed land and will be finished to a consistent level. There are a number of existing spoil mounds that will be redistributed across the site during surcharging or another form of remediation. Any excess material will create landforms within the proposed park.

-  Primary Exposure
-  Secondary Exposure
-  Wind
-  Sun path



Environment & Topography






# Heritage and Landmarks

The southernmost boundary of the site is approximately 100m north of the Newhaven Conservation Area. The wider area includes Trinity, Victoria Park and Leith Conservation Areas.

There are a number of listed buildings in the vicinity of the site, including the B-Listed Newhaven Fishmarket and Harbour.

There is a Martello Tower on the eastern breakwater of Western Harbour that is a designated Scheduled Monument.

-  Conservation Area
-  Listed Building
-  Scheduled Monument



Heritage and Landmarks

# Site Preparation and Harbour Wall

As the site largely consists of land reclaimed within the last 20 years, a number of areas still require ground remediation and stabilisation before development can take place.

A range of ground stabilisation options are being explored including the surcharging method which has been implemented on the site to date. Surcharging consists of applying load on the ground surface, in excess of that expected from long term development, for a period of 9-12 months to accelerate the settlement process. This takes the form of temporary fill embankments, which are removed prior to construction once settlement is complete. This could be achieved with existing excess soil on site, spread over three consecutive phases.

A new harbour wall is also required to be constructed prior to development of plots that front onto Western Harbour to the east.

All of these infrastructure measures require significant levels of investment and logistics planning and will have a bearing on the final phasing strategy.

- Stabilisation required
- ■ Extent of new Harbour Wall required



Ground Stabilisation and Harbour Wall



## Masterplan Principles

# Vision

Western Harbour can become a catalyst for regenerating the waterfront to meet Edinburgh's acute housing needs.

The Western Harbour development presents the opportunity to deliver a residential led, mixed use community with a new park, a proposed new primary school, local amenities, shops and a waterfront promenade.

The vision is to grow the place into a vibrant waterfront community which can act as a catalyst for the wider regeneration of Edinburgh's waterfront.



Illustrative Waterfront Promenade View



# Vision

Using brownfield land to deliver new homes for Edinburgh



The site today



The site today

Making a new place for a vibrant community by the water's edge



Illustrative Street View



Illustrative Proposals

# Proposed Masterplan

The RDF design guidance has been developed within the established spatial framework of the approved masterplan.

The configuration of streets, spaces and plots of the masterplan has been maintained and tuned to reflect current aspirations and the City of Edinburgh's own design guidance, which has evolved over the years since planning permission was granted.

This evolution of the masterplan sets out the spatial framework for the development and it is the role of the RDF guidance to set out the placemaking framework for the detailed design and delivery of the new neighbourhood.

The placemaking approach of the RDF establishes design guidance to create a rich and varied urban environment which is well connected to the surrounding communities, both physically and socially, and will enhance the vibrancy of Leith.

The overarching key principles which should guide the design of detailed proposals for the development are set out on the following pages.



Illustrative Masterplan







# Key Principles - Placemaking



A Placemaking Approach

Designing a place which encourages people to inhabit and activate their environment.



A Residential Led Mixed Use Community

A residential neighbourhood which includes a mix of uses to provide amenity to, and to enhance the diversity of the community.



Active Ground Floor Frontages

Ground floor frontages should activate the streets and spaces that they address where there is the opportunity to do so.

# Key Principles - Movement



## A Connected Place

Optimising the use of public transport use and movement options which mitigate car use.



## Streets for people

Designing streets and public spaces to encourage pedestrians and cyclists to use them safely in a connected network of non-vehicular movement.



## Managing Vehicles and Parking

Managing vehicular traffic and parking which keeps the streets as free of cars as possible whilst understanding that car use will be important to many of the residents and businesses.



# Key Principles - Public Spaces



Private Residential Gardens

The residential buildings should provide access to shared or private secure garden spaces.



Public Park

The new public park should be designed to be an accessible amenity and resource for all of the community by encouraging active use.



Waterfront Promenade

The development should contribute to the creation of the City of Edinburgh's Promenade initiative where it passes through the site.

# Key Principles - Variety



## Variety

Designing streets, spaces, buildings and quarters which have a discernible character, within the coherent character of the wider neighbourhood, to cultivate variety, identity and legibility.



## Varied Roofscape

Buildings should have a varied roofscape in both form and heights to give character to the roofscape.



## Vertical Emphasis To Buildings

Buildings should generally have a vertical emphasis to their composition in recognition of the feu character of the original waterside areas of Leith.



## Design Framework



# Design Framework

The following section expands upon the key principles to establish a design framework for the delivery of the masterplan.

They set out guidance for the development of buildings and public realm, including massing, materials and design approach.

Future proposals should generally accord with the guidance laid out in this section.




Illustrative Masterplan


# Proposed Uses

 Residential

The masterplan should consist of perimeter residential blocks with mixed use ground floor spaces at key locations.

 Class 1, 2, 3 + 4

Community spaces, shops and cafes should be provided at ground floor throughout the masterplan, focused around key public spaces and routes.

 Education

Proposals for a new primary school are being developed by the City of Edinburgh Council to the south of the Park. There is an opportunity for a complementary facility, such as a Nursery, to be located on the adjacent plot.

 Healthcare

Provision has been made for a potential 950 sqm Health Centre adjacent to the Local Centre subject to NHS Lothian confirming their requirements. If this is not forthcoming another use should be proposed which is appropriate to the Local Centre.

The diagram opposite is indicative of the approach that should be taken and the type of locations that should be proposed. Final locations and extents of floor areas for each use will be the subject of detailed applications.



Indicative Ground Floor Uses



# Movement Strategy

The design framework creates a series of streets and spaces that are friendly to pedestrians and cyclists whilst providing an efficient route for vehicle movement.

- The Central Street should provide a primary circulation route for vehicles with segregated cycle lanes and the potential to extend the local bus network.
- Secondary Streets should be shared space streets. Where parking is provided within plots, access should be taken from these streets. Consideration should be given to some of these routes being designated pedestrian / cycle only.
- The Park Crescent should be a shared space street for local vehicle access with a segregated pedestrian / cycle route within the park.
- The Waterfront Promenade should be pedestrian / cycle only with controlled service access. It should connect to existing waterfront routes.

- Central Street
- Existing primary circulation route
- Shared Street
- Existing local streets
- Indicative vehicle access to parking within plots
- Waterfront Promenade
- Existing waterfront routes
- Park Crescent
- Proposed tram extension



Movement Strategy

# Public Realm Strategy

In addition to the main street hierarchy, key public spaces should be located at significant locations and nodes within the masterplan. These should provide variety to the street layout and block structure. Ground floor retail units and cafes should be focused around these spaces to encourage activity and use.

The new park at the centre of the site and the existing Lighthouse Park to the north should provide significant levels of landscaped amenity space.

Pocket parks and secondary public spaces, located at corners of certain blocks, can be used to create additional greenspace, amenity and variety within the masterplan.

The diagram opposite demonstrates where the key public spaces should be provided and an indicative approach to the distribution and location of secondary public spaces and pocket parks.

-  Key public space
-  Waterfront Promenade
-  Secondary public space
-  Pocket park



Public Realm Strategy

# Central Street

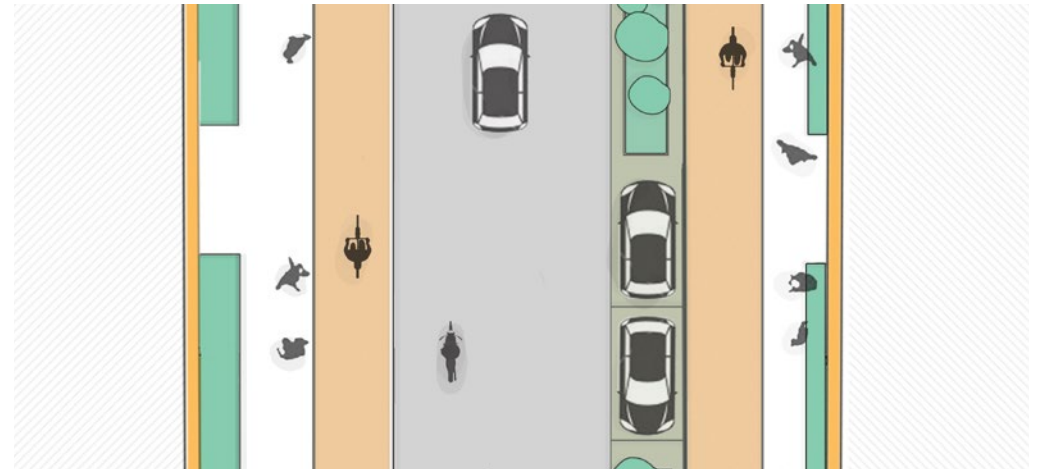
The Central Street is the primary vehicle route through the site, connecting the junction at the entrance to the Asda car park with the northern extents of Western Harbour Drive.

## Design Principles

- Building frontages should address street to provide urban character and activity
- Small front gardens or planting should provide privacy to ground floor residential uses
- A segregated cycle way should be provided in line with CEC Design Guidance. Where possible, this should connect into existing routes
- Limited on street parking can be provided but should be broken up into small areas of contained parking, located between street planting and trees or other features



Location



Indicative Plan Detail



Indicative Section



# Central Street

The illustration opposite demonstrates a possible approach to the implementation of the Design Principles for the Central Street.

Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of the Edinburgh Design Guidance and the emerging Street Design Guidance Fact Sheets.



Example of privacy planting to front gardens



- Key
- 1- Pavement
  - 2- Segregated cycleway
  - 3- Street planting
  - 4- Carrigeway
  - 5- Street Parking
  - 6- Private Front Garden
  - 7- Pedestrian crossing point
  - 8- Key public space

Illustrative proposals for Central Street

# Shared Streets

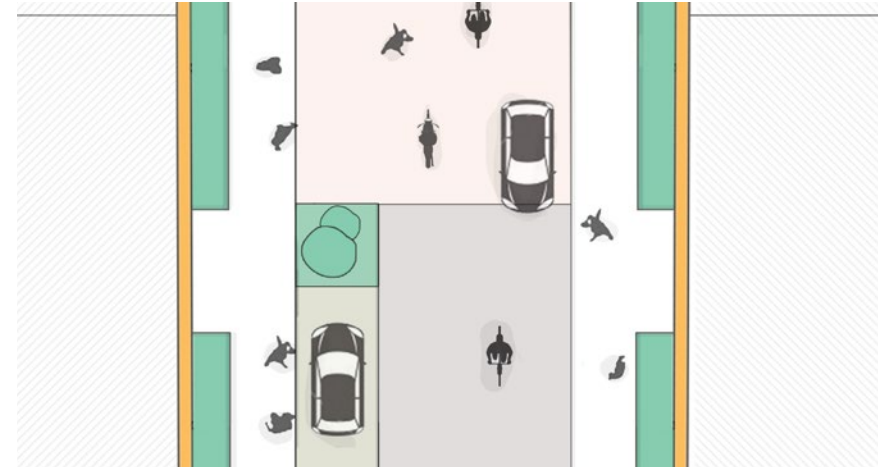
Shared streets connect the Central Street to the park and waterfront. These should have the character of shared spaces with limited vehicle movements and take into account pedestrian and cyclist movement and desire lines.

