

Development Management Sub Committee

Wednesday 9 February 2022

**Application for Planning Permission in Principle
21/03757/PPP
at Western Harbour, Western Harbour Drive, Edinburgh.
Go Green hub and education centre including EV enabled
parking, cycle parking, e-bike hire, public transport
information displays, public realm and associated
infrastructure.**

Item number

Report number

Wards

B13 - Leith

Summary

Many of the elements of the proposed application such as cycle hire, cycle parking, electric vehicle charging, car club and education centre are generally acceptable. The proposed car parking, when considered against the wider development at Western Harbour and potential forthcoming applications, meets the parking requirements of Policy Tra 2 (Private Car Parking).

The indicative design of the proposals provided are dominated by the surface car parking and although can be softened by planting it does not provide a perimeter block urban form for housing led mixed use development at this location. Therefore, the proposals are contrary to the principles of EW1a, associated Policy Del 3 (Edinburgh Waterfront) and Policy Tra 4 (Design of Off-Street Car and Cycle Parking) as it does not provide an attractive and active frontage onto the surrounding streets (existing and proposed). It is also contrary to Des 1 (Design Quality and Context) which requires a design concept to draw upon the surrounding area.

However, the proposal is to enable the reduction in car parking across the wider redevelopment of Western Harbour. The benefits of this are that there will be no parking within the individual plots, thereby allowing for better landscaping and planting.

Taking into account the levels of parking proposed in this development alongside the total number of units proposed within this phase of Western Harbour, the overall parking provision is reduced to approximately 31%.

Therefore, in balancing the potential benefits of the Go Green Hub and the reduced overall car parking it will facilitate against the design implications of the proposals that represents one plot within a much wider area the proposal is acceptable, subject to conditions.

Links

<u>Policies and guidance for this application</u>	LDEL03, NSG, NSGD02, LDPP, LDES01, LDES02, LDES03, LDES04, LDES06, LDES07, LDES08, LDES10, LEN08, LEN21, LEN22, LTRA02, LTRA03, LTRA04,
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Report

Application for Planning Permission in Principle 21/03757/PPP at Western Harbour, Western Harbour Drive, Edinburgh. Go Green hub and education centre including EV enabled parking, cycle parking, e-bike hire, public transport information displays, public realm and associated infrastructure.

Recommendations

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

Background

2.1 Site description

The site, referred to as Plot M, covers approximately 0.48 hectares and is currently vacant land.

To the south is Sandpiper Drive which currently provides access to the Asda car park. On Sandpiper Drive there is the existing petrol filling station and a residential flatted development that is under construction. To the west and north are currently vacant development plots. To the east is the Western Harbour basin.

2.2 Site History

A number of applications have been submitted and constructed within the wider Western Harbour site. Initial phases of development included Platinum Point and the Asda superstore. More recently, 455 affordable homes have been built using National Housing Trust funding at the junction with Lindsay Road at the southern part of the masterplan site.

1 July 2002 - outline permission granted for a mixed-use development including residential, commercial, retail and public amenity development, public open space provision and associated reclamation, access, service and landscaping arrangements (application reference: 01/03299/OUT).

3 March 2009 - planning permission was granted to extend the period of time for the approval of reserved matters under planning permission 01/03229/OUT for a further 10 years (application reference: 09/00165/OUT).

10 October 2018 - Committee approved a new Revised Design Framework for the land at Western Harbour within Forth Ports Ltd ownership. This replaced the previously approved masterplan and design brief (linked to application reference: 09/00165/OUT).

24 October 2019 - approval of matters specified in conditions of planning permission 09/00165/OUT for the erection of 40 residential units approved on land to the south of the site (application reference: 19/00915/AMC).

22 June 2020 - planning permission approved for approval of matters specified in condition 2 of planning permission 09/00165/OUT for residential (938 units) and commercial development providing for Use Classes 1, 2, 3 and 4 and associated infrastructure on land to the west of the site. (application reference: 19/00986/AMC).

21 April 2021 - section 42 application to amend the wording of condition 1 of planning permission ref: 09/00165/OUT to amend the time period within which applications for the approval of matters specified in conditions can be made granted. This limited the time period to one year for further AMCs and restricted the site area to the same as that for 19/00986/AMC on land to the west of the site (application reference: 20/03225/PPP).

