

Development Management Sub Committee

Wednesday 20 March 2019

Application for Approval of Matters Specified in Conditions 18/02721/AMC

At Granton Harbour, West Harbour Road, Edinburgh

Application for approval of matters conditioned regarding the erection of buildings containing 18 houses and 144 flats; formation of road access, parking, private and public open space. Plots K, O, P, Q U, T.

Item number	7.2
Report number	
Wards	B04 - Forth

Summary

The principle of housing is established on the site and the layout, design, materials, height and density of the proposal is acceptable. The impact on the amenity of future occupiers and neighbours is acceptable, with only a minor infringement with regards to daylighting. The proposal is acceptable in all other respects, subject to suitable conditions.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDEL03, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES10, LDES11, LEN08, LEN09, LEN13, LEN14, LEN15, LEN16, LEN20, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA04, LTRA09, NSG, NSGD02,

Report

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Recommendations

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

Background

2.1 Site description

The site is irregular in shape, covering approximately 2.46 hectares. It stretches from West Harbour Road to the south and Hesperus Crossway to the north. The northern part of the site is currently vacant land. The southern part of the site contains various industrial style buildings and the land is occupied by plant/scaffolding hire companies.

It has a zigzag eastern boundary with a number of business/industrial uses and buildings on land immediately to the east. The western boundary of the site is formed by the western breakwater.

A flatted residential scheme is currently under construction to the north of the site, with an existing residential development rising up to seven storeys adjacent to this. To the south are more business/industrial uses.

Access is currently from the south west corner from West Harbour Road. The site can also be accessed from Hesperus Crossway, but fencing is currently in place to prohibit this.

2.2 Site History

Relevant history to the site:

20 June 2003 - Outline planning permission granted for the Granton Harbour Village, mixed use development comprising residential units, hotel and serviced apartments, shops and retail /services, restaurants /cafes, public houses, general business, leisure facilities and marina. This permission includes a legal agreement to secure contributions towards education and transportation infrastructure, 15% affordable housing, restrictions on future tenancies within Granton Industrial Estate and the long term maintenance and upkeep of the Western Breakwater (application number: 01/00802/OUT).

31 January 2014 - Application approved for matters specified in condition 2 as attached to outline permission 01/00802/OUT: covering siting and height of development; design and configuration of public and open spaces; access, road layouts; footpaths and cycle routes. This was subject to a number of conditions (application number: 13/04320/AMC).

2 February 2017 - Approval of matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes (Scheme 2) approved. However, the matters applied for in relation to plots 8C, 12,14, 15, 15A, 16, 17, S1, S2 and 35 are not approved (application number: 16/05618/AMC). This is the most up to date masterplan for the Granton Harbour area.

31 May 2017 - Application submitted for approval of matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design, and configuration of public and open spaces, access, road layouts, footpaths and cycle routes at Granton Harbour, West Harbour Road (application number: 17/02484/AMC). Not yet determined.

Other recent applications within Granton Harbour plots:

1 October 2018 - Approval of Matters Specified in Conditions in outline application 01/00802/OUT regarding the development of Health Hub (Class 2) and retail units (Class 1) (as amended) approved on Plot 19B to the east of the site approved (application number 18/01145/AMC).

13 March 2018 - Application granted for the change of use of building and land from Class 6 to Class 5 to include building operations and siting of plant to permit use of existing warehouse building as a micro distillery at 29 Sealcarr Street to the east of the site (application number: 17/03297/FUL).

Main report

3.1 Description Of The Proposal

The proposal seeks to primarily deal with the matters specified in condition 2 of the outline planning permission 01/00802/OUT. The matters specified in condition 2 include detail of the siting, design and height of development including external features; design and configuration of open spaces; floor levels external finishes and materials; car and cycle parking, access, road layouts and service areas; footpaths and cycle routes; boundary treatments; and hard and soft landscaping details.

Information has also been submitted to deal with other more general conditions on the outline permission. In summary, these are:

3a) Noise assessment;

3b) Site survey and measures relating to landfill gases and any required protective measures;

3c) Site survey relating to contamination and any required remedial/protective measures;

6) Surface Water disposal arrangements; and

14) Drainage.00.

The proposal is for a total of 162 residential units. This is a mixture of 144 flatted properties and 18 terraced houses. This is split into:

- 61 x one bedroom flats
- 63 x two bedroom flats
- 20 x three bedroom flats
- 18 x three bedroom houses

Block A and B are both six storeys high and contain 66 units each. These two blocks mirror each other and are located in the northwest and southwest sections of the site. Both blocks are L-shaped with return sections and provide frontage onto the proposed crescent and adjacent area of open space (approximately 3,200 sqm). An area of open space covering approximately 2,800 sqm is located within the centre of the site and separates the blocks.

Block C fronts onto the proposed Ross Kestrel Drive and is located adjacent to the Block B. This is six storeys high and contains 12 flats.

The proposed flats have large windows and ordered fenestration. Stone cladding is the main material. Large triple height, bronze metal cladding is proposed to frame the entrance areas. The top storey is recessed with the use of the bronze cladding continued. Bronze coloured aluminium windows and rainwater goods are also proposed.

At the north of the site, fronting onto Hesperus Crossway is a series of two storey terraced houses. The 18 houses are split into Blocks D, E, F and G. These have small front gardens and larger rear gardens. To the east of the terrace of houses is a further area of open space covering approximately 670 sqm.

The houses have pitched roofs and are traditional in style. The lower storey incorporates stone cladding and the white render panels are used for the upper storey. On the protruding gables coloured render panels are to be utilised. Grey windows, doors and rainwater goods are proposed. Fibre cement tiles are to be used for the roofing material.

A series of streets are proposed, but due to the awkward site, many are only taken up to the boundary with the adjacent land, where a 1.8 metre high composite timber fence, with climbing plants, is proposed. Boundaries elsewhere are a mixture of stone walls and railings / hedges.

A total of 162 car parking spaces have been proposed. Basement car parking is proposed for Blocks A and B accessed via a ramp to the rear of the blocks from the 'mews streets'. Block A contains 66 spaces and Block B contains 78 spaces (12 spaces for Block C are also provided here). The car parking for the terraced houses is located in a courtyard to the rear of Block D and E and on spaces taken off the road between Block F and G. One space is provided for each house.

There are 19 accessible spaces proposed within the development. The applicant has indicated that all car parking spaces associated with the flatted blocks will be equipped with electrical vehicle charging points. Seven motorcycle spaces are also proposed.

The houses have garden space to accommodate cycle parking. A total of 288 cycle parking spaces are proposed for the 144 flatted units.

Supporting Statements

The following documents have been submitted in support of the application:

- Design and Access Statement;
- Daylight and Sunlight Report;
- Flood Risk Assessment and Surface Water Management Plan;
- Energy Statement;
- Sustainability Form;
- Noise Assessment; and
- Environmental Risk Assessment.

These documents are available to view on the Planning and Building Standards Online Services.

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 complies with the planning permission in principle;
- b) the details of the development are acceptable;
- c) there are any other material considerations;
- d) the representations have been addressed.

a) Principle

The outline planning permission for Granton Harbour (01/00802/OUT) supports residential use on the site as part of a wider mixed use development. This application for 162 residential units accords with the outline permission in terms of land use.

The site is located within the Granton Harbour Area at Granton Waterfront, as identified in the Edinburgh Local Development Plan (LDP). It is covered by Proposal EW2c for housing led mixed use development across Granton Harbour. Policy Del 3 of the LDP supports proposals which meet a number of requirements including the provision of a series of mixed use sustainable neighbourhoods that connect with the waterfront and proposals for a mix of house types, sizes and affordability.