## Design Principles

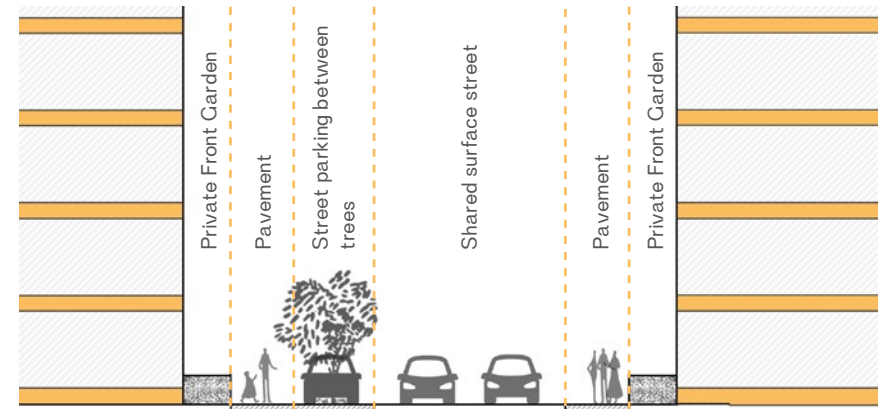
- Secondary building frontages should be set back from the street with front gardens to ground floor residences
- Streets should be designed to limit vehicle speeds through the introduction of horizontal and vertical obstacles
- Access to on plot parking should be located close to the central street where possible
- Limited on street parking can be provided but should be broken up into small areas of contained parking, located between street planting and trees or other features



Location



Indicative Plan Detail



Indicative Section

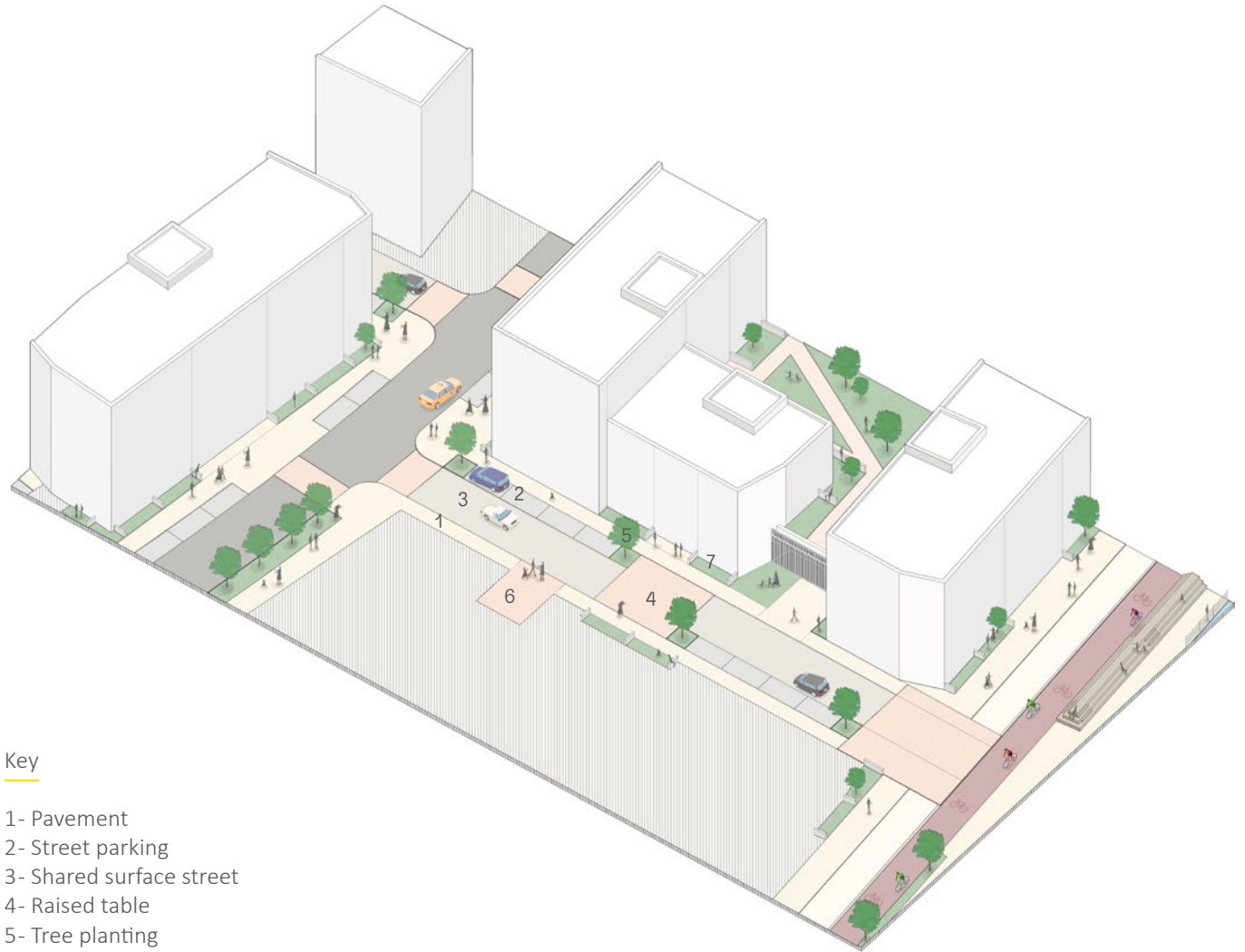
# Shared Streets

The illustration opposite demonstrates a possible approach to the implementation of the Design Principles for the Shared Streets.

Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of the Edinburgh Design Guidance and the emerging Street Design Guidance Fact Sheets.



Illustrative view of a Shared Street



## Key

- 1- Pavement
- 2- Street parking
- 3- Shared surface street
- 4- Raised table
- 5- Tree planting
- 6- Vehicle access to on plot parking
- 7- Private front garden

Illustrative proposals for a Shared Street

# Park Crescent

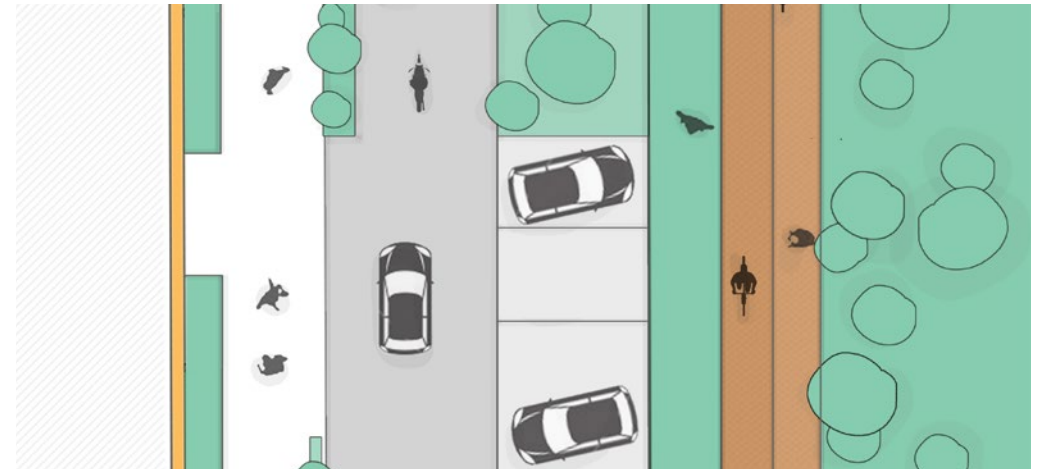
The Park Crescent should incorporate Shared Street principles and have the landscape character of a street set within the park.

## Design Principles

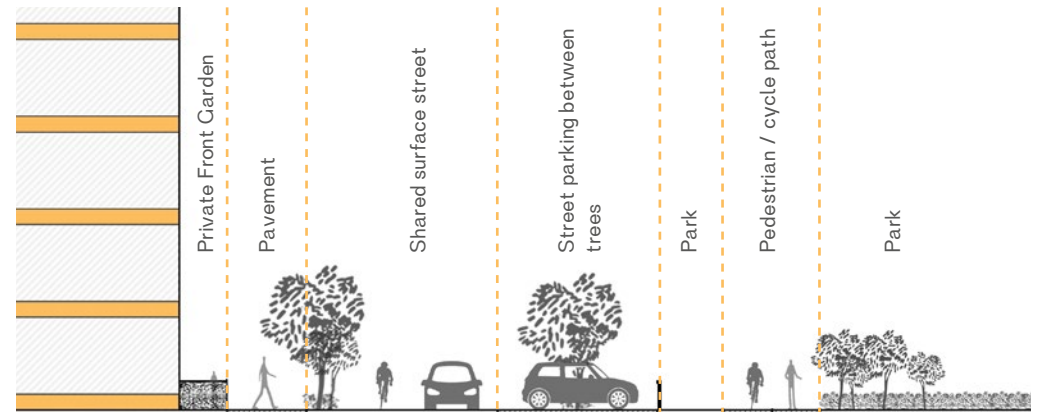
- Primary building frontages should address the park with private front gardens
- Shared surface transition spaces should be used at the entrances to the park
- Shared surface streets should be designed to limit vehicle speeds and provide local access only
- On street parking can be provided but should be contained within street planting, trees and other features
- Segregated pedestrian and cycle routes should be provided within the park



Location



Indicative Plan Detail



Indicative Section



# Park Crescent

The illustration opposite demonstrates a possible approach to the implementation of the Design Principles for the Park Crescent.

Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of the Edinburgh Design Guidance and the emerging Street Design Guidance Fact Sheets.



Example of a park edge frontage



## Key

- 1- Pavement
- 2- Street parking between trees
- 3- Shared surface street
- 4- Pedestrian / cycle path
- 5- Shared surface transition space to park
- 6- Private Front Gardens

Illustrative proposals for the Park Crescent



# Waterfront Promenade

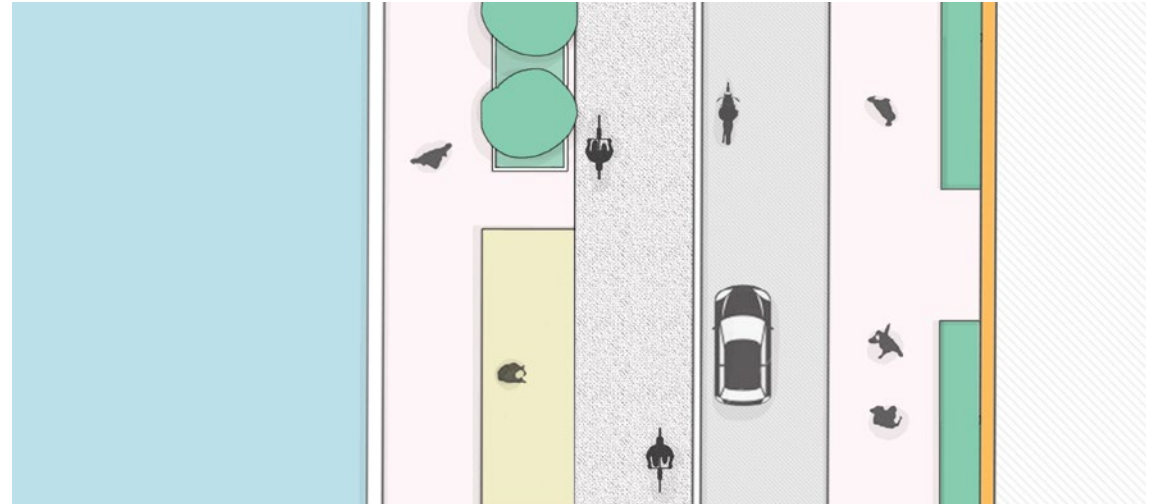
The Waterfront Promenade should create a linear public space for pedestrians and cycles. Vehicles should have controlled, limited access for service and emergency only.