10 September 2021 - approval of matters specified in condition 3 of planning permission 20/03225/PPP for 205 residential units and commercial development providing for use classes 1, 2, 3 and 4 and associated infrastructure approved on land to the south west of the site opposite Asda (application reference: 21/02203/AMC).

10 January 2022 - Section 42 application received to amend the wording of condition 1 of planning permission ref: 09/00165/OUT to amend the time period within which applications for the approval of matters specified in conditions can be made (application reference: 22/00067/PPP).

Main report

3.1 Description Of The Proposal

The application is for planning permission in principle for what is described as a Go Green Hub and education centre with associated public realm and infrastructure. Although a PPP application, the supporting information and illustrative plans show that it is intended that the hub will provide:

- 109 car parking spaces, including 20 electric vehicle charging points, 10 accessible spaces and three car club spaces;
- e-bike hire station, cycle parking and maintenance infrastructure;
- live public transport information; and
- education centre (shown in the style of shipping containers).

The applicant has indicated that they are seeking permission in line with information shown on the indicative plans and the items listed above.

The education centre and cycle facilities are indicatively shown on the western side of the site with car parking occupying the majority of the site. Planting is shown along the boundaries of the site and also canopy planting over the car parking. The surfacing material is shown as a mixture of loose gravel for the car parking alongside pre-cast concrete block paving. Photovoltaic canopies are proposed over the accessible car parking spaces and the cycle parking and e-bike hire areas.

An area, albeit outwith the application boundary, has been shown for a potential medical centre to the north west of the site. An area of informal planting is also shown outwith the application boundary to the east of the site.

Scheme 1:

The previous scheme was similar in content and contained a total of 120 car parking spaces of which 20 were electric vehicle charging points, 10 were accessible and six were car club spaces. The proposals also contained limited areas of planting and less pedestrian routes through the site.

Supporting Documents:

- Design and Access Statement;
- Transport Statement;
- Initial Geo-Environmental Summary and
- Sustainability Form.

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

3.2 Determining Issues

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

Do the proposals comply with the development plan?

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

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

In the assessment of material considerations this report will consider:

- the Scottish Planning Policy presumption in favour of sustainable development, which is a significant material consideration due to the development plan being over 5 years old;
- equalities and human rights;
- public representations and
- any other identified material considerations.

3.3 Assessment

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

- a) the principle of development is acceptable on this site;
- b) there are any transport issues;
- c) the design, scale and layout are appropriate to the site;
- d) any other material considerations are addressed;
- e) any impacts on equalities or human rights are acceptable and
- f) representations raised have been addressed.

a) Principle

The Edinburgh Local Development Plan (LDP) identifies Western Harbour for a housing-led mixed use development. It is identified as Proposal EW1a in the Edinburgh Local Development Plan (LDP). This sets out a number of Development Principles including completing the approved street layout and perimeter block urban form.

LDP Policy Del 3 (Edinburgh Waterfront) sets out that planning permission will be supported for development which will contribute towards the creation of new urban quarters at Leith Waterfront. This requires (amongst other matters) comprehensively designed proposals which maximise the development potential of the area, the provision of a series of mixed use sustainable neighbourhoods, proposals for a mix of house types, sizes and affordability and the provision of local retail facilities.

The supporting text to Policy Del 3 states that development should accord with the Leith Waterfront Development Principles.

With regards to the EW1a designation, the proposal, which contains a large area of surface car parking, does not comply with the development principles of providing a perimeter block urban form. Similarly, LDP Policy Del 3 states that comprehensively designed proposals which maximise the development potential of the area will be supported. When considering the principle of the development against these policies, elements of the scheme do not comply. However, the proposal is to enable the reduction in car parking across the wider redevelopment of Western Harbour. The benefits of this are that there will be no parking within the individual plots, thereby allowing for better landscaping and planting. Taking into account the levels of parking proposed in this development alongside the total number of units proposed within this phase of Western Harbour, the overall parking provision is reduced to approximately 31%.

The education centre is also proposed to support lower car ownership by highlighting a range of alternative means of transport and helping new residents make more sustainable travel choices.

The applicant has indicated that this is not a mobility hub, but has referenced policies of the City Mobility Plan in the supporting information and the proposal does contain a number of elements associated with a mobility hub.

The Mobility Plan sets out a number of key elements that mobility hubs should contain and are useful when considering the general acceptability of the proposal.

The indicative proposals meet a number of these matters, such as the provision of travel information, branding, cycle parking and storage, lighting, electric vehicle charging points and car club spaces. Relevant additional features could come through the detailed proposals at the AMC stage.