The most recent approved masterplan (application number 16/05618/AMC) and previous iterations show residential development on the site.

The legal agreement attached to the outline permission requires 15% affordable housing provision across Granton Harbour. The most recently approved master plan proposes 2,235 residential units in total. Fifteen percent of this is 335. This has already been secured on other sites with Granton Harbour and therefore no affordable housing is required in this proposal.

The principle of development is acceptable.

b) Acceptability of the Details

Design, Scale and Layout:

LDP Policies Des 1 - Des 8 set a requirement for proposals to be based on an overall design concept which draws on the positive characteristics of the surrounding area with the need for a high quality of design which is appropriate in terms of height, scale and form, layout and materials.

Design and Materials:

The design of the flats is modern and contains well-ordered elevations that utilise large windows in a standardised pattern. Interest is added through the use of recessed areas in the frontages and large metal cladded areas that highlight the entrance points to the flats. The metal cladding used at the entrance areas is continued to the top storey, where a recessed element is proposed. The use of sandstone as the main material is acceptable in this location where a number of other materials have been proposed or delivered in the wider site. The simple material palette also avoids a patchwork effect utilised elsewhere in the harbour area.

The two-storey terraced houses are of a simple design. The protruding gable element provides interest. The use of sandstone cladding for the ground floor ties the development in with the other proposed flatted blocks. White render and a series of coloured renders on feature panels have been proposed. The design and use of coloured render is described in the Design and Access Statement as providing a form and colour that references beach huts. These would be a distinct addition to the harbour area.

More recent approvals in the Granton Harbour area have contained brick as the primary facing material rather than render. The render on the existing older flatted buildings has not weathered well. However, the proposed houses will be at a lower level and a condition is proposed for sample panels to demonstrate the quality of the materials to be used.

In terms of housing mix, the proposal contains a range of house/flat types and sizes. The Edinburgh Design Guidance (EDG) expects that 20% of units should be homes for growing families with at least three bedrooms. The proposals contains 38 units (23%) with three or more bedrooms. The internal floor areas comply with the recommended minimum sizes in the design guidance. The mix and size of house types are acceptable in the context of Policy Hou 2 Housing Mix.

In summary, the proposed design and materials are acceptable.

Height and Scale:

There is a mixture of six storey flats and two storey houses. The two storey houses front onto Hesperus Crossway and provide lower scale family housing in an area where predominately flatted blocks are proposed. Lower density housing next to higher flatted development is not uncommon within Edinburgh.

The Granton Harbour area contains a mixture of heights. These are either delivered on site or at various stages within the planning process. To the north there is an existing flatted development that rises up to seven storeys, with a similar sized building adjacent to this currently under construction. Further east of the site, approval has been given for residential flats also up to seven storeys in places and retirement flats up to six storeys.

The height of the proposed blocks is not out of context within the area. Representations have pointed out that previous masterplans have shown this as two and three storey developments, including the mostly recently approved (in part), but earlier masterplans have also been approved for up to 9 storeys in this area.

The LDP sets out, amongst other matters, that development at Edinburgh Waterfront should create distinctive high density urban quarters. The proposed heights are appropriate in the context of the wider Granton Harbour site.

The density of the proposal is 90 dwellings per hectare (dph). This is calculated on a 1.788 ha site, once the larger areas of public open space (0.672 ha) are subtracted. For comparison purposes, Marchmont tenements have a density of 99 dph as referenced in the Edinburgh Design Guidance.

Recent approval has been given for Plots S1 and S2 within Granton Harbour and this has a density of 151 dph. Consequently, the density proposed is not overdevelopment of the area as suggested in objections to the proposal.

The height, scale and density of the development are acceptable.

Layout:

LDP Policies Des 4 Development Design - Impact on Setting and Des 7 Layout Design set out that developments should have regard to the position of buildings on the site and should include a comprehensive and integrated approach to the layout of buildings, streets, footpaths, cycle paths and open spaces.

Policy Des 2 Co-ordinated Development states that planning permission will be granted for development which will not compromise: a) the effective development of adjacent land; or b) the comprehensive development and regeneration of a wider area as provided for in a master plan, strategy or development brief approved by the Council.

The site has an unusual boundary, which is reflective of land ownership. However, the layout of the streets and open spaces follows that of the general masterplan layout.

The larger flatted blocks (A and B) and the two storey terraced housing are positioned in the same locations as shown in previous iterations of the masterplan. These do not hinder future phases of development coming forward.

The Design and Access Statement and plans show how the site will fit in with the adjacent areas. Such as how Block C fits in with the adjacent land or how leftover space could be developed out in the future.

Overall, the layout follows that of the previous proposed masterplans and is set out in a way that will allow co-ordinated development with the adjacent sites.

Open Space:

LDP Policy Hou 3 Private Green Space sets out that for flatted developments there should be 10 sqm of open space provision per flat except where private space is provided. The terraced housing all have private gardens.

In terms of numbers, Block A has access to approximately 1250 sqm of space, Block B 1000 sqm and Block C 300 sqm, which is above the 10 sqm requirement for the blocks. The ground floor flatted units also have access to garden areas.

The general location of the large central areas of public open space meets that shown in the previous iterations of the masterplan. The design of the open space is considered further in the landscape section.

Privacy, Daylighting and Sunlighting:

The orientation of the blocks results in no immediate privacy or overlooking issues within the proposed development. The proposed development is over 30 metres away from the existing flats and consented flats on Hesperus Crossway and therefore raises no issues with privacy distances.

In terms of daylighting, the proposals will not impact on the proposed development to the north. The submitted daylighting information is based on out of date information that states that detailed permission has not been granted for plots 26, 27 and 28 to the north of the site. Plot 28 is completed and Plot 27 is under construction. However, the proposed development of mainly two storey houses on this part of the application site is unlikely to impact on this.

The daylight report does indicate that the design of the houses with the protruding gable will have some impact on daylighting on the ground floor houses themselves in the northwest elevation. However, there is an additional window in the southwest elevation that will limit any impact.

Four windows in the ground floor of Block B in corner elevation, where the building returns on itself will not meet the Vertical Sky Component recommended value of 27%. These windows are associated with two flats.

This relates to one bedroom in one flat where the value is 18.3%. The other three windows are all within one flat - two within one bedroom and one within the associated ensuite bathroom window. The values for the two bedroom windows are 22.12% and 26.27% and the ensuite window is 19.36%.

Less protection is given to bathroom windows and the bedroom with the two windows is only marginally below the 27% recommended value. The other bedroom is lower, but given the limited amount of infringements across the development it is acceptable. The infringement also relates to a proposed building and it is not being imposed on an existing property.

Analysis has been provided to show that the open space areas will receive enough sunlight in line with the Edinburgh Design Guidance recommendation.

The proposal does not raise any overriding concerns in relation to privacy, daylighting and sunlighting.

Transport Matters

Access, road layouts and alignments and servicing:

The accesses to the proposed development from Hesperus Crossway and West Harbour Road Street are acceptable in principle. The part road layout proposed due to the application sites boundary matches that anticipated in various masterplan iterations for this part of the site.

Waste Services is content with the information submitted in relation to the swept path analysis to demonstrate access for the refuse vehicle and the location of the bin stores.

Footpaths and cycle routes:

The site is adjacent to the existing foot/cycle path that runs east/west along Hesperus Crossway and north/south along Hesperus Broadway and Chestnut Street.

Along the western boundary of the site is the Edinburgh Waterfront Promenade cycleway/footpath. This is safeguarded in the LDP. The application makes provision for a five metre wide path, narrowing to four metres where it meets the road. This is a sufficient width of promenade within this part of the harbour, with the adjacent area of open space providing additional comfort and safety for future users.