## Design Principles

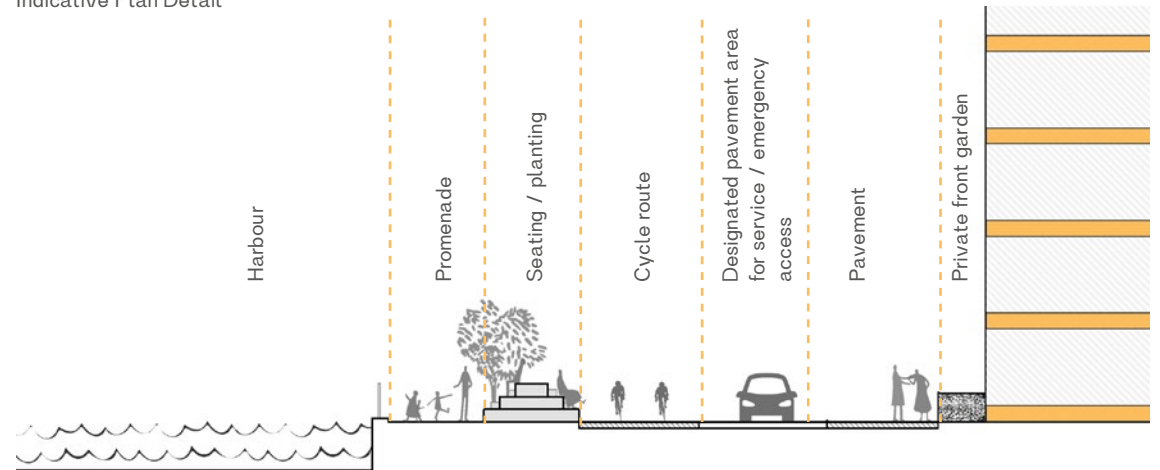
- Primary building frontages should address the harbour
- Planting, benches, seating platforms and other public realm features should be provided to encourage people to activate the space
- Pedestrian and cycle ways should connect with existing routes where possible. The cycle way should form part of the public space
- A single carriageway can be provided for servicing and emergency access only
- On street parking cannot be provided unless there is a specific requirement for accessible spaces



Location



Indicative Plan Detail



Indicative Section

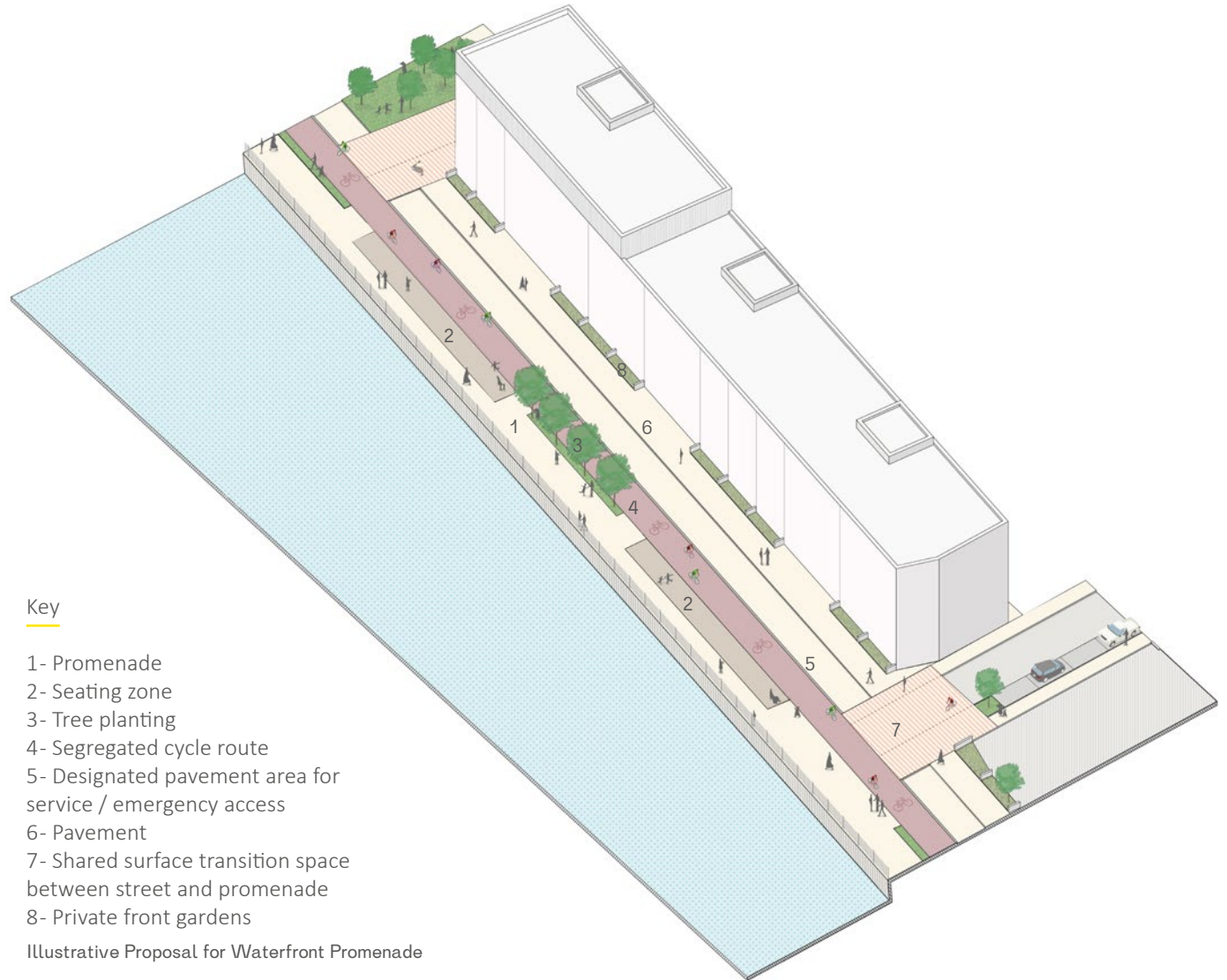
# Waterfront Promenade

The illustration opposite demonstrates a possible approach to the implementation of the Design Principles for the Waterfront Promenade.

Final layouts and materials will be the subject of detailed applications and should be designed to meet the requirements of the Promenade Design Code, Edinburgh Design Guidance and the emerging Street Design Guidance Fact Sheets.



Illustrative view of Waterfront Promenade



## Key

- 1- Promenade
- 2- Seating zone
- 3- Tree planting
- 4- Segregated cycle route
- 5- Designated pavement area for service / emergency access
- 6- Pavement
- 7- Shared surface transition space between street and promenade
- 8- Private front gardens

Illustrative Proposal for Waterfront Promenade



# Western Harbour Park: Principles

The proposed Western Harbour Park is 4.7 hectares in size, which is classified as a 'Large Park' according to 'Open Space 2021, Edinburgh's Open Space Strategy'. This states that park proposals should be developed to meet the following Large Greenspace Standards:

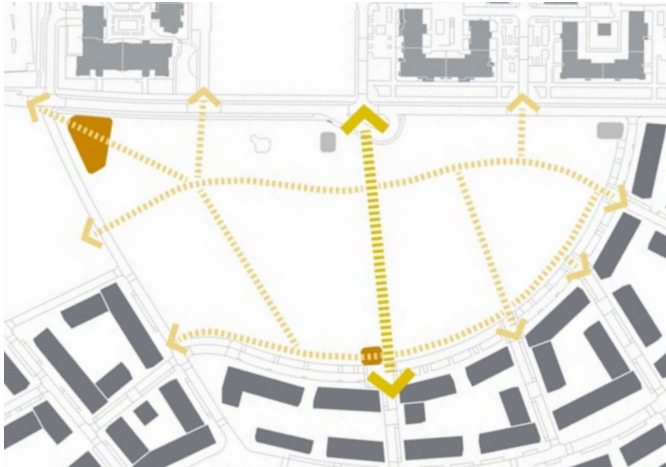
- Level space for events, informal games and kick-about
- Measured walking and running circuits
- Space for woodland and larger growing native trees to renew Edinburgh's canopy cover
- Gathering spaces with seating within wider layout
- Complement sustainable urban drainage through location alongside swales, rain gardens and wetlands and ponds
- In addition to providing natural surveillance from homes, relate new open space to proposed local centres, schools and compatible non-residential land uses to allow potential for access to toilets, changing facilities and food and drink outlets
- Interpretation of local built, cultural and natural heritage interests
- Large greenspaces will generally be the most suitable locations to provide equipped play to 'good' or 'very good' value

The park could also be designed to accommodate an all-weather sports pitch for the proposed primary school with potential for this to be made available for use by the wider community outside of school hours. CEC Education should be engaged during the development of detailed proposals.



Park references

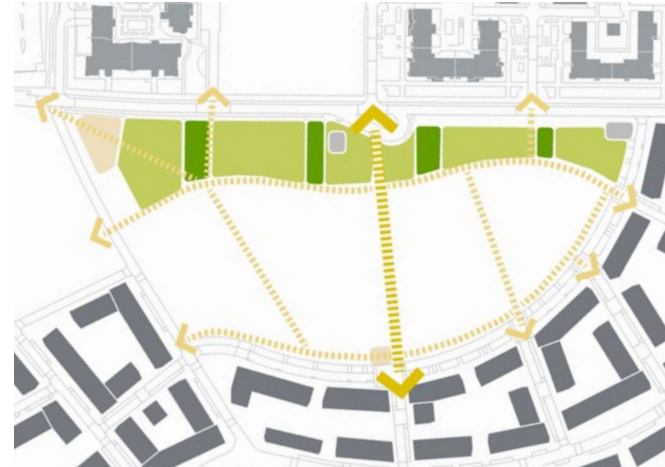
# Western Harbour Park: Principles



## Connecting nodes

The park should provide connections for pedestrians and cyclists between key nodes within the RDF area and the wider masterplan.

These routes can form the basis of the overall park structure and create measured routes for walking and running.



## Gathering space

The eastern edge of the park should be used for a series of more intimate gathering spaces, defined by structured native planting.

These spaces could provide a series of uses, such as community growing spaces, outdoor classrooms or heritage interpretation.



## Landscape structure

The park should use planting to reinforce key routes and boundaries.

This could take the form of informal woodland areas between native structured tree planting i.



## Open space

The central spaces, on land reclaimed since the early 2000s, should provide larger, open spaces for play and sports.

These spaces could include landforms, kickabout spaces or formal sports facilities associated with the new primary school.



# Block Structure

The building plots follow the structure of the Robert Adam masterplan and the LDP Development Principles. In accordance with the LDP Development Principles, the plots should be delivered as a series of perimeter blocks.

These perimeter blocks should deliver an urban character and provide enclosure to central landscaped amenity spaces.

There should be a clear hierarchy within each plot, with emphasis given to primary frontages that address the Central Street, Park Crescent and Waterfront Promenade.

Secondary Frontages should address the Shared Streets and be designed to have a separate and distinct character from the Primary Frontages.

The principle of perimeter blocks with Primary and Secondary Frontages is set out opposite as an indicative block structure.

- Primary Frontage
- Secondary Frontage
- Landscaped Courtyard



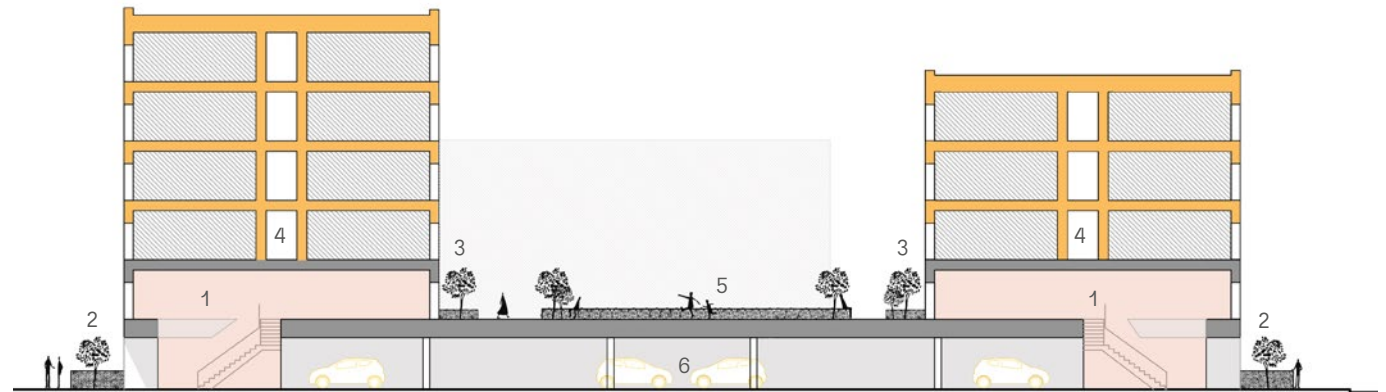
Indicative Block Structure

# Building Typologies

A perimeter block building typology has been developed to test the RDF principles with a courtyard garden deck at first floor above secure cycle and car parking.

The provision of main door duplex apartments across ground and first floor can create active frontages to the streets, whilst concealing the the undercroft parking. The duplexes can provide family accommodation in accordance with the Edinburgh Design Guidance. At upper levels, units can be arranged around a series of cores and central corridors.

Detailed applications may propose alternative typologies but should demonstrate how they meet the requirements of the RDF and the Edinburgh Design Guidance.