In terms of location, the site is within a relatively central part of the wider development site and is located to the north of the local centre associated with Asda, but not readily associated with it.

It is located approximately 380 metres (a 4-5 minute walk) north of the proposed tram halt and existing bus stops on Lindsay Road. Bus stops within the harbour are served by Lothian Bus service no. 10 which are slightly closer to the hub and there is the potential for a bus route through the wider site once it is developed out.

An ideal location in this part of the city for such a facility would be close to the proposed tram halt and bus stops on Lindsay Road. It is recognised that this is outwith the control of the applicant, though the Mobility Plan indicates that mobility hubs can play a substantial role in reducing private car use as well as reducing or removing the need for car parking in new developments.

The parking within the Go Green Hub is to remain private for the use of the new local residents within the overall Western Harbour area as the plots are developed. It will be managed and maintained by the applicant (or factor) with access controlled by a vehicle access barrier (aside from three vehicle charging spaces). The supporting information states that residents will need to pay for the use of a parking space.

A mobility hub therefore could be acceptable at this location if part of a well thought out approach to contributing to a mixed use sustainable neighbourhood as required by LDP Policy Del 3 (Edinburgh Waterfront) and there are benefits to the proposed car parking associated with the proposals in enabling lower levels of car parking within the residential plots with Western Harbour.

Matters in relation to transport and design are considered further in the next sections in order to arrive at an overall conclusion for the proposals.

b) Transport Matters

The Transport section of the LDP sets out a number of objectives of the plan. These include:

- To promote and prioritise travel by sustainable means i.e. walking, cycling and by public transport.
- To minimise the detrimental effects of traffic and parking on communities and the environment.

LDP Policy Tra 2 (Private Car Parking) sets out that planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in the guidance. Lower provision will be pursued subject to the consideration of a number of factors including, impact on amenity of neighbouring occupiers; accessibility of the site including public transport, walking and cycling; availability of existing off-street parking spaces; and complementary measures such as access to car clubs.

The main component of the proposal is a surface car park comprising 109 spaces with some additional measures/facilities.

The applicant puts forward that the proposal is linked to the adjacent residential development that was given approval in 2020 for 938 flatted units (and some commercial space) across eight perimeter blocks (application reference 19/00986/AMC).

That approval contained 570 car parking spaces, with a mixture of 130 on street parking spaces and 440 parking spaces within undercroft areas below the courtyard area of six of the blocks. Of this total number 46 were accessible, 96 electric vehicle charging points and six were car club spaces. This represented an overall parking ratio of 61% if considered in the context of a maximum of one space per residential unit.

The applicant has indicated that it wishes to submit future applications for the same site approved under application reference 19/00986/AMC to remove the car parking from the undercroft areas. The parking proposed within the Go Green Hub would help facilitate that reduction in car parking across the wider site by providing a centralised hub of residential car parking.

If applications come forward removing the undercroft spaces, there would remain the 130 on street parking spaces (assuming the same configuration) alongside the 76 undercroft spaces associated with plot P1 which is to be developed out as per the previous approval. With the additional 109 spaces from this application this would provide a total of 315. When considered against 938 residential units this is a ratio of 34%; a reduction from the 61% noted above.

The parking standards within the Edinburgh Design Guidance allow for one space per residential unit within zone 2.

If considering the Go Green Hub holistically alongside the 938 units, then the parking numbers proposed would meet the part of LDP Policy Tra 2 (Private Car Parking) which requires car parking to comply with the parking levels set out in the guidance.

The phasing information shows that the site would be delivered as a single phase to allow the landscaping elements to be established. However, by the use of conditions and the subdivision of the car parking by mobile planters, the parking element would be phased with the forthcoming applications for residential development on nearby sites. The phasing is set out below:

- Phase 1 contains 43 spaces and links to occupation of the recently consented residential development at Plot P2.
- Phase 2 contains 37 spaces and would be phased with the occupation of the anticipated future application covering plots O1 and O2.
- Phase 3 contains 29 spaces and would be phased with the occupation of the anticipated future application covering plots N,K and I.

The EDG also requires reasoned justification for the parking provision proposed.

The submitted transport information does not provide additional justification for the car parking levels proposed or how the number of parking spaces proposed has been arrived at. The applicant holds that it represents a reduction in car parking from what has been previously approved.