The site is shown as being in an area with good public transport accessibility in the EDG. Bus stops are located approximately 400m from the site on Chestnut Street and on Hesperus Crossway. There are also bus stops to the south of the site on Waterfront Avenue. There are a number of Lothian Bus Services (numbers 24 and 47) that provide links to and throughout the city. Further buses are also available from Granton Square (numbers 16, 19 and 32). A tram safeguard along West Harbour Road and Waterfront Avenue, with a tram stop at Granton Square and on Waterfront Avenue indicatively identified. The proposed development will not interfere with the tram line safeguard.

Car and cycle parking:

Policy Tra 2 Private Car Parking states planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in Council guidance. The supporting text to Policy Tra 2 sets out that a purpose of the policy is to generally fulfil the wider strategy of encouraging sustainable, non-car modes.

The 2017 EDG parking standards permit a maximum of 162 car parking spaces (one space per unit) in this location, 162 spaces are proposed within the development. Basement car parking is proposed for the flatted blocks amounting to 144 spaces. The use of the basement parking reduces the need for surface car parking and enhances the quality of the urban environment.

The 18 car parking spaces associated with the terraced housing are provided at surface level, but the visual impact of this has been lessened by its location in a restricted number of areas: for blocks D and E in a back-court position and for blocks F and G in a local access street.

All the basement parking is proposed to be equipped for electric charging, above the 1 in every 6 requirement set out in the design guidance. Nineteen spaces are proposed to be accessible, which meets the guidelines.

In terms of cycle parking, for the 144 flatted properties the EDG standards require 303 cycle spaces. The applicant has indicated that 288 spaces are proposed within the basement area, with a mixture of racks to be provided. However, further information is required as the numbers in the basement plans do not tie up. Therefore in this instance a condition is recommended to secure full details and locations of the cycle parking.

There is no requirement to provide dedicated cycle storage for the houses.

Transport matters have been adequately dealt with, subject to conditions.

Landscaping:

Landscape Design:

Detailed landscape plans and a maintenance schedule have been provided to support the application.

Hornbeam street trees are proposed in the main public areas and tie in with those proposed elsewhere within the masterplan area to provide cohesion. Within the more private areas a variety of trees such as birch, cherry and rowan are introduced.

The larger areas of open space are formed from open grass lands to allow for a flexible, multifunctional place. It includes earth mounding and multi-stem trees to provide shelter and enclosure. Details of street furniture, such as seating has also been provided. A place space is proposed within the larger central open space area.

Boundary Treatments:

A range of boundary treatments are proposed with various stone walls proposed throughout the development, with some incorporating wrought iron fences or supplemented with hedging. These will provide high quality boundaries. A composite timber fence is proposed to separate the site from the adjacent uses. Due to the temporary nature of the fence, climber and scrambling shrub planting it proposed to soften this boundary treatment.

Overall the design of the open space and proposed boundaries adequately deal with the relevant reserved matters.

Flooding and Drainage

The reserved matter relates to floor levels and associated information to support the levels. Condition 6 on the outline permission relates to surface water disposal arrangements and condition 14 relates to sustainable urban drainage.

The applicant has provided the relevant flood risk assessment and surface water management information for the site as part of the self-certification (with third party verification) process. The proposals meet the Council's requirements.

SEPA support the proposed finished floor levels which are set at a minimum of 6.0m which is above SEPA's previously recommended level of 5.07 AOD and above that recommended in the submitted flood risk assessment. Further information has also been provided to deal with SEPA's original objection in relation to foul drainage.

The information submitted satisfactorily deals with this reserved matter and conditions 6 and 14 for the application site.

c) Other Material Considerations

Noise:

A Noise Impact Assessment has been provided as required by condition 3a) of 01/00802/OUT. Environmental Protection has considered the assessment and does not object to the application on noise grounds. A condition in relation to acoustic glazing is recommended.

Site investigation:

Site investigation information has been submitted in support of the application as required under condition 3b) and c) of the outline permission. This is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that a condition is attached to ensure that contaminated land is fully addressed.

Sustainability:

The applicant has submitted a Sustainability Statement and an Energy Statement in support of the application. Part A of the standards is met through the provision CHP generators and photovoltaic systems. The proposal is a major development and meets the requirements of Part B of the standards.

The proposal meets the essential criteria. In addition, the applicant has provided a commitment to further sustainability measures as set out in the desirable elements sections. Additional measures include the use of electric vehicle charging points, rainwater harvesting and a commitment not to use tropical hardwood.

Archaeology:

The Archaeology Officer has requested that a programme of work is undertaken prior to any development commencing on this site and has recommended a condition. The site boundary of this application covers the southwest corner of Granton Harbour where historic maps show an early 19th century shipyard.

Condition 5 on the original outline permission related to the implementation of archaeological work. Some work has been undertaken up to 2008 in the wider harbour area, but no work has been undertaken within this application site. As there is an existing condition there is no requirement to for a further condition. An informative is recommended to advise the applicant that further archaeological work is required on this site.

d) Public Comments

Material representations - objection

Design Matters:

- Design of the houses, including coloured render, out of keeping with rest of the development - assessed in section 3.3b).
- Poor quality materials proposed - assessed in section 3.3b).
- Proposal reduces the areas sense of place - assessed in section 3.3b).
- Move away from the original masterplan - assessed in section 3.3b).
- Visual impact on this part of Granton Harbour - assessed in section 3.3b).
- Lack of provision for community uses - not directly relevant to this application, facilities proposed elsewhere.

Housing Mix:

- Increased number of flats proposed at the detriment of houses - assessed in section 3.3b).

Height and density:

- Proposed flats too high and monolithic in form - assessed in section 3.3b).
- Increase in density from previous proposals - assessed in section 3.3b).
- More high-rise properties - assessed in section 3.3b).

Landscape/Open Space:

- Limited green space and lack of quality - assessed in section 3.3b).
- Lack of sustainable landscape management proposals - assessed in section 3.3b).

Amenity:

- Overshadowing - assessed in section 3.3b).
- Loss of privacy - assessed in section 3.3b).
- Impact on local amenities and infrastructure - other uses proposed on adjacent sites.

Transport:

- Impact on transport infrastructure and need for improvement of adjacent roads - assessed in section 3.3b).
- Impact on parking - assessed in section 3.3b).
- Peripheral road obstructs the possibility of extending shared public open space to the shoreline - promenade proposed along this part of the shoreline.

Drainage:

- Inadequate provision of sustainable urban drainage - assessed in section 3.3c).

Non-material:

- Intentions of the applicant.
- Public engagement.

Community Council

The community council did not comment on the application.

Conclusion

The principle of housing is established on the site and the layout, design, materials, height and density of the proposal is acceptable. The impact on the amenity of future occupiers and neighbours is acceptable, with only a minor infringement with regards to daylighting. The proposal is acceptable in all other respects, subject to suitable conditions. There are no material considerations that outweigh this.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.
2. Prior to the commencement of construction works, a scheme for the provision of a play area as outlined on drawing number LCD_IS_GH_LP_PK-U_HW01_Rev B shall be submitted for the consideration of the Planning Authority and no work shall begin until written approval has been given. Details to be submitted include:
 - i. type and location of play equipment, seating, fences, walls and litter bins
 - ii. surface treatment of the play area
 - iii. proposals for the implementation/phasing of the play area in relation to the construction of houses on the site.

Thereafter all works required for the provision of play area shall be completed in accordance with the scheme approved in writing by the Planning Authority.