## Key

- |                               |   |   |
|-------------------------------|---|---|
| 1- Main door duplex apartment | 4- Upper apartments with shared core and central corridor | 6- Car and cycle parking below courtyard deck |
| 2- Private front garden       | 5- Shared courtyard                                       |   |
| 3- Private rear garden        |   |   |

Indicative section showing undercroft parking with a garden deck, duplex flats providing active frontages to the surrounding streets and garden access for family accommodation



Illustrative view showing entrance to secure cycle parking

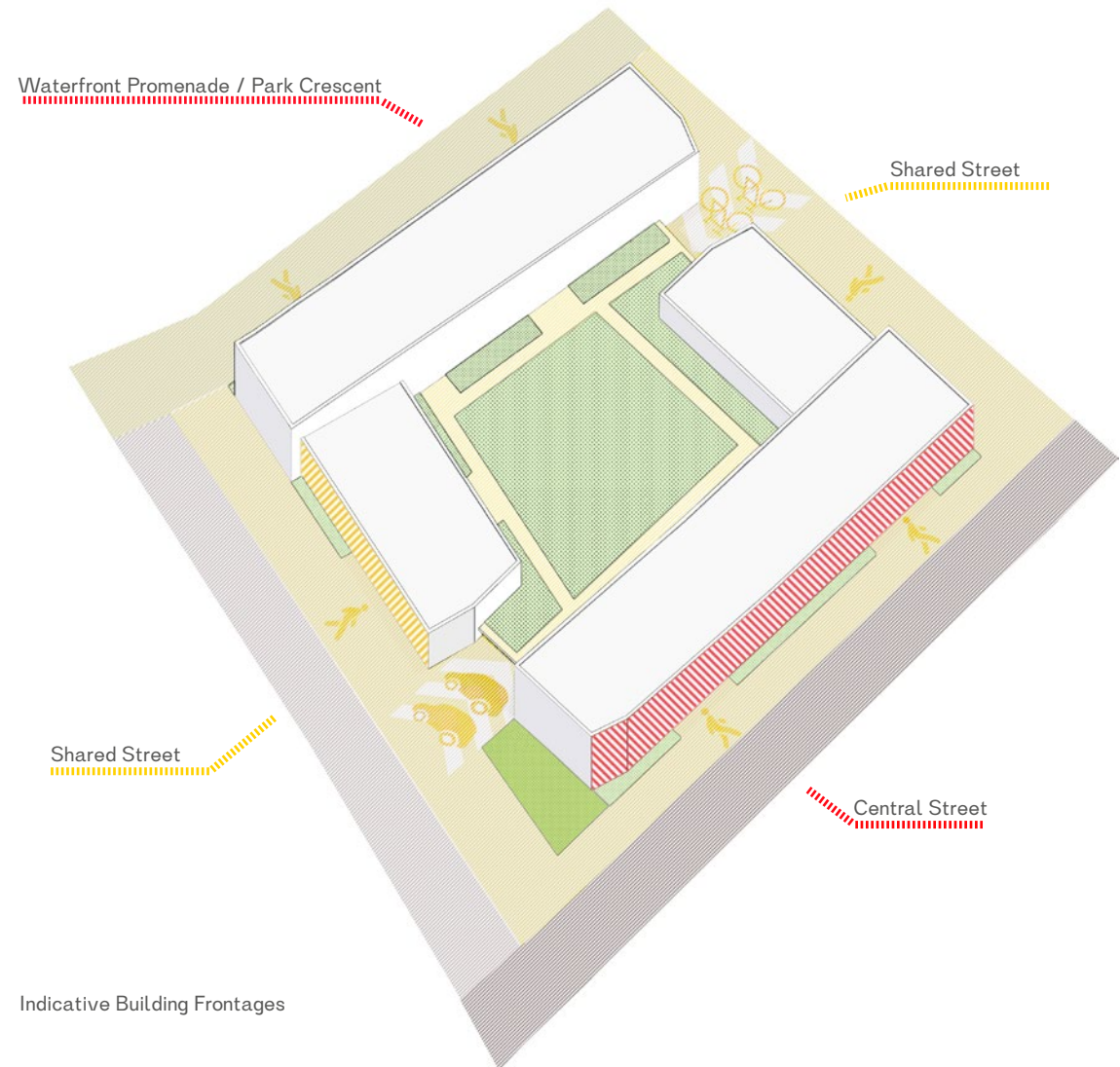


# Building Frontages

## Design Principles

- Primary Frontages should address the Central Street, Waterfront Promenade or Park Crescent
- Secondary Frontages should address the Shared Streets
- Ground floor units should have main door access to create an active frontage
- Front gardens should be used to provide privacy and amenity to ground floor units
- Entrances to shared cores for upper units should be focused on the Central Street, Waterfront Promenade or Park Crescent to create an active frontage to these spaces. Core entrances on Shared Streets are permitted where they are of a sufficient length to require them
- Where ground floor retail units are introduced, these should address the Central Street, Waterfront Promenade or Park Crescent
- Vehicle entrances should be taken from Shared Streets
- Cycle entrances should be distinct from vehicle entrances and should be designed to provide convenient access to primary routes
- Pocket parks and smaller public spaces can be introduced at key block corners

These principles have been demonstrated in the indicative block diagram opposite.



# Amenity and Open Space

## Privacy and Outlook

Ground floor apartments should have private front gardens or privacy planting that provide separation between the street and internal accommodation. Courtyards and streets should achieve a suitable distance between elevations for privacy and outlook between apartments.

## Daylight and Sunlight

Massing and heights should be designed to meet the requirements of the Edinburgh Design Guidance for daylighting and sunlighting to new buildings and spaces.

## Open Space

Ground floor units should have private front gardens at street level. If a courtyard deck is proposed, duplex or first floor units addressing the deck should have private garden spaces at the perimeter of the shared garden space.

All apartments should have direct access to a communal garden or via the shared cores. Amenity for upper floor apartments could be improved through the use of balconies.

Pocket Parks at the corners of blocks can provide additional open space for communal use.



Illustrative Masterplan showing provision of amenity space with courtyard deck typology

# Storey Heights

Plots should be developed within the range of storey heights set out in the diagram opposite.

Development of the whole plot to a consistent height should be avoided. Heights should vary by individual frontage within each plot to create a varied roofscape, with emphasis on higher buildings onto the Central Street, Waterfront Promenade and Park Crescent.

- To the south of the masterplan buildings should have a range of 3-5 storeys in keeping with the adjacent existing developments
- The central portion should have a range of 4-6 storeys
- The northernmost plots have potential for additional height that could complement the taller existing and planned developments in this area of the site. Heights could have a range of 4-8 storeys

In all cases proposed heights will be required to demonstrate sufficient daylighting to habitable rooms and sunlight to amenity space in accordance with the Edinburgh Design Guidance.



Storey Heights



# Roofscape

## Design Principles

- Roofscape should be used to introduce variety and vertical emphasis where storey heights are consistent across a frontage
- Roofscape should be used to emphasise key nodes within the masterplan
- For Primary Frontages, the roofscape design should consider the overall coherence of the urban block.
- Secondary Frontages allow for greater variety of roofscape design

The illustration opposite demonstrates an indicative proposal that implements these design principles to create a varied roofscape.

Detailed proposals should also demonstrate how the principles have been met.



Illustrative Proposals

# Key View Analysis

The storey heights set out in the RDF are generally consistent with the previously consented Robert Adam masterplan. Nevertheless a review of key city skyline views has been undertaken. This has shown that the extents of the RDF are not covered by the existing skyline views. There are three locations where the view cones pass close to the site.

## C16b

→ Firth of Forth from south east abutment of Dean Bridge

Of the existing developments at Western Harbour only the upper storeys of the residential towers are visible. These exceed the proposed maximum storeys in the RDF.

## N12a

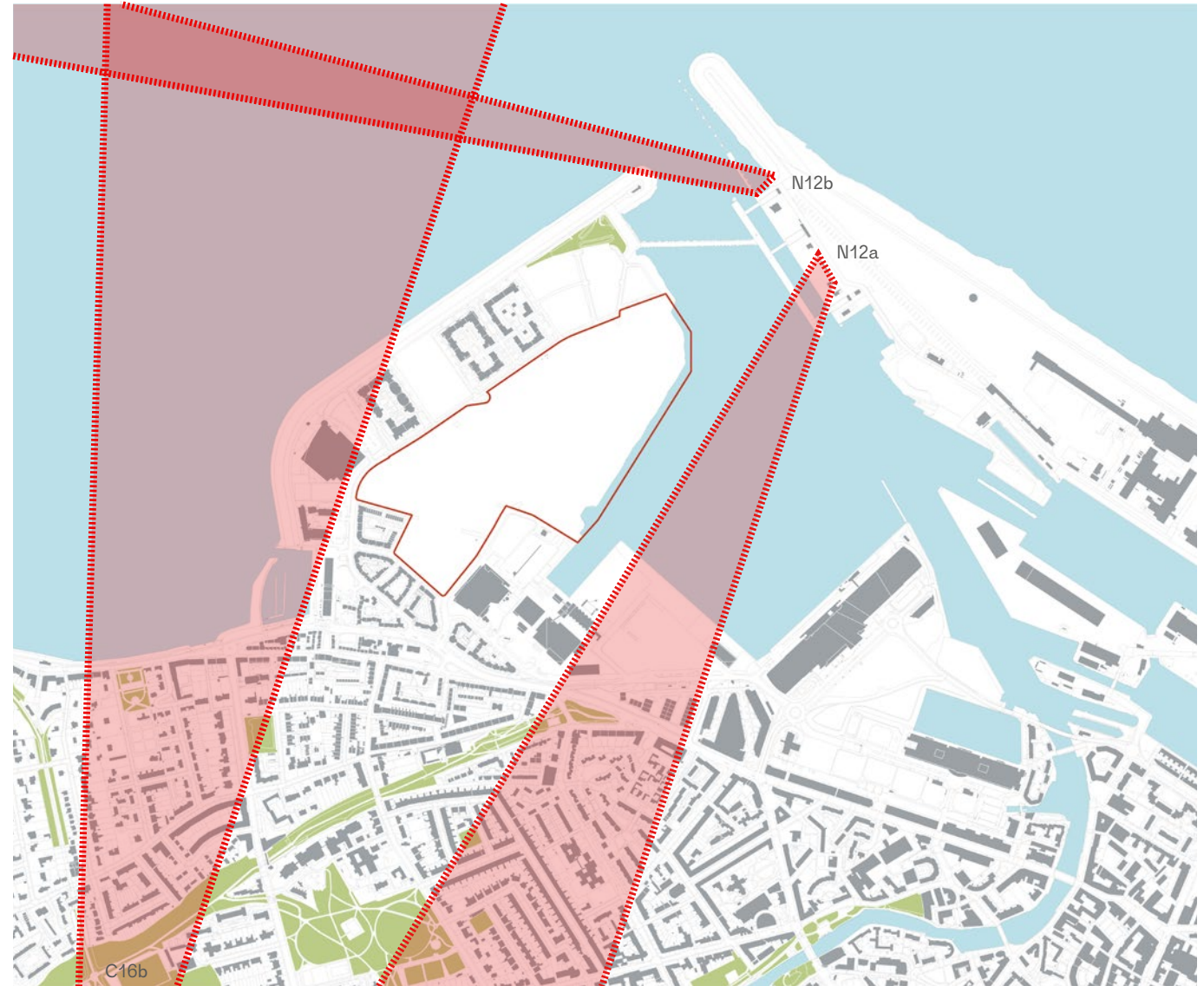
→ Castle Hub and Spire

The view cone passes to the east of the RDF boundary, across the harbour, and is not affected by the proposed development.

## N12b

→ Forth Bridge

The view cone passes to the north of the RDF boundary, across the Firth of Forth, and is not affected by the proposed development.



City Skyline Views

# Local View Analysis

Key local views in the vicinity of the site have been tested with an indicative development profile to demonstrate the impact of the proposal.



## Indicative Development- East from Ocean Terminal

The indicative development profile creates a varied urban profile along the harbour edge and places the existing developments in a built context. The setting of the existing residential towers is improved and their visual impact lessened.

Views north across the harbour and the Firth of Forth to Fife are preserved.





# Local View Analysis



Indicative Development- North East from Chancelot Mill

As from Ocean Terminal, the indicative development profile creates a varied urban profile along the harbour edge and places the existing developments in a built context.

The height of the proposal is consistent with existing developments to the south of the site.



Indicative Development- North East from Chancelot Mill

The indicative development profile is largely screened from the eastern approach by earlier developments within the Robert Adam masterplan. Some elements of the RDF may be visible at certain locations between existing buildings but will be consistent in height.