The Roads Authority objects to the application. It notes that the 2017 parking standards contain maximum car parking levels and they allow for zero car parking on developments sites that are well connected in terms of public transport and active travel. It is also noted that with approval of the tram to Newhaven, Western Harbour is considered a good location for very low / zero car parking. If proposals were to come forward without the undercroft car parking then this would also be generally supported. However, overall justification for the surface car parking as not been adequality provided.

The applicant also puts forward that by providing car parking at the Go Green Hub, this will free up space within the development plots, and the removal of the undercroft parking decks will save an estimated 4,555 tonnes of embodied CO₂e (Carbon Dioxide Equivalent - a universal measurement of greenhouse gases used to measure carbon footprints). This is supported.

In conclusion, many of the elements such as cycle hire, cycle parking, car club etc (dependent on numbers and a more detailed assessment) are generally acceptable and could be approval matters to secure the detail. In relation to general car parking, when considering the application against the backdrop of forthcoming applications, the proposed Go Green Hub and associated car parking meets the requirements of policy Tra 2 (Private Car Parking). Conditions are therefore recommended to link the phasing of the hub to the residential development on adjacent land.

c) Design

As an application for Planning Permission in Principle, the design matters cannot be fully assessed as the plans provided are marked as illustrative. Detailed design matters would be assessed through any subsequent application for approval of matters specified in the conditions, if planning permission in principle is granted. However, the applicant has indicated that they are seeking permission for the main components and general layout shown in the illustrative plans, therefore an assessment of the general design approach can be made at this stage.

Design Concept and General Layout:

LDP Des 1 (Design Quality and Context) states that planning permission will be granted for development where it is demonstrated that the proposal will create or contribute towards a sense of place and design should be based on an overall design concept that draws upon positive characteristics of the surrounding area.

LDP Des 7 (Layout Design) sets out, amongst other matters, that planning permission will be granted for development where a comprehensive and integrated approach to the layout of buildings, streets, footpaths, cycle paths, public and private open spaces, services and SUDS features has been taken.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets out that where off-street car parking provision is required or considered to be acceptable a number of design considerations will be taken into account.

These include, amongst other matters, not locating surface car parking in front of buildings where the buildings would otherwise create an active frontage onto a street, preferably car parking should not be provided at ground or street level where this would be at the expense of an active frontage onto a public street, public space or private open space. Additionally, the design should include structural planting to minimise visual impact.

As set out above, Development Principles for EW1a Leith Western Harbour state out that proposals will be expected to complete the approved street layout and perimeter block urban form. The LDP also sets out the aims of the long term strategies for the Edinburgh Waterfront. This includes transforming the waterfront into one of the city's landmark features, attract high quality developments and create distinctive high density urban quarters and build exemplar sustainable communities with a reduction in the influence of the car in design and layout.

The Revised Design Framework for Western Harbour associated with the outline planning permission shows a perimeter style block proposed on this site, providing frontages to all sides of the plot.

The Edinburgh Design Guidance sets out that in all new developments, car parking should be designed to have a minimal visual impact on the site and surrounding area. Large expanses of uninterrupted car parking, particularly located to the front of new developments, will not be acceptable as they have an adverse visual impact and encourage non-essential car trips.

The submitted Design and Access Statement indicates that it is a well connected location within the wider Western Harbour area and as a low rise space will be visible in a central location whilst being contained by development blocks.

The indicative landscape plans show there will potentially be some built development on the southwestern corner of the plot. However, the majority of the site would be taken up by surface car parking.

This has been indicatively shown as being softened by the proposed planting along the edges and tree canopy planting across the car parking area. The applicant has proposed reinforced gravel to help change the feel of the car parking (alongside the planting) to make it appear less like a traditional car park in design. Footpaths through the site are shared with the vehicular access, which can cause a conflict between users, but could be altered through the detailed AMC stage. Further information on how planting and SUDs etc in line with Policy Des 7 would be required through the detailed approval process.

While the visual impact of the car park will be mitigated by landscape features, these will not have the positive urban design impact that buildings would have. The proposal does not provide a perimeter block urban form for housing led mixed use development contrary to the principles of EW1a.

Aside from the potential use of shipping container style buildings as a design reference to the harbour area, it is not clear how the layout provides an overall design concept that draws upon positive characteristics of the surrounding area as required by Policy Des 1.

The proposals also do not create a built or active frontage onto the surrounding streets, contrary to Policy Tra 4.

Co-ordinated development:

Policy Des 2 (Co-ordinated Development) states 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.