3. The approved landscaping scheme shall be fully implemented within six months of the completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.
4. Prior to the commencement of the construction works full details including technical data on acoustic glazing required to mitigate traffic noise affecting 'Block A' shall be submitted to the Planning Authority for approval in writing and thereafter implemented in accordance with the approved details.
5. Prior to the occupation of the residential units, the section of the promenade and associated works as shown on in plan references A-P-00-G7-901 F (Council plan reference 02B) and A-P-00-G1-010 B (Council plan reference 20B) shall be constructed.
6. i) Prior to the commencement of construction works on site:

- a) A site survey (including initial desk study as a minimum) 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 remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
 - ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.
7. Prior to the commencement of development, details of the proposed cycle parking regarding location, specification and design to be submitted Planning Authority for approval in writing. This shall meet the council's minimum standards.

Reasons:-

- 1. In order to enable the planning authority to consider this/these matter/s in detail.
- 2. In order to enable the planning authority to consider this/these matter/s in detail.
- 3. In order to ensure that the approved landscaping works are properly established on site.
- 4. In order to protect the amenity of the occupiers of the development.
- 5. In order to ensure that the approved works are properly established on site.
- 6. In order to ensure the most efficient and effective rehabilitation of the site.
- 7. In order to ensure the adequacy of facilities for cyclists.

Informatives

It should be noted that:

- 1. Developer contributions are required in accordance with the legal agreement attached to application 01/00802/OUT.
- 2. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or fifteen years from the date of the outline planning permission, whichever is the later.

3. 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.
4. 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.
5. Further archaeology work is required for this site in line with condition 5 on the outline.
6. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;
7. The applicant will be required to demonstrate that the road "Hesperus Crossway" is built to an adoptable standard, including carriageway, footways, footpaths, accesses, cycle tracks, verges and service strips;
8. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent. Street and road designs should be in-line with the Edinburgh Street Design Guidance Fact Sheets, with a particular focus on vehicle speed reduction measures as well as pedestrian and cyclist priority
9. 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.
10. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.

11. 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.
12. In support of the Council's LTS Cars1 policy, City Car Club vehicles could be considered for this development to further promote sustainable travel;
13. External cycle parking that is easily accessible, overlooked and close to building entrances should also be considered for this development.
14. Electric vehicle charging points should be installed in accordance with Transport Scotland's Switched On Scotland Phase Two: An Action Plan For Growth (2017).
15. When available the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993.

Financial impact

4.1 The financial impact has been assessed as follows:

An existing legal agreement is in place for 01/00802/OUT to which this proposal relates to. The agreement required contributions towards transport and education infrastructure. The required transport contributions have already been paid by the previous owner of the site and this part of the legal agreement has been discharged. The relevant education clause requires payment of £1,366 per residential unit (index linked).

Risk, Policy, compliance and governance impact

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

Equalities impact

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

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 6 July 2018 and attracted 50 letters of objection.

The representations are addressed in the Assessment Section of the report.

Background reading/external references

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

**Statutory Development
Plan Provision**

The site is located within the Urban Area as shown on the Local Development Plan proposals map. The land is identified as being within Edinburgh Waterfront. Proposal EW 2c (Granton Harbour) states that the area is for a housing-led mixed use development. It sets out a number of Development Principles. These include that proposals will be expected to:

- Complete the approved street layout and perimeter block urban form.
- Provide a housing mix that is appropriate in terms of place-making and would maximise completions within this urban regeneration proposal within the plan period.

Date registered

13 June 2018

Drawing numbers/Scheme

01,02B,03A,04C,05A,06A,07C,08,09B,10-19,20B,21B,25-32,33B,,34B,35,36-42,

Scheme 1

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

Contact: Kenneth Bowes, Senior Planning Officer
E-mail:kenneth.bowes@edinburgh.gov.uk Tel:0131 529 6724

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

LDP Policy Del 3 (Edinburgh Waterfront) sets criteria for assessing development in Granton Waterfront and Leith Waterfront.

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 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effect development of adjacent land or the wider area.

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

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

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

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

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

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

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

LDP Policy Des 11 (Tall Buildings - Skyline and Key Views) sets out criteria for assessing proposals for tall buildings.

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

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

LDP Policy Env 13 (Sites of International Importance) identifies the circumstances in which development likely to affect Sites of International Importance will be permitted.

LDP Policy Env 14 (Sites of National Importance) identifies the circumstances in which development likely to affect Sites of National Importance will be permitted.

LDP Policy Env 15 (Sites of Local Importance) identifies the circumstances in which development likely to affect Sites of Local Importance will be permitted.

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

LDP Policy Env 20 (Open Space in New Development) sets out requirements for the provision of open space in new development.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

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

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 Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

LDP Policy Tra 9 (Cycle and Footpath Network) prevents development which would prevent implementation of, prejudice or obstruct the current or potential cycle and footpath network.

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.

Appendix 1

Application for Approval of Matters Specified in Conditions 18/02721/AMC

**At Granton Harbour, West Harbour Road, Edinburgh
Application for approval of matters conditioned regarding the erection of buildings containing 18 houses and 144 flats; formation of road access, parking, private and public open space. Plots K, O, P, Q U, T.**

Consultations

Archaeology Officer comment - dated 3 July 2018

Further to your consultation request I would like to make the following comments and recommendations in respect to this application for approval of matters conditioned regarding the erection of buildings containing 18 houses and 144 flats; formation of road access, parking, private and public open space. Plots K, O, P, Q U, T.

I refer you to my earlier comments in response to 01/00802/OUT and subsequent AMC applications (06/03636/REM, 13/01013/AMC, 13/04320/AMC, 14/05305/AMC, 17/05120/AMC etc.) which outlined the archaeological significance of the Granton Harbour redevelopment site. In this site has been identified as being of archaeological importance overly both the western arm of the harbours breakwater and the site of a 19th century shipyard and associated slipway. Therefore, this application must be considered under terms the Historic Environment Scotland Policy Statement (HESPS) 2016, Scottish Planning Policy (SPP), PAN 02/2011 and also Edinburgh Local Development Plan (2016) policies DES 3 & ENV9.

Although an outline archaeological mitigation strategy was agreed for the redevelopment of Granton Harbour in response to the original 2001 Outline application, no work has been undertaken to date on this application site. This will require the undertaking of a phased programme of investigation of the site, the first phase of which will be a 10% evaluation. The results of which will inform the scope any further mitigation required to fully record and analyse any significant remains affected.

It is therefore it is essential that the following condition is attached to this PPP application to ensure the completion of this archaeological programme of works;

'No demolition/development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis & reporting, publication and interpretation) 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.

Enabling and Partnerships (Affordable Housing) comment - dated 3 July 2018

1. Introduction

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

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

- The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.*
- This is consistent with Policy Hou 7 Affordable Housing in the Edinburgh City Local Plan.*
- An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, is provided.*

2. Affordable Housing Provision

This application is for a residential development consisting of 162 residential homes. The application falls within the remit of the Granton Harbour Master Plan which requires only a 15% affordable housing provision across the entire development area. This 15% will be met by other developments within the wider Master Plan area and therefore there is no duty to provide affordable housing at this individual development in line with the standard AHP.

In terms of accessibility, the affordable homes are situated within close proximity of regular public transport links and are located next to local amenities in Granton.

3. Summary

The applicant is exempt from the standard 25% AHP provision requirement as the 15% affordable housing target across the entire Granton Harbour Master Plan has already been achieved.

Economic Development comment - dated 4 July 2018

The following are comments from the City of Edinburgh Council's Economic Development service relating to planning application 18/02721/AMC for the development of 18 houses and 144 flats along with roads, parking areas and open space at plots K, O, P, Q, U, and T of Granton Harbour, Edinburgh.

Commentary on existing use

The application relates to a 2.46-hectare site within Granton Harbour. The site is bounded by the Firth of Forth to the northwest and Hesperus Crossway to the northeast, with an irregular boundary to the southeast and southwest abutting several industrial properties. The site is made ground reclaimed from the Firth of Forth via infilling. Most of the site has never been developed.