The setting of the Category B listed Newhaven Harbour and Fishmarket is not affected by the proposal.



# Local View Analysis



## Indicative Development- North from Melrose Drive Junction

The proposal creates a strong urban presence at the entrance to the site. Ground floor retail units at this location will help to create an active local centre.

The varying heights are consistent with adjacent existing developments.





# Character Zones

In developing elevational treatments, consideration should be given to creating a series of character zones across the site. These character zones should follow the three main north / south routes through the masterplan - the Central Street, the Park Crescent and the Waterfront Promenade.

Within each zone, primary frontages should develop a common language that creates a distinct character relating to their immediate context (the high street; the park; the waterfront). Within the streetscape, feature buildings could be used to define key public spaces and nodes.

Transitioning between the character zones, Shared Streets allow for a greater variety of treatments along secondary frontages.

To the south of the masterplan, consideration should be given to coordination with existing developments in terms of frontage treatments.

-  Central Character Zone
-  Park Character Zone
-  Waterfront Character Zone
-  Shared Streets
-  Consider existing developments



Indicative Block Structure



# Material Strategy

A palette of robust, durable materials should be developed to create a coherent but varied approach for each of the character zones within the masterplan.

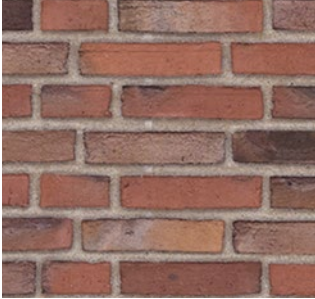
The examples opposite demonstrate a range of materials that could be used and how variety could be introduced through approaches to tone, texture and colour.

Specific materials and their application will be the subject of detailed proposals.

All materials should be specified with particular reference to their suitability and durability for the climatic conditions of an exposed seafront site.



Brick



Render



Metal Panel



Stone



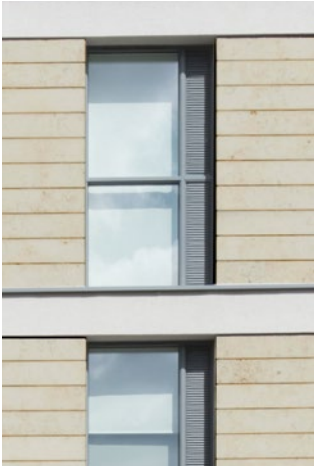
Fibre Cement Panel



Tonal Variety



Textural Variety



Material Variety



Colour Variety

# Character Zone Approach

These illustrations and descriptions demonstrate an indicative approach to establishing Character Zones within the development. Detailed proposals should show how they propose to establish variety within a similar coherent framework.

## Park Character Zone

Primary Frontages around the Park Crescent should share a common language of roofline and natural tones to give coherency to the crescent which addresses the park.



## Central Character Zone

Primary Frontages along the Central Street should emphasise verticality and corners with a variety of brick materials and parapet heights that reference the traditional “feu” plots and the distinctive Leith Shore frontages. This is to give a sense of variety within this relatively long street.

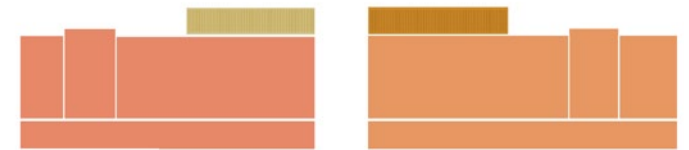






### Waterfront Character Zone

Primary Frontages along the waterfront promenade should have a coherency and presence to address the scale of the harbour. This can reference the industrial architecture of the port with simple brick warehouse forms and profiled metal cladding at roof level.



### Feature Buildings

Feature buildings that have a distinctive treatment within the Character Zone can be used to define key public spaces and nodes.

### Shared Streets

These spaces should have the greatest level of variety to give interest and legibility. Secondary Frontages along Shared Streets can a range of roof forms and materials to create a rich and varied streetscape.



# Parking Strategy

The site falls within the Edinburgh Waterfront Strategic Development Zone 2, as per City of Edinburgh Council's 2017 parking standards. These set out the following requirements:

## Car Parking

- Maximum 1 per unit

The proposed level of parking should be lower than or equal to this maximum. The site has excellent public transport links which allow for a reduced reliance on car journeys. Detailed applications should provide reasoned justification for the proposed proportion.

The majority of parking should be provided off street with limited on street parking. Where on street parking is provided, it should be designed to be integrated with planting and trees to minimise impact on the streetscape. Priority should be given to accessible spaces in these locations.

A consistent sitewide strategy is encouraged, however each plot can vary in their design solution and contribution to overall parking numbers. This should be justified and not simply reflect the maximum capacity of the plot.

## Cycle Parking:

- Minimum 2 per unit with 2-3 habitable rooms (equivalent to 1 / 2 bed flat)
- Minimum 3 per unit with 4 habitable rooms (equivalent to 3 bed flat)

Cycle parking should prioritise accessibility, usability and security. Secure locations encourage bike ownership and storage, but should not compromise convenient access from the street.

Stores should be sized to ensure that racks are easily accessed and bikes can be easily manoeuvred. Consideration could be given to non-standard bikes, such as cargo bikes, and the provision of space for maintenance facilities.

On street cycle parking should also be a consideration within the public realm design, especially adjacent to key public spaces and commercial units.

## Further Considerations

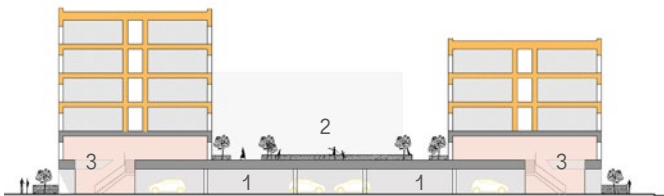
- Motorcycle parking should be provided at a minimum of 1 space per 25 units.
- Accessible spaces should be provided in accordance with the requirements of the Parking Standards.
- Provision for electrical vehicle charging infrastructure and should be considered in accordance with the requirements of the Parking Standards.
- Provision of Car Club spaces can reduce household reliance on vehicle ownership. These should be located on street at key positions throughout the site.
- Consideration could be given to providing locations for the expansion of Transport for Edinburgh's Bike Hire Scheme, launching in Autumn 2018.

# Parking Strategy

The parking strategy should be developed to meet the requirements of the Edinburgh Design Guidance.

The approach illustrated opposite demonstrates a parking strategy that provides the majority of car parking spaces in secure, under deck parking, with limited spaces on street. Secure cycle stores should be provided at key locations with direct and dedicated access to shared space streets. The use of a deck allows the courtyard to become landscaped open space at first floor, improving the outlook and amenity of flats.

Detailed applications may propose alternative parking strategies that provide similar benefits to access or amenity. CEC Transport should be engaged at the early stages of development.



- 1- Under deck parking
- 2- Courtyard garden deck
- 3- Ground floor duplex units

Illustrative Block Section



- ➔ Vehicle access
- Under deck parking
- Cycle parking
- Core
- ➔ Cycle parking access
- On street parking
- Motorcycle parking

Illustrative Parking Strategy - Secure cycle and car parking below courtyard deck with limited on street provision



# Refuse Strategy

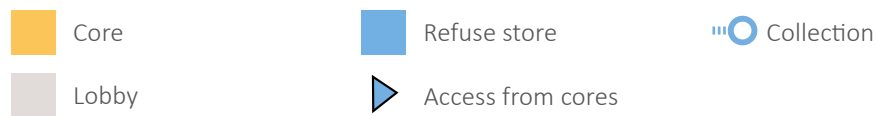
The refuse storage and collection strategy should meet the requirements of the Edinburgh Design Guidance and be developed in consultation with the CEC Waste and Cleansing Service.

The approach illustrated opposite demonstrates the use of integral communal refuse stores at the base of each core. The stores should be sized to accommodate sufficient facilities to meet the Edinburgh Design Guidance and will contain a range of bins for waste and recycling.

Each store should be accessed directly from within the ground floor of the core for ease of use. Similarly, provision for direct access to the street from the store allows straightforward collection from the existing and proposed adopted roads.

Commercial waste should be stored within each unit, with location subject to fit-out design, and suitable collection will be the responsibility of the tenants.

Detailed applications may propose alternative strategies that, for example, increase storage or collection efficiency. CEC Waste and Cleansing should be engaged at the early stages of development.





Illustrative Refuse Strategy - Integral communal refuse stores for on street collection

# Phasing Strategy

The number of new homes which can be developed on the land within Forth Ports control in accordance with the extant PPP permission is 938 units. The remainder of the site would be submitted as a full detailed application or applications.

The proposed strategy for the division of the plots is illustrated opposite. This has been developed based on the following phasing criteria:

- Ties into the completed developments to the south of the masterplan
- Harbourside plots require the construction of the harbour wall prior to development
- Harbourside plots require additional ground remediation measures prior to development

-  Phase One - 938 Units
-  Phase Two - Remaining site capacity



Phasing Strategy







# Welcome

**The proposals presented in this public exhibition form part of a collaborative approach between the Forth Ports Group and The City of Edinburgh Council to create an opportunity to deliver new Mid-Market homes within a managed rent community. This will provide much needed affordable housing in Edinburgh which has the potential to be funded, in part, by the Scottish Government.**

The Forth Ports Group received Planning Permission in Principle (PPP) for the development of the Western Harbour site in 2002 and detailed planning applications for the housing require to be in accordance with the approved masterplan. The PPP governs the principle of development on this site, the general layout of the masterplan, building heights, transport and open space.

However, the design guidance which relates to the approval is now 14 years out of date and needs to be revised to take account of modern construction approaches, new Edinburgh space standards, parking solutions and material palettes. These revisions to the Masterplan Design Brief are an essential pre-requisite to enable the detailed design and submission of an application for homes on the site that can deliver on the vision of the managed rent community approach that is now being developed.

So this consultation relates to the new guidance that is currently being prepared in the form of a Revised Design Framework. This will cover:

- Building forms and massing
- Materials
- Roads, footpaths and cycleways
- Street and public space design
- Landscape strategy, including the new park
- Parking and waste strategy
- Daylighting and privacy

This public exhibition seeks to share the Forth Ports Group's evolving proposals with you and ensure that you are informed of their plans. The Forth Ports Group aim to take your views into consideration as they develop their proposals before they submit the Revised Design Framework to The City of Edinburgh Council.





# Background

## Planning Context

Until the 1990's Western Harbour formed part of the Port of Leith.

In 2002, with a change in the Forth Ports Group's operational requirements, they secured Planning Permission for Mixed Use Development including residential, commercial, retail and public amenity development, public open space provision and associated reclamation, access, service and landscaping arrangements (ref: 01/03229/OUT). The planning permission was extended in 2009 (ref: 09/00165/OUT).

The Robert Adam Architects' Masterplan Design Brief, approved by the Council in 2004, sets out the design brief, including urban design principles and design framework with which development taking place in accordance with the Outline Planning Permission (now known as Planning Permission in Principle) must comply.

However, the Masterplan Design Brief is very prescriptive and many parts of it have become out of date as they no longer correspond with the Council's current guidance on a range of matters including for example, car parking standards, refuse requirements and accommodation requirements.

Both the Forth Ports Group and the Council also wish to see more homes and less office and retail space developed at Western Harbour and the current Edinburgh Local Development Plan reflects this desire.

In order for the Forth Ports Group to efficiently progress development in accordance with the Planning Permission in Principle and provide a clear framework for future planning applications a Revised Design Framework is required to replace the Robert Adam Masterplan Design Brief for the land within its control.

## Development Proposals

To address the aspirations of the Council and Forth Ports, as well as to ensure the necessary infrastructure is adequately planned and considered, the Revised Design Framework will:

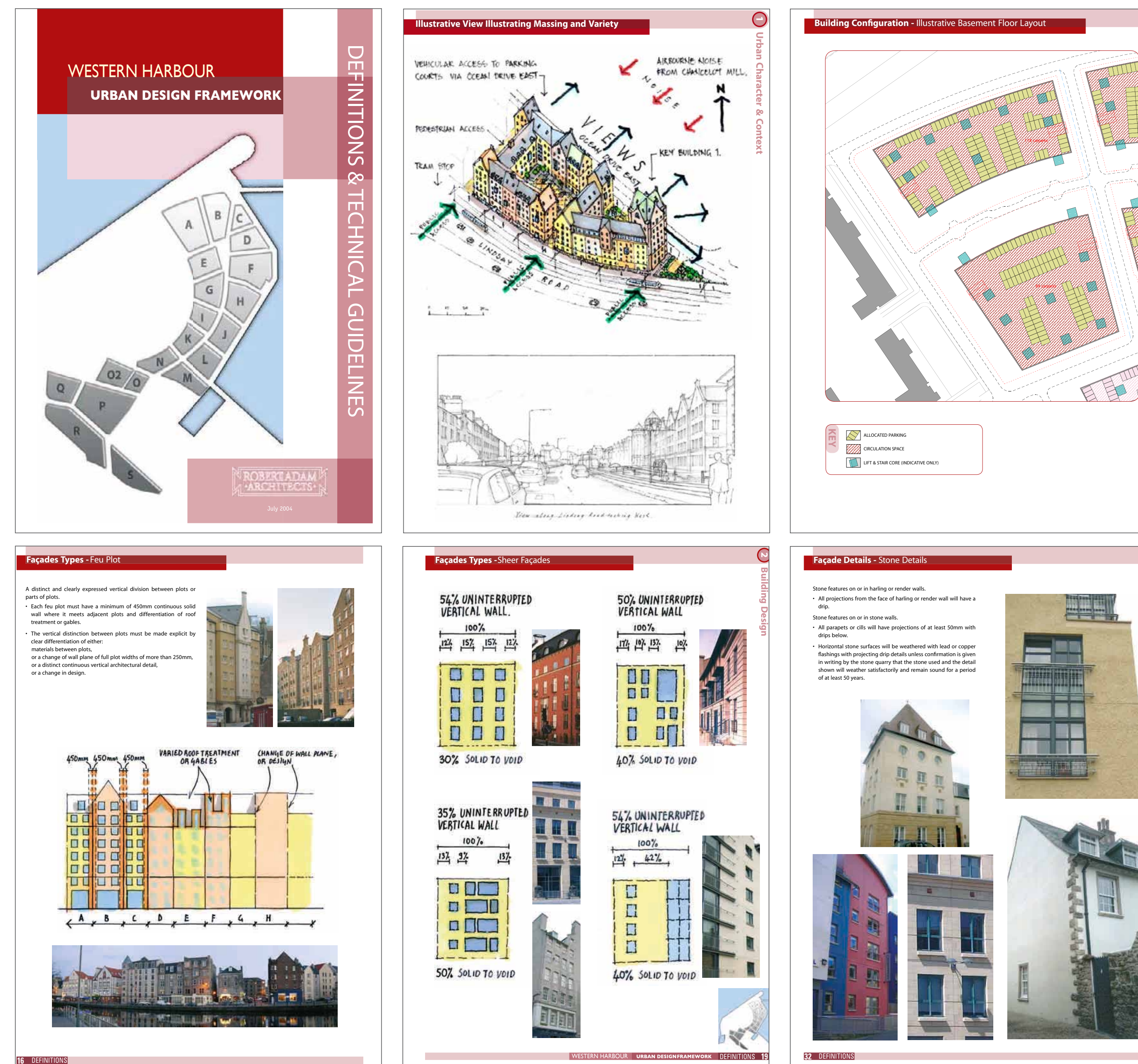
- Provide a design guidance framework which can accommodate future detailed planning applications for the new Mid-Market Rent homes
- Set out design principles and requirements for the proposed Western Harbour Park and other public open spaces
- Take account of the proposed relocation of Victoria Primary School and associated games area
- Identify a local centre for commercial uses appropriate for local services including retail and office use and the potential to accommodate a medical facility
- Identify additional locations for commercial uses
- Set out a framework for roads, footpath and cycle ways
- Set out design principles for landmark buildings, building lines, building forms with maximum heights, frontage, massing, roofscape detail and palettes of materials.



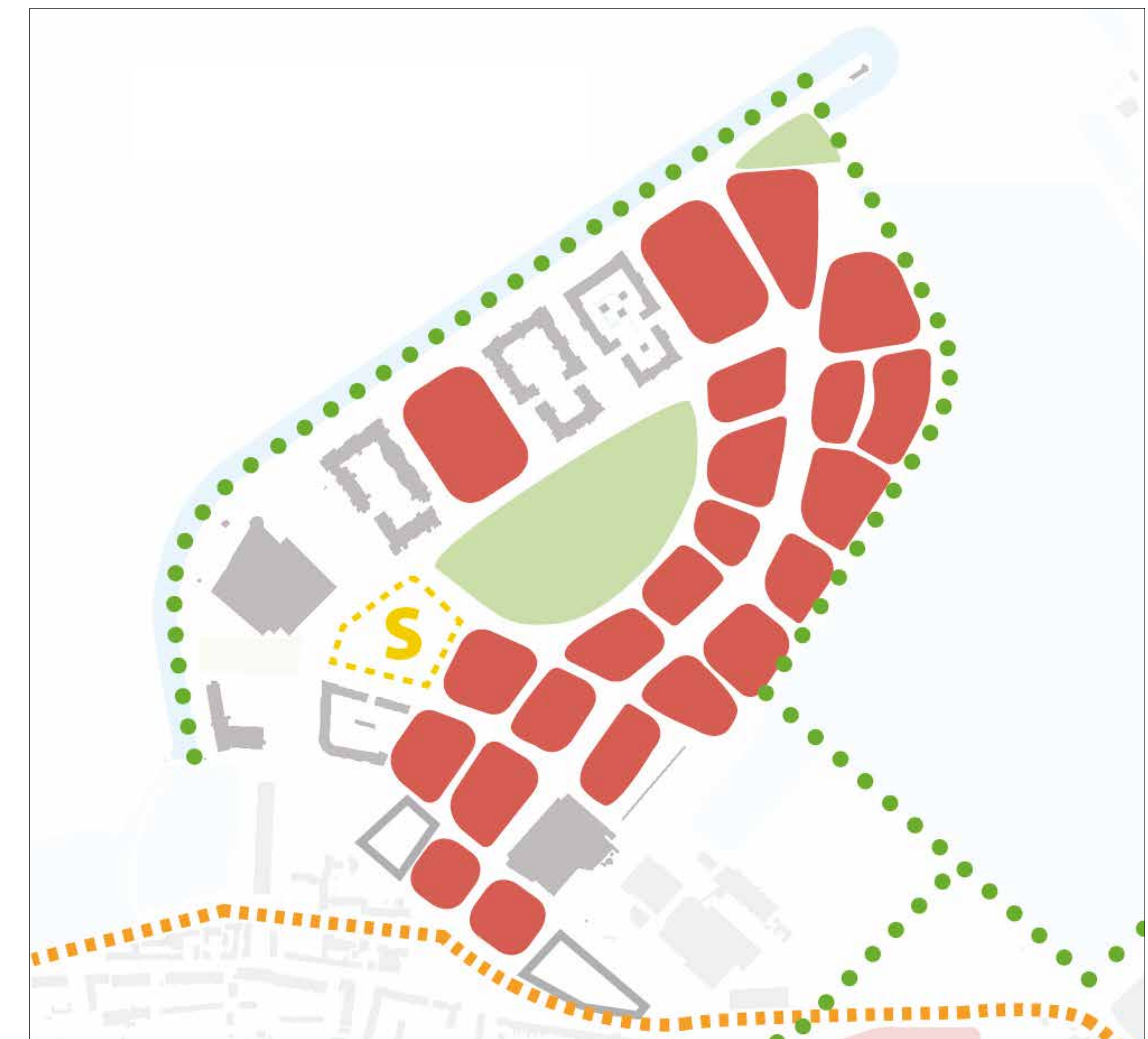
Aerial view of consented PPP masterplan



Consented PPP masterplan



2004 Masterplan Design Brief by Robert Adam Architects



Current LDP plan for Western Harbour showing shift to residential use



# Vision

Using brownfield land to deliver Mid-Market homes for Edinburgh

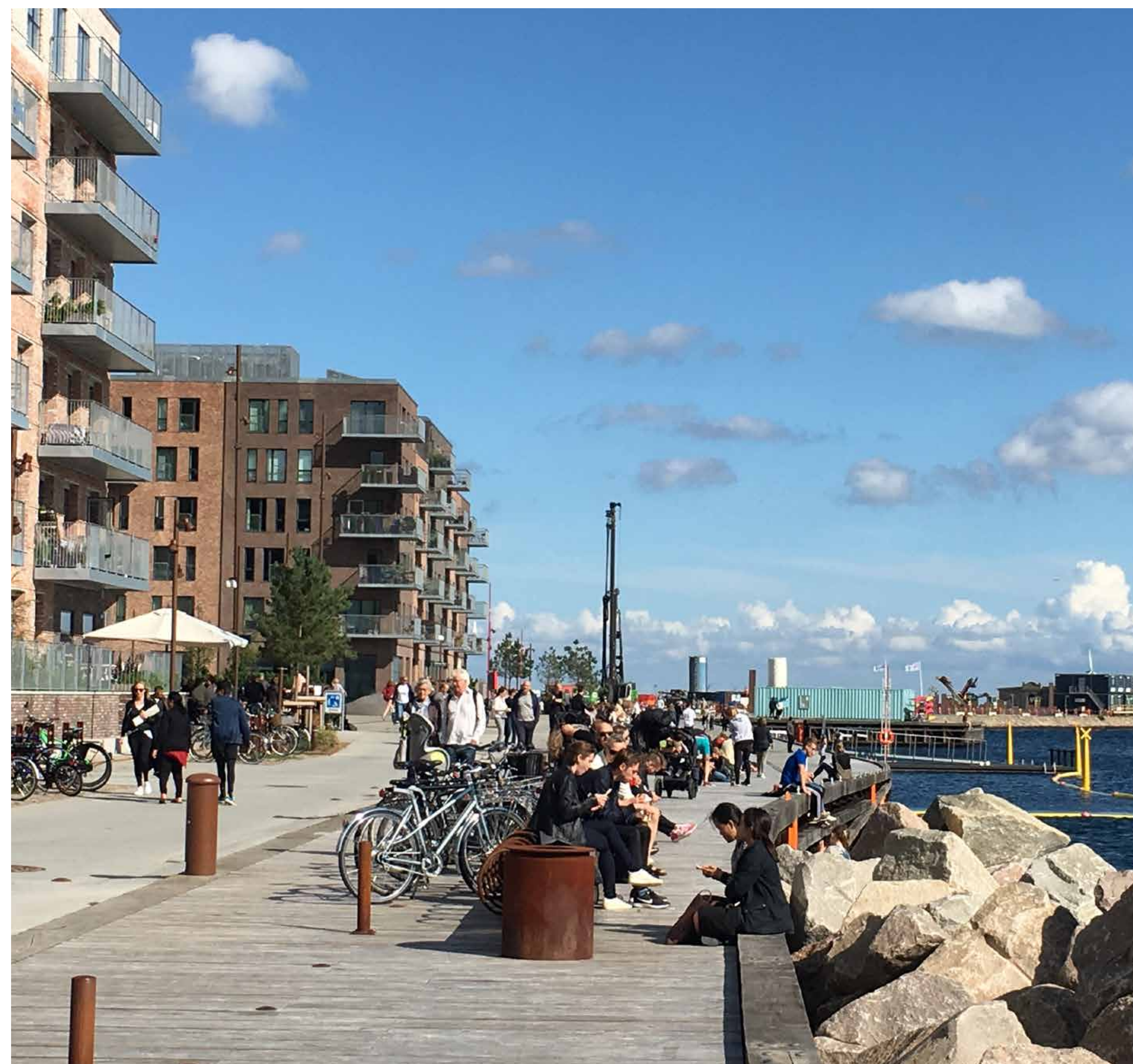


The site in 1990's during reclamation



The site today

Making a new place for a new community by the water's edge



Dock regeneration in Nordhavn, Copenhagen



Emerging proposals for Western Harbour



# Uses

The proposals present the opportunity to deliver a new, residential led, mixed use community with a new park, a proposed new Primary School, local amenities, shops and a waterfront promenade.