The site is currently occupied by a single property: a 425 sqm depot at 53 West Harbour Road, currently occupied by an engineering company engaged in plant hire. Based upon an average employment density for light industrial activities of one full-time equivalent employee per 47 sqm, this property could, if fully occupied, be expected to directly support approximately 9 FTE jobs (425 / 47). Based upon a mean gross value added per employee for the administrative and support service activities sector (which includes rental and leasing activities) in Edinburgh of £35,628 per employee (2016 prices), this property could, if fully occupied, be expected to directly support approximately £0.32m of GVA per annum (2016 prices) (£35,628 x 9).

The site falls within the Granton Harbour area of the Edinburgh Waterfront strategic development area, which is allocated for housing-led mixed-use development (with an estimated remaining capacity at the time of publishing the Local Development Plan of 1,634 units). The most recent iteration of the wider Granton Harbour masterplan to have been granted consent showed a remaining capacity of 1,987 units.

As the site is over one hectare and currently home to employment uses, it is understood that policy EMP 9 of the LDP will apply; this policy requires that "the proposal includes floorspace designed to provide for a range of business users". The proposals do not include any business space. However, it is recognised that the approved wider Granton Harbour masterplan does not require class 4/5 space in the area in question.

Policy EMP 9 also requires that "the introduction of non-employment uses will not prejudice or inhibit the activities of any nearby employment use". The development as proposed will border multiple industrial properties: a warehouse at 50A West Harbour Road; warehouses at 52B(1) and 52B(2) West Harbour Road; a yard at 2 Chestnut Street; and a mix of six workshops and warehouses at 23 to 37 Sealcarr Street. These properties could potentially negatively impact on the amenity of nearby residential properties via noises, smells, etc. Notwithstanding that the approved masterplan shows the existing industrial properties being redeveloped, it is necessary that the development as proposed does not "prejudice or inhibit" the activities of these properties.

The Edinburgh Waterfront Development Principles state that development proposals at Granton Harbour should "complete the relevant section of the waterside Edinburgh Promenade". The route of the Edinburgh Promenade, as set out by the approved Edinburgh Promenade Design Code and as safeguarded by the Local Development Plan, runs parallel with the harbour breakwater and therefore runs along the western edge of the application site. The designs in the application in question show a parallel cycle path and foot path following this route. The sections of Promenade that have been delivered to date elsewhere in Edinburgh are non-segregated shared surfaces and the design of any new sections should follow this principle. The cycle path and foot path as shown are together 4m wide with green space on one side only. The Edinburgh Promenade Design Code specifies a standard of an 8m clear paved surface flanked on both sides by a 1m belt of landscaping "to incorporate seating and sheltered enclaves".

While the Design Code acknowledges that a 10m wide Promenade will not be achievable or desirable in certain sections, in this instance it is considered that there is scope to widen the paved area of the Promenade by encroaching onto the public green space. The alignment of the Promenade and the carriageway at the junction of West Harbour Road and Ross Kestrel Crescent may require further analysis as the current designs introduce a chokepoint adjacent to a sharp bend which, coupled with the lack of landscaping as a buffer between the Promenade and the carriageway, could give rise to safety issues.

Commentary on proposed uses

Class 9 - Houses / sui generis - Flats

The development as proposed would deliver 162 residential units. These would not be expected to directly support any economic activity beyond potentially a small number of jobs in factoring and personal services such as housekeeping. However, the units could be expected to support economic activity via the expenditure of their residents. Based on average levels of household expenditure in Scotland, the residents of the 162 units could be expected to collectively spend approximately £4.15m per annum. Of this £4.15m, it is estimated that approximately £2.15m could reasonably be expected to primarily be made within Edinburgh. This £2.15m could be expected to directly support approximately 27 jobs and £0.80m of GVA per annum (2016 prices) in Edinburgh, primarily in the retail, transport and hospitality sectors.

SUMMARY RESPONSE TO CONSULTATION

It is calculated that the existing property on the site could, if fully occupied, directly support 9 FTE jobs and £0.32m of GVA per annum (2016 prices). By comparison, it is estimated that expenditure by residents within the proposed development could support 27 jobs and £0.80m of GVA per annum (2016 prices).

It is necessary that the development not prejudice the activities of the adjacent existing industrial units in line with policy EMP 9 of the Local Development Plan.

The development proposals incorporate a cycle/foot path in line with the safeguarded route of the Edinburgh Promenade, which is welcomed. The proposals show a separate cycle path and foot path whereas the sections of Promenade that have been delivered to date are non-segregated shared surfaces; the design of any new sections should follow this principle. The proposed path is only 4m wide whereas the Promenade Design Code specifies a standard width of 8m paved with 1m of landscaping on either side - it is suggested that this path could be widened.

This response is made on behalf of Economic Development.

Waste Services comment - dated 23 July 2018

I have been asked to provide the comments to the application 18/02721/AMC on behalf of Waste and Cleansing Services. I have provided below some general information in relation to this development, but the detailed arrangements need to be agreed with myself at later stage. The architects or developers should liaise directly with me at earliest point via email at anna.napiorkowska@edinburgh.gov.uk

Compliance with Waste Strategy (Domestic Waste Only)

The provision of a full recycling service is mandatory in Scotland, so that developers must make provision for the full range of bins (either individual Containers for each property, or communal bins for multiple properties). These must be stored off street at all times, except on the day of collection (in the case of individual bins).

The waste collection teams will require safe and efficient access to these from the earliest occupation, and therefore cognisance must be taken of my comments below in relation to operational viability.

For low density properties, such as proposed in this application, we would recommend individual kerbside collections. This provides each property with landfill (140 litres); mixed recycling (240 litres), glass (box), food box and internal caddy; and optionally garden waste bin (240 litres). All of these must be presented on the day of collection before a specified time and removed thereafter. They must otherwise be stored off street at all times.

Operational Viability

Developers need to ensure that services are accessible so that our collection crews can provide the service in a safe and efficient manner, taking account of turning circles, length and width of vehicles, distance bins must be pulled, surfaces, slopes and so on. Obviously sufficient capacity must also be provided to allow successful collection of each segregated waste stream.

With regards to the application 18/02721/AMC I would require a confirmation on the positioning and sizes of bin stores, pulling distances from bin stores to collection points.

Finally, a confirmation of the distance the refuse vehicle will be expected to reverse is essential to ensure the crews can safely enter, service and exit the site.

I would strongly recommend early contact with myself to ensure adequate provision of segregated household waste bins include all of the above and suitable access for the refuse collectors is arranged.

Environmental Protection comments - dated 27 February 2018

Environmental Protection has commented on a similar application for this site (17/05120/AMC) which was an application for approval of matters conditioned regarding the erection of buildings containing 18 houses and 144 flats; formation of road access, parking, private and public open space.

As the current application is an AMC application relating to the outline planning permission, there is already consent for an acceptable quantum of development on the site. This application is for the development of three new blocks of flats comprising 144 units and 18 terraced houses. The proposals within this application include development of the total area of plots 21 & 22 and partial development of plots 19B, 20A, 20B and 23A make up the following: Plot 19B - 4 terraced houses, public open space Plots 20A & 20B - 8 terraced houses, 12 flats, public and private open space, car parking Plot 21 - 66 flats, 6 terraced houses, public and private open space, car parking Plot 22 - 66 flats, public and private open space, car parking Plot 23A - public open space. All private parking to blocks A, B, and C is provided in the below ground car park on a 1 space per apartment (Total 144) basis with all other private parking plus an additional 20% allowed for visitor parking allocated in on-street provision. Secure cycle parking is also proposed in the secure parking area.

The plots are bordered by West Harbour Road, Ross Kestral Crescent, North Breakwater road, Ross Kestral Drive and Ross Kestral Mews. The site is made up of several plots T, U K, O, P & Q. To the north west of the site is open water with some existing residential uses developed to the north (Merlin Ave). There are several commercial and industrial uses located to the south and east (Forth Industrial Estate) of the proposed development site.

Environmental Protection understands that plot-specific issues will be addressed through detailed development processes (assuming the Masterplan delivers no major shift in the content or context of the outline approval, including development phasing). This proposal follows what has been agreed in the masterplan however the density of this proposal has decreased. The indicative capacity approved in the most recent Masterplan (Y-2f) of plots 19B, 20A, 20B, 21, 22 and 23A is 192 Residential units. The present proposal is for 162 units which is not a major departure from the masterplan although it is noted that it is for partial development of some of the approved plots with the applicant advising that there may be a surplus area for future development to realise the original number in the approved masterplan with The application proposes 144 car parking spaces which is a welcomed reduction from the previous schemes proposed 226.

Noise

The applicant has submitted several noise impact assessments to assess the potential noise impacts on the various proposed blocks of residential buildings.

Plot T

Due to the proximity of Plot T to existing industrial and commercial activities within Forth Industrial Estate, and proposed commercial activities from Plot 19B, there is potential for industrial/commercial noise to impact upon future residents of the proposed development. It should be noted that Environmental Protection have not received any noise complaints from the existing nearby residential properties located on Merlin Avenue.

Existing and proposed industrial/commercial noise sources have been assessed. Daytime external garden noise is predicted to meet target noise criteria at the most exposed properties. Day and night-time internal noise is predicted to meet target noise criteria with open windows at the most exposed houses in Plot T.

Plot K, O,P & Q

The site is bound by West Harbour Road to the south, Plot U to the north, with existing industrial units to the east. The proposed development comprises a six-storey apartment block (Block A).

Due to the proximity of the site to West Harbour Road, there is potential for road traffic noise to impact upon future residents of the proposed development. There are existing industrial/ commercial units to the east, west, south and north-east of the proposed apartments, therefore there is also the potential for noise from these sources to impact on future residents.

The noise impact assessment for 'Block A' shows that internal road traffic noise levels during the daytime will exceed target noise criteria with standard specification closed windows.

In order to reduce the daytime internal noise to within target criteria, glazing with a sound reduction index of at least 36dB(A) is required. To allow for ventilation whilst achieving internal noise criteria, windows incorporating acoustically attenuating trickle ventilators will need to be installed to any bedroom windows on the south, east and west facing elevations of Block A. The ventilators will need to have as a minimum a sound reduction level $D_{n,e,w}$ of at least 35dB in the 500Hz octave band. If two trickle ventilators are to be installed within the same room, the $D_{n,e,w}$ should be 38dB. If further trickle ventilators are to be installed to the same room, the $D_{n,e,w}$ should be increased by 3dB per extra ventilator. Windows shall remain openable at the occupiers' choice for purge ventilation if required.

Environmental Protection shall recommend a condition is attached to ensure specific details on the required acoustic glazing is submitted when the information is available. Environmental Protection will require specific details on the proposed acoustic glazing including an elevation highlighting all the glazing units requiring upgraded glazing.

Plot U

To the south the site is bound by proposed residential development Plots K and Q. Existing industrial/commercial units are located to the south, south-east and south-west. The proposed development comprises flats and houses (Blocks B, C & D).

Existing industrial/commercial noise sources have been assessed. Daytime external garden noise is predicted to meet target noise criteria at the most exposed properties. Day and night-time internal noise is predicted to meet target noise criteria with open windows at the most exposed houses in.

Land contamination

Environmental Protection has received information regarding the outline consent for Granton Harbour (01/00802/OUT). The applicant has submitted an updated Ground Investigation Report which is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that a condition is attached to ensure that contaminated land is fully addressed.

Air Quality

Planning Advice Note (PAN) 51: Planning, Environmental Protection and Regulation 3 sets out the Scottish Executive's core policies and principles with respect to environmental aspects of land use planning, including air quality. PAN 51 states that air quality is capable of being a material planning consideration for the following situations where development is proposed inside or adjacent to an Air Quality Management Area (AQMA):

- o Large scale proposals.*
- o If they are to be occupied by sensitive groups such as the elderly or young children.*
- o If there is the potential for cumulative effects.*

The planning system has a role to play in the protection of air quality, by ensuring that development does not adversely affect air quality in AQMAs or, by cumulative impacts, lead to the creation of further AQMAs (areas where air quality standards are not being met, and for which remedial measures should therefore be taken.

AQMAs have been declared at five areas in Edinburgh - City Centre, St John's Road (Corstorphine), Great Junction Street (Leith) Glasgow Road (A8) at Ratho Station and Inverleith Row/Ferry Road. Poor air quality in the AQMAs is largely due to traffic congestion and the Council's Air Quality Action Plan contains measures to help reduce vehicle emissions in these areas. The Council monitors air quality in other locations and may require declaring further AQMAs where AQS are being exceeded. It is noted that a significant amount of development is already planned / committed in the area and additional development will further increase pressure on the local road network including the nearby AQMA's.

As this is a AMC application and does not propose a major shift from what has been previously been consented. Air quality issues had been considered in the form of conditions and legal agreements for the outline application (01/00802/OUT). As part of the outline application Environmental Health Officers reviewed the data and projections in the supporting reports, and was satisfied that the development could progress without breach to air quality objectives. It is noted that this was a long time ago. The submitted air quality information was a strategic air quality assessment but further consideration could be required to take account of the potential adverse impacts on local air quality because of vehicle exhaust emissions from road traffic generated by any of the forthcoming proposed detailed developments. This would also need to consider the possibility of air quality affecting the actual developments site and future residents. However as this is an AMC application there are limitations on what we can require.

Environmental Protection would raise some concern that the air quality impact assessment did not considered the worst-case scenario and is now outdated. Environmental Protection will require the City of Edinburgh Councils Transport Planning Officer to support the proposal. If there are any issues with the transport assessment then this likely would be an issue for Environmental Protection.

Reducing the need to travel and promoting the use of sustainable modes of transport are key principles as identified in the second Proposed Edinburgh Local Development Plan (LPD). The LDP also states growth of the city based on car dependency for travel would have serious consequences in terms of congestion and air quality. An improved transport system, based on sustainable alternatives to the car is therefore a high priority for the Council and continued investment in public transport, walking and cycling is a central tenet of the Council's revised Local Transport Strategy 2014-19.

Future developments should be encouraged to keep car parking numbers to a minimum, support car club with electric charging, provide rapid electric vehicle charging throughout development site, provide public transport incentives for residents/visitors/employees, improve cycle/pedestrian facilities and links, and contribute towards expanding the electric charging facilities throughout the city.

As mentioned Environmental Protection have raised concerns with the cumulative impacts developments especially large proposals some of which are on the green belt may have on local air quality. Some of the local roads in the area are already congested during peak hours. There will need to be serious changes to the modes of transport used in the area and any planned developments will need to ensure that sustainable transport infrastructure is incorporated into the final detailed designs and is fully supported by the City of Edinburgh Council's Transport Planning officers.

Already committed developments in the area include a considerable number of car parking spaces with some of these developments having still to be developed out. Environmental Protection have concerns that if only limited transport mitigation measures are adopted then this will not be enough to tackle air pollution. For example, the introduction of intelligent traffic signals may assist but the traffic signals need to be linked to all the traffic signals in the local area so they can work in synergy. These signals also only work up to a certain capacity and it is likely they would be quickly overwhelmed with traffic.