The Mid-Market Rent Homes will help to deliver both the Scottish Government and the City of Edinburgh Council’s commitments to build affordable homes:

**“We will deliver at least 50,000 affordable homes by 2021”**

The Scottish Government

**“A programme to build at least 10,000 social and affordable homes over the next 5 years, with a plan to build 20,000 by 2027.”**

**“Prioritise the use of brownfield sites and work with public sector and private landowners to develop land for affordable housing.”**

City of Edinburgh Council

The Forth Ports Group has already developed managed rental homes in the area, building 234 homes at Harbour Point and Gateway at the entrance to the Western Harbour site. The first 96 homes received 3,400 applications. The team are now creating Harbour Gateway- including 138 flats for Mid Market Rent and there are currently over 3,000 applications for these new, managed rental homes.

The demographics of applicants for the Harbour Gateway development demonstrate that these Mid-Market Rent homes will accommodate demand for housing from a wide range of backgrounds.

## Key- Ground Floor Uses

- |  |                           |   |                           |
|--|---------------------------|---|---------------------------|
|  | Residential               |  | Education                 |
|  | Retail and Food and Drink |  | Leisure and other Amenity |
|  | Medical Centre            |  | External Public Space     |



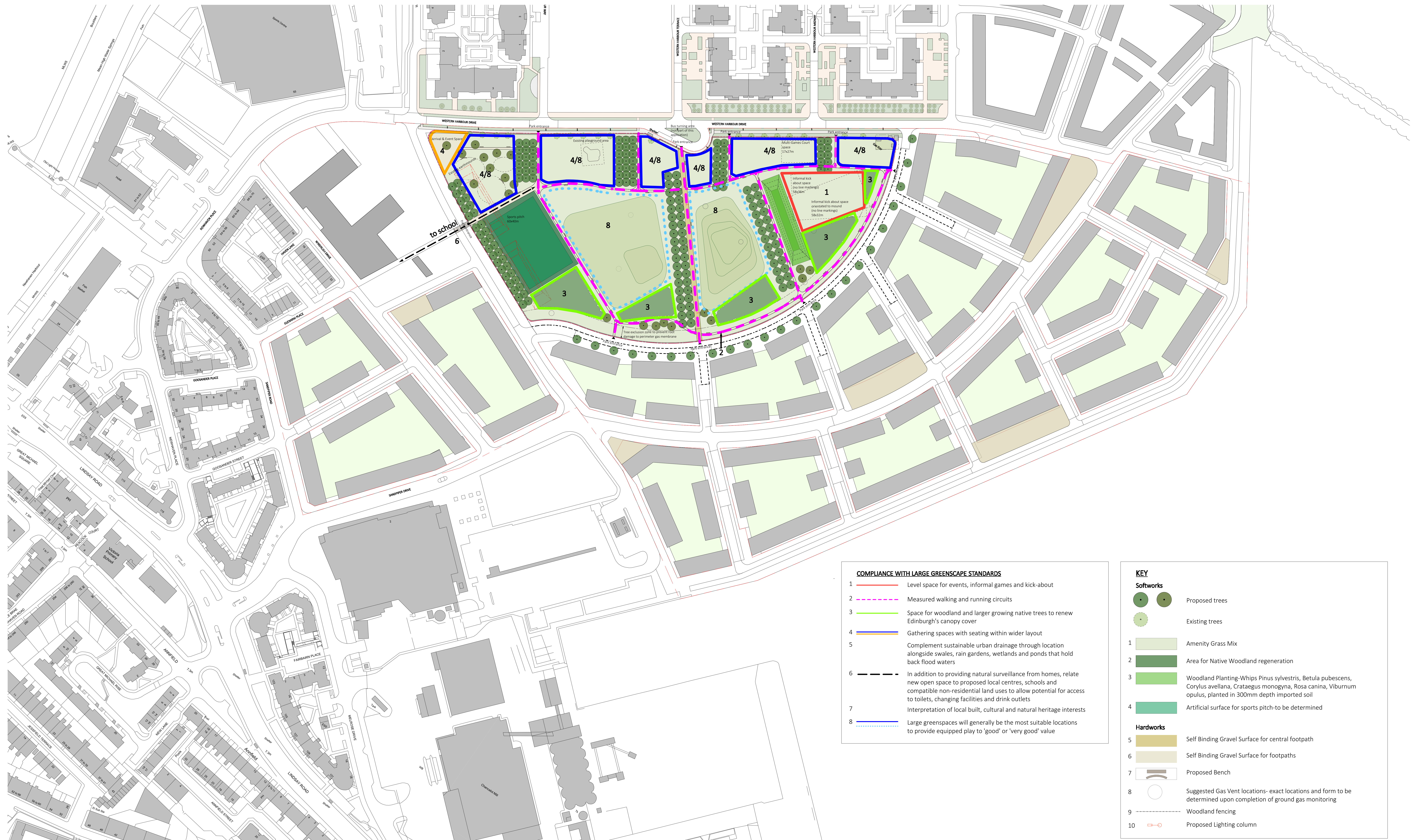


# Emerging Proposals





# New Park



- COMPLIANCE WITH LARGE GREENSPACE STANDARDS**
- 1 Level space for events, informal games and kick-about
  - 2 Measured walking and running circuits
  - 3 Space for woodland and larger growing native trees to renew Edinburgh's canopy cover
  - 4 Gathering spaces with seating within wider layout
  - 5 Complement sustainable urban drainage through location alongside swales, rain gardens, wetlands and ponds that hold back flood waters
  - 6 In addition to providing natural surveillance from homes, relate new open space to proposed local centres, schools and compatible non-residential land uses to allow potential for access to toilets, changing facilities and drink outlets
  - 7 Interpretation of local built, cultural and natural heritage interests
  - 8 Large greenspaces will generally be the most suitable locations to provide equipped play to 'good' or 'very good' value

**KEY**

**Softworks**

- Proposed trees
- Existing trees

**Hardworks**

- 1 Amenity Grass Mix
- 2 Area for Native Woodland regeneration
- 3 Woodland Planting-Whips *Pinus sylvestris*, *Betula pubescens*, *Corylus avellana*, *Crataegus monogyna*, *Rosa canina*, *Viburnum opulus*, planted in 300mm depth imported soil
- 4 Artificial surface for sports pitch-to be determined
- 5 Self Binding Gravel Surface for central footpath
- 6 Self Binding Gravel Surface for footpaths
- 7 Proposed Bench
- 8 Suggested Gas Vent locations- exact locations and form to be determined upon completion of ground gas monitoring
- 9 Woodland fencing
- 10 Proposed Lighting column



# Typical Street





# Movement

The Revised Design Framework will focus on creating streets and spaces that are friendly places for pedestrians and cyclists and are relatively free of parked cars.

## Walking and cycling

- High quality and attractive network of pedestrian routes and controlled crossings, providing excellent connectivity with nearby local amenities and bus stops
- Adjacent to Quiet Routes and National Cycle Routes leading into the city and beyond journey
- City Centre accessible within an approximate 20 minute cycle journey
- Opportunities to enhance the existing networks through development proposals.

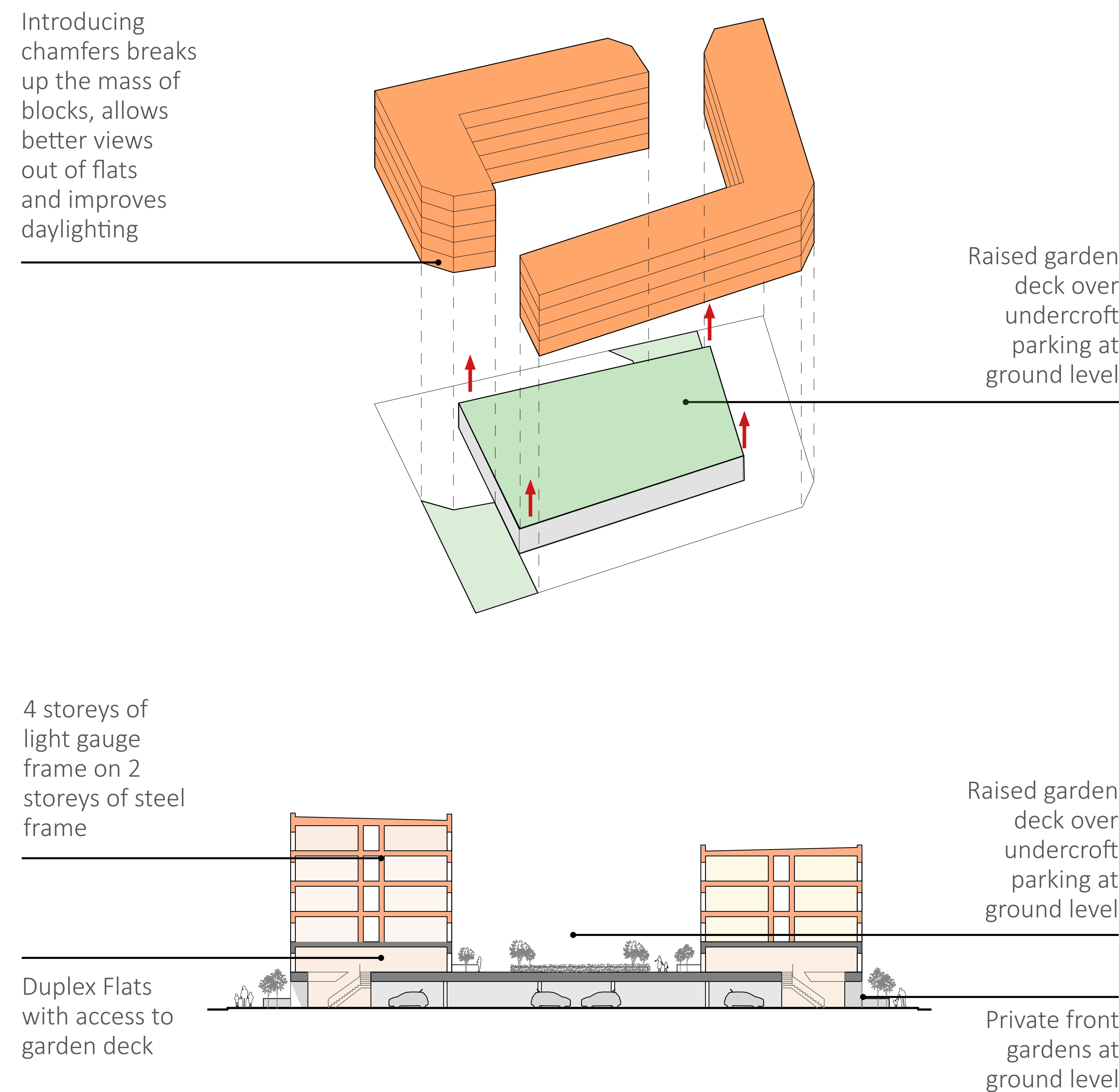
## Public Transport

- Existing onsite bus services
- High frequency bus service provision to City Centre and major employment within the city
- Planned tram halt within a 5 minute walk
- City centre accessible within 20-30 minutes by public transport
- Opportunities to enhance onsite bus infrastructure through the development proposals.

## Vehicles

- Street layout will support a balance of walking and cycling and vehicle movement
- Parking for residents will be within the residential blocks, concealed below the shared garden decks, to reduce on street parking. The level of parking provision will be agreed with the Council.
- Main vehicle access from signalised junction on Lindsay Road / Newhaven Place.