The Scottish Government in the 'Government's Programme for Scotland 2017-18 has a new ambition on ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. A range of actions underpins this to expand the charging network, support innovative approaches, and encourage the public sector to lead the way, with developers incorporating charging points in new developments. Given that this proposed development is anticipated to be developed out by beyond 2032 it would sensible to ensure the development is future proofed in this regard with 100% electric vehicle charging points provided as a minimum. The proposal includes 162 parking spaces with most of spaces located in the proposed basement. Installation of wall mounted chargers will be straightforward in the basement during the development stage. The applicant has committed to installing electric charging points 27 which is the minimum required as stated in the Edinburgh Design Standards. Environmental Protection would require the developer to consider installing 100% of the spaces with charging facilities.

The applicant is aware that there are now requirements stipulated in the Edinburgh Design Guidance must be achieved. Edinburgh has made progress in encouraging the adoption of electric/hybrid plug-in vehicles, through deployment of extensive charging infrastructure. As plug-in vehicles make up an increasing percentage of the vehicles on our roads, their lack of emissions will contribute to improving air quality, furthermore their quieter operation will mean that a major source of noise will decrease. Due to the outdated nature of the air quality information that underpins this application we would push the developer to address this by doing more than the minimum requirement and install 100% charging provisions. This would be something that could be marketed to future tenants and avoid any issues with some tenants having spaces with charging infrastructure and others without.

The Sustainable Energy Action Plan is the main policy supporting the Council's Electric Vehicle Framework. It is known that increasing the number of plug-in vehicles and charging infrastructure in Edinburgh will provide substantial reductions in road transport emissions that would benefit this development and beyond.

Environmental Protection recommend that 7Kw (type 2 sockets) charging provision will be required for all spaces. Information on chargers is detailed in the Edinburgh Design Standards -Technical Information Design Standards.

Any application must keep the numbers of car parking spaces to a minimum, commit to providing good cycle provisions, electric vehicle charging facilities for bikes/road vehicles and supported with an up to date travel pack. The introduction of car club spaces can reduce the overall requirement for car parking numbers. It should be noted that the car club currently operates many electric vehicles in its fleet. Any allocated car club spaces shall be supported with an electric vehicle charging point.

The applicant must fully have considered the full range of mitigation measures open to them. We would normally encourage developers to work with Environmental Protection to produce a Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts;

- 1. Keep Car Parking levels to minimum.*
- 2. Car Club facilities (electric and/or low emission vehicles).*
- 3. Provision of electric vehicle charging facilities.*
- 4. Public transport incentives for new residents.*
- 5. Improved cycle/pedestrian facilities and links.*

Environmental Protection also advised the any applicants are made aware that any energy centres must comply with the Clean Air Act 1993 and that Environmental Protection will not support the use of biomass. Environmental Protection would support the introduction of other renewable energy systems especially intelligent power systems that would work along with the electric vehicle infrastructure. A development of this size and scale would be able to produce renewable energy and store it in the electric vehicles.

We will need details on any proposed centralised energy centre, for example the proposed fuel and size (energy in/output), again Environmental Protection will not support biomass and if a large gas-powered energy centre is required then secondary abatement technology will need to be incorporated to ensure NOx emissions are minimised. It is recommended that the applicant submits a chimney height calculation at the earliest possible stage to ensure planning are satisfied with any proposed chimney which may need to be sizable. Any plant above 1MW will also now be classified as a medium combustion plant and will need to be registered with SEPA.

On balance, Environmental Protection recommends no objection subject to the following conditions;

Noise

1. Full details including elevational drawings and technical data on acoustic glazing required to mitigate traffic noise affecting 'Block A' shall be submitted to the Planning Authority for its approval at the detailed application stage.

Contaminated Land

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

(a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, 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 remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning

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 to the satisfaction of the Head of Planning

Local Air Quality

1. Prior to the use being taken up, 7Kw electric vehicle charging point, shall be installed serving each space in the car park for all residential properties.

Informative

2. Electric vehicle charging points should be installed in accordance with Transport Scotland's Switched On Scotland Phase Two: An Action Plan For Growth (2017)

3. When available the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993

SEPA comments - dated 19 July 2018

Advice for the planning authority

We have no objection to this proposed development on the grounds of flood risk but we do object to this planning application on the grounds of lack of information on connection for foul drainage. We will review this objection if the issues detailed in Section 1 below are adequately addressed.

1. Foul drainage

1.1 This application is not supported by any substantial information on proposals for foul drainage. The applicants should clarify exactly what arrangements they intend to put in place if they do not connect to the Scottish Water network.

1.2 We object to this application until it is supported by acceptable proposals for foul drainage and emphasise that we would support a connection to the public sewer.

2. Flood risk

2.1 We have no objection to the proposed development on flood risk grounds. Notwithstanding this we expect Edinburgh Council to undertake its responsibilities as the Flood Prevention Authority.

2.2 We have provided advice on a number of planning applications in the Granton Harbour area, including the overall masterplan, reference 01/00802/OUT. We did not object to the overall masterplan. We have, however, made recommendations on finished floor levels and any development below ground.

2.3 An updated Flood Risk Assessment (FRA), has been completed by Fairhurst (August 2017). This updated FRA includes additional analysis to quantify wave action and overtopping rates at the site. It is for the City of Edinburgh Council (CEC) to satisfy itself that the assessment of wave action and joint probability correspond with its analysis of these factors.

2.4 We previously recommended that finished floor levels (FFLs) should be set above 5.07mAOD. The FRA recommends FFLs of 5.44mAOD and review of site elevations FFLs of the ground floor are set at a minimum of 6.0m. We support the elevation of FFLs and the overland flow pathways shown within the Surface Water Management Plan (SWMP). Where ground levels are landscaped they should direct surface water away from developments and not increase flood risk to nearby properties.

2.5 We note that an underground car park is proposed underneath the proposed developments. No further information has been provided on mitigation measures against groundwater ingress, however within the FRA it is stated that the access points or openings to the basement levels should be set to a minimum of 5.44mAOD, which we support. Given the proximity of the sites to the coast and the fact that the parking spaces will be set below the 1 in 200 year extreme still water level for the area we strongly recommend that the car park is tanked and all entrances and exits are elevated relative to the surrounding area so they will not be inundated with surface water in the event of heavy rainfall. We also strongly recommend that in addition to tanking, pumps are installed within to ensure that should water ingress occur, there is a way to remove the standing water.

Caveats & Additional Information for Applicant

2.6 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood-maps/>

2.7 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

2.8 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to the City of Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice in line with the phases of this legislation and [can be downloaded from http://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/](http://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/)

Regulatory advice for the applicant

3. Regulatory requirements

3.1 Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in the local SEPA office at:

Silvan House, SEPA 3rd Floor, 231 Corstorphine Road, Edinburgh EH12 7AT.

Tel: 0131 449 7296

If you have any queries relating to this letter, please contact me by telephone on 0131 273 7334 or e-mail at planning.se@sepa.org.uk.

SEPA further comments - dated 22 August 2018

Thank you for your email of 14 August 2018 in which you write:

"The application is largely similar to the previously withdrawn application 17/05120/AMC. Fairhurst provided a response to SEPA's objection to that application and the same letter has been submitted with this new application."

On the basis of this information, we can withdraw our objection to planning application 18/02721/AMC as the proposed development will be connected to the public sewer.

Regulatory advice for the applicant

1. Regulatory requirements

1.1 *Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in the local SEPA office at:*

Silvan House, SEPA 3rd Floor, 231 Corstorphine Road, Edinburgh EH12 7AT.

Tel: 0131 449 7296

If you have any queries relating to this letter, please contact me by telephone on 0131 273 7334 or e-mail at planning.se@sepa.org.uk.