## Concealed Off-Street Parking



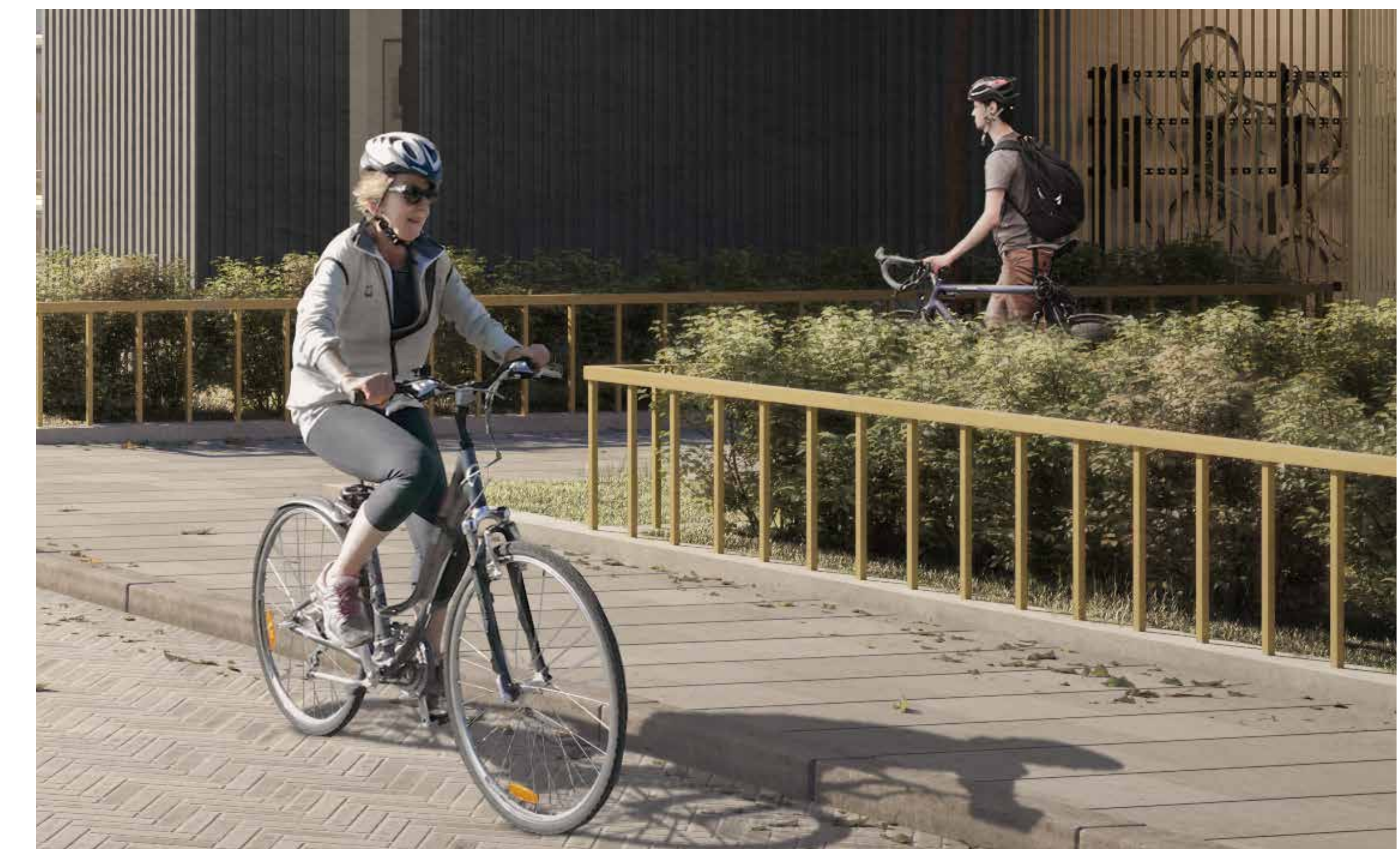
The majority of parking will be concealed below the shared gardens of the housing



A Car Club and the infrastructure for vehicle charging are being considered



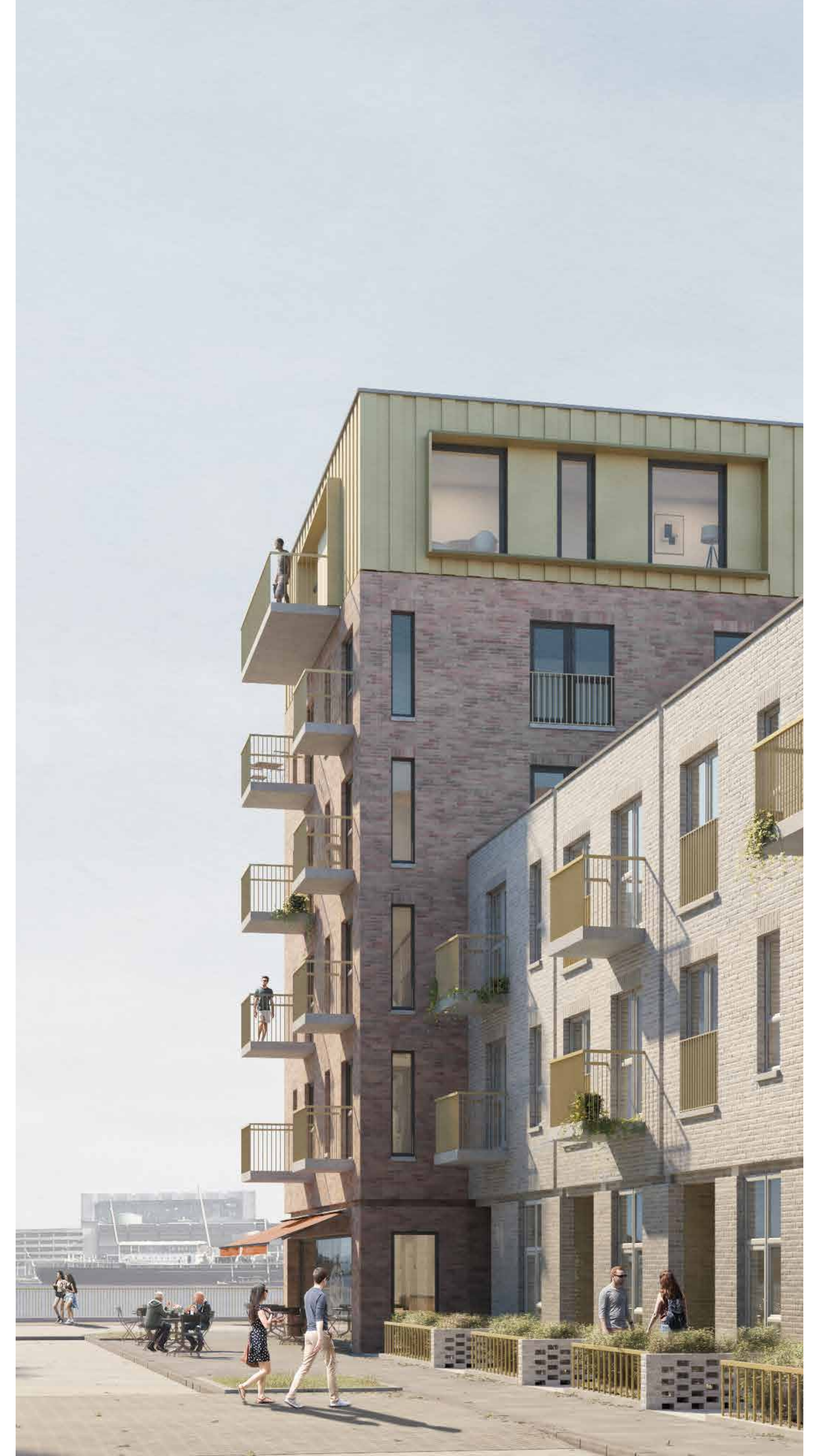
The movement strategy will focus on making a safe and pleasant place for people



Cycling infrastructure and secure storage will be integrated in the new housing



# 2018 Masterplan





# What Happens Next

## Summer 2018

Stage 1 - The Forth Ports Group and their team of technical advisors are preparing the Revised Design Framework and intend to submit this to the Council for approval in late August 2018.

## Early 2019

Stage 2 - Subject to approval of the Revised Design Framework, the Forth Ports Group will submit applications for a proportion of the new homes in early 2019.

## Summer/Autumn 2019

Stage 3 - Subject to securing the necessary approvals from the Council for Stages 1 and 2, planning application(s) for the remainder of the site will be prepared and submitted. Further public consultation would take place in advance of the submission of the application(s).

## Late 2019

Commencement of construction.

## 2020/2021

Occupation of first new Mid-Market Rent homes.

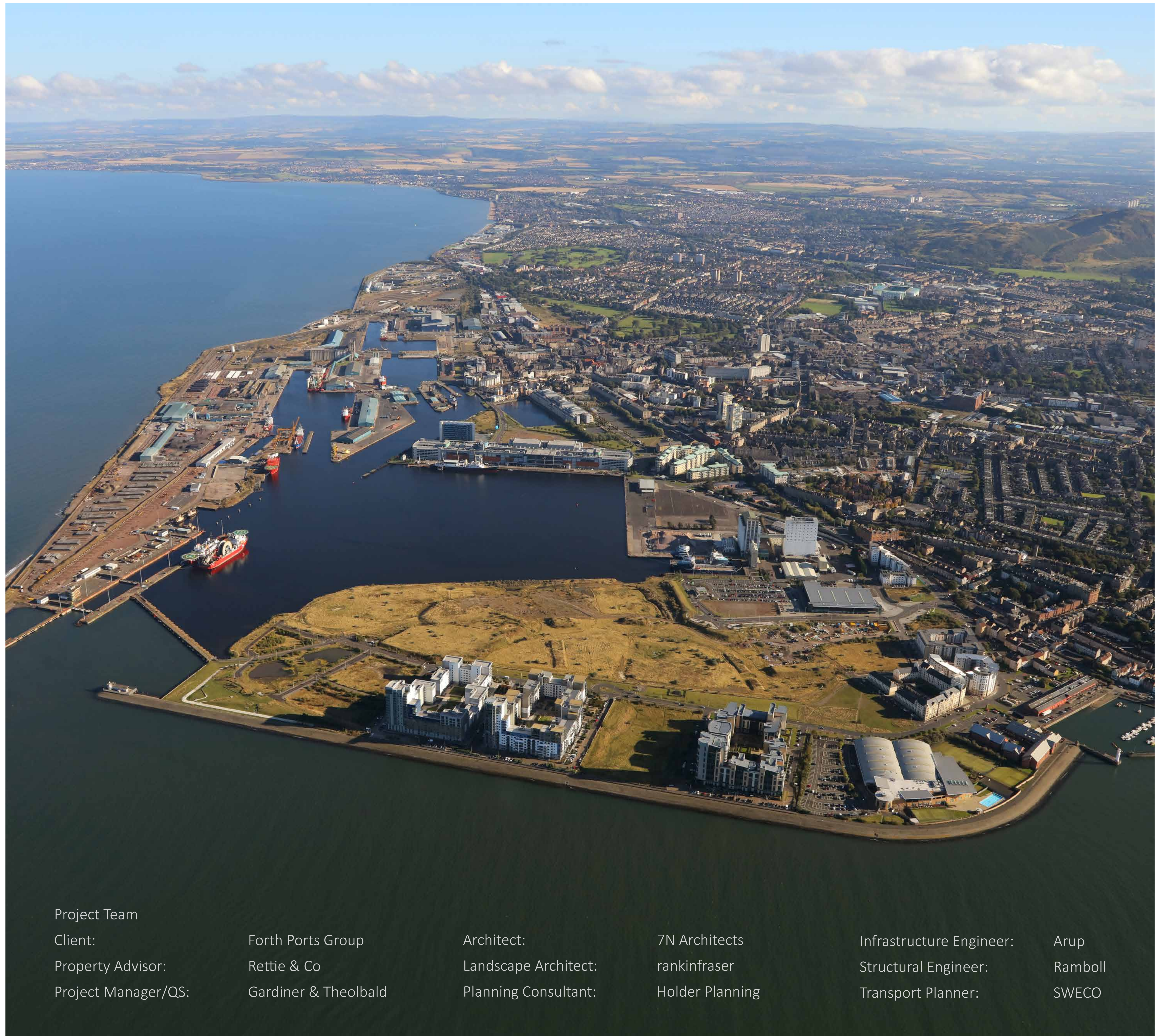
## Your Comments

The Forth Ports Group welcome your feedback. We would be grateful if you would complete a feedback form and return it to one of our representatives, by email or post to the address below by 9 July 2018.

Holder Planning  
5 South Charlotte Street  
Edinburgh, EH2 4AN

[consultation@holderplanning.co.uk](mailto:consultation@holderplanning.co.uk)

Electronic copies of the feedback form can be found at: [www.holderplanning.com](http://www.holderplanning.com)



### Project Team

Client:	Forth Ports Group	Architect:	7N Architects	Infrastructure Engineer:	Arup
Property Advisor:	Rettie & Co	Landscape Architect:	rankinfraser	Structural Engineer:	Ramboll
Project Manager/QS:	Gardiner & Theobald	Planning Consultant:	Holder Planning	Transport Planner:	SWECO