Roads Authority Issues - comments dated 10 July 2019

The application should be continued.

Reasons:

- 1. Detailed and reasoned justification for this level of car parking provision was not provided with the application as required in section 2.4 of the Edinburgh Design Guidance 2017 - Design, Integration and Quantity of Parking;*
- 2. The locations of some of the proposed cycle parking areas need to be reviewed as they are in close proximity to car parking, which could cause accessibility issues for cyclists if/when the car parking is utilised;*
- 3. Further detail is required relating to the layout and style of cycle parking that is proposed, the applicant should consider a mixture of cycle parking styles to fully accommodate all styles of bike;*
- 4. Further detail is required in relation to the entry/exit ramps, particularly for cyclist use. The applicant will need to ensure the appropriate provision is provided to ensure that any conflict between users will be minimised;*
- 5. Toucan crossing required at the Hesperus Crossway - Ross Kestral Crescent Junction to ensure a safe crossing point for pedestrians and cyclists to the Promenade;*

Note:

- 1. The application has been assessed under the 2017 parking standards. These permit the following:*
 - a. A maximum 162 car parking spaces, 162 car parking spaces are proposed;*
 - b. 1 of every 6 car parking spaces should be equipped for electric charging, all of the car parking is proposed to be equipped for EV charging;*
 - c. 8% of car parking is to be designated as accessible, the 19 spaces proposed meets this requirement;*
 - d. A minimum of 303 cycle parking spaces, the 288 spaces proposed is deemed acceptable as the cycle parking is within a communal area;*
 - e. A minimum of 6 motorcycle parking spaces, the 7 proposed meets this requirement;*

2. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;
3. A Quality Audit, as set out in *Designing Streets*, to be submitted prior to the grant of Road Construction Consent. Street and road designs should be in-line with the *Edinburgh Street Design Guidance Fact Sheets*, a particular focus on pedestrian and cyclist priority should be applied;
4. 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;
5. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;
6. All disabled persons parking places should comply with *Disabled Persons Parking Places (Scotland) Act 2009*. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with *Traffic Signs Regulations and General Directions 2016* regulations or *British Standard 8300:2009* as approved;
7. In support of the Council's LTS Cars1 policy, City Car Club vehicles could be considered for this development to further promote sustainable travel;
8. External cycle parking that is easily accessible, overlooked and close to building entrances should also be considered for this development;

Roads Authority Issues - further comments dated 26 February 2019

Further to the memorandum dated 10th of July 2018 and the subsequent information submitted there is no objections to the application subject to the following being included as conditions or informatives as appropriate:

1. A minimum of 303 cycle parking spaces are required in relation to Blocks A, B and C;
2. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;

3. *The applicant will be required to demonstrate that the road "Hesperus Crossway" is built to an adoptable standard, including carriageway, footways, footpaths, accesses, cycle tracks, verges and service strips;*
4. *A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent. Street and road designs should be in-line with the Edinburgh Street Design Guidance Fact Sheets, with a particular focus on vehicle speed reduction measures as well as pedestrian and cyclist priority;*
5. *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;*
6. *The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
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. *In support of the Council's LTS Cars1 policy, City Car Club vehicles could be considered for this development to further promote sustainable travel;*
9. *External cycle parking that is easily accessible, overlooked and close to building entrances should also be considered for this development;*

Note:

- I. *The application has been assessed under the 2017 parking standards. These permit the following:*
 - a. *A maximum 162 car parking spaces, 162 car parking spaces are proposed;*
 - a. *A minimum of 303 cycle parking spaces for Blocks A, B & C. There is no requirement for the developer to provide dedicated cycle storage facilities for Blocks D, E, F & G as these are houses with private rear gardens with an access that does not require the bike to be taken through the residence (as per Draft Street Design Guidance Fact Sheet C7 - Cycle Parking);*
 - b. *1 of every 6 car parking spaces should be equipped for electric charging, all of the car parking is proposed to be equipped for EV charging;*
 - c. *8% of car parking is to be designated as accessible, the 19 spaces proposed meets this requirement;*
 - d. *A minimum of 6 motorcycle parking spaces, the 7 motorcycle parking spaces proposed meets this requirement;*
- II. *The proposed level of car parking is at the maximum that the 2017 Parking Standards allow and the applicants justification is that by providing underground car parking for the flatted blocks (A, B & C) and small surface car parks and minimal on street parking in relation to the terraced housing (Blocks D, E, F & G) this will minimise the impact of parked cars on the streetscape and further enhances the urban environment, and by providing the maximum number of car parking spaces this should minimise the risk of any car parking overspill onto the surrounding streets and again adversely impacting on the streetscape and urban environment.*

III. The submitted drawings and information do not give a definitive indication on the proposed level of cycle parking for Blocks A, B & C. The proposed site plan (Drawing Number A-P-00-G7-901) states the proposed level of cycle parking provision will be 288 spaces and states the proposed level for each block. The Block A Basement Plan (Drawing Number A-P-B1-G2-008) shows 140 cycle parking spaces and states they are providing 132 spaces. The Block B Basement Plan (Drawing Number A-P-B1-G2-009) shows 132 cycle parking spaces whilst stating there is 156 spaces. As stated above the minimum requirement for cycle parking as per the 2017 parking standards for a development of this size and nature is 303 spaces. It is considered there is ample opportunity to provide the additional spaces required within the current proposals, Transport is satisfied that this requirement can be met by condition;

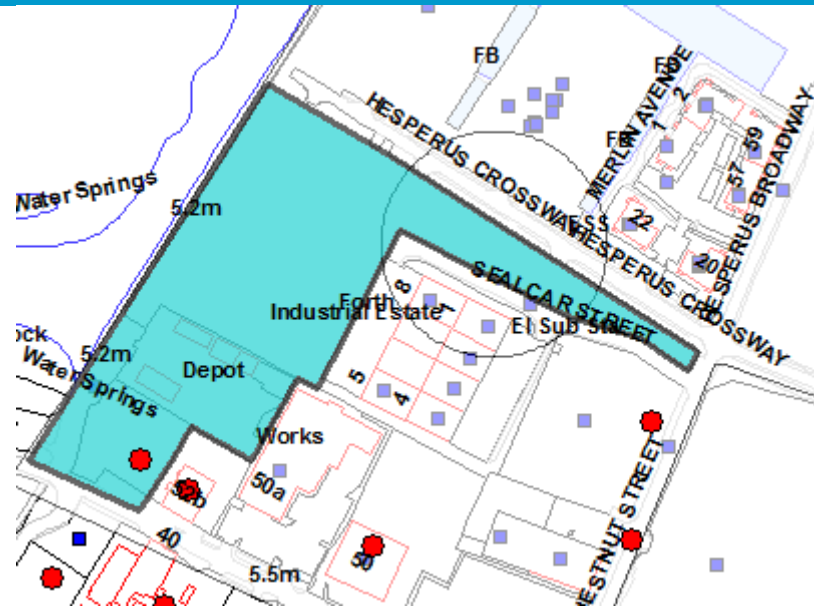
IV. The cycle parking is now considered to be accessible and the alterations to the layout to provide clear access points between car parking is welcomed;

V. A mixture of two-tier cycle racks and "Sheffield" style stands are proposed, this will provide cycle parking for standard and non-standard bikes, this is considered acceptable;

VI. The proposed layout for the entrance/exit ramps for the underground car parks now include a designated section for cyclists. This proposal is considered acceptable;

VII. A toucan crossing is now proposed at the Hesperus Crossway - Ross Kestral Crescent Junction, this will provide a safe and direct crossing point between the Hesperus Crossway cycle facilities And the Promenade;

Location Plan



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