Policy Des 10 (Waterside Development) states that planning permission will only be granted for development on sites on the coastal edge where it provides an attractive frontage onto the land in question and provides or improves public access to and along the water's edge.

The redline boundary of the application stops short of the existing harbour edge to the east. This leaves an area of undeveloped land between the site and the water's edge.

The Revised Design Framework for Western Harbour shows a building block fronting onto the harbour with a walkway in front of it at this location.

The indicative phasing drawings show how a block of development to the east of the application site could be incorporated through future phases when this part of the wider development comes forward. At a strategic level this shows how the site could potentially be developed out although detailed information would be required to demonstrate that a building could be accommodated here. The long term vision for providing a building here, alongside development blocks to the north of the site would go some way to realising the design for the site sought by the development principles of EW1a. However, the car park would still be seen in the gap between the potential buildings on either side of it.

The proposals also indicated that informal tree planting could take place at this area, though this is currently outwith the application boundary.

At a PPP level, the proposals show compliance with Policy Des 2 and Des 10, though further detail would be required.

In summary, in design terms the proposals are dominated by the surface car park which does not provide a perimeter block urban form for housing led mixed use development. Therefore, the proposals are contrary to the principles of EW1a and Policy Tra 4 as it does not provide an attractive and active frontage onto the surrounding streets (existing and proposed). It is also contrary to Des 1 which requires a design concept to draw upon the surrounding area.

d) Other material considerations

Scottish Planning Policy:

The SPP introduces a presumption in favour of development that contributes to sustainable development and sets out 13 principles to guide policy and decisions:

- giving due weight to net economic benefit;
- responding to economic issues, challenges and opportunities, as outlined in local economic strategies;
- supporting good design and the six qualities of successful places;
- making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities;
- supporting delivery of accessible housing, business, retailing and leisure development;
- supporting delivery of infrastructure, for example transport, education, energy, digital and water;
- supporting climate change mitigation and adaptation including taking account of flood risk;
- improving health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation;
- having regard to the principles for sustainable land use set out in the Land Use Strategy;
- protecting, enhancing and promoting access to cultural heritage, including the historic environment;
- protecting, enhancing and promoting access to natural heritage, including green infrastructure, landscape and the wider environment;
- reducing waste, facilitating its management and promoting resource recovery; and
- avoiding over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality.

The proposals would meet a number of the SPP sustainability principles as it would be on reclaimed land and is part of wider area of development. The proposal will aid in providing lower levels of car parking across the wider site. Elements of the proposal such as an education hub, bike hire, electric vehicle charging, photovoltaic panels and car club spaces would help support the delivery of infrastructure. Bike hire could aid in improving health and wellbeing.

However, as assessed in section 3.3c) there are concerns with regards to supporting good design and the six qualities of successful places. There are issues arising from the proposals that will impact on the quality of place with a large surface car park.

Emerging Policy Context:

NPF 4 - Draft National Planning Framework 4 is being consulted on at present. As such, it has not yet been adopted. Therefore, little weight can be attached to it as a material consideration in the determination of this application.

City Plan 2030 - While the proposed City Plan is the settled will of the Council, it has not yet been submitted to Scottish Ministers for examination. As such, little weight can be attached to it as a material consideration in the determination of this application.

Archaeology:

The Archaeology Officer has considered the proposals and has concluded that it is unlikely that this development will have a significant archaeological impact and no further action is required.

Sustainability:

As a local development the applicant has completed Part A of the Sustainability Form. Although PPP application it is intended to meet the requirements through photovoltaic canopies. Full details would be required at the approval stage.

Flooding and Drainage:

As a PPP application no information on this matter has been provided. Due to the low vulnerability of the proposed car park, Flood Prevention has no major flooding concerns and would not request a Flood Risk Assessment (FRA).

A Surface Water Management Plan would be required to confirm how surface water run off would be dealt with and managed, including how it would be fitted into the proposed layout.

Ground conditions:

Initial Geo-Environmental Summary has been provided. Due to the previously developed nature of the site, a condition would be required to ensure the appropriate investigation and mitigation is undertaken.

e) Equalities

The application has been considered in terms of equalities and human rights and there are no significant impacts that require action.

f) Public Comments

No comments have been received on the application.

Conclusion

Many of the elements of the proposed application such as cycle hire, cycle parking, electric vehicle charging, car club and education centre are generally acceptable. The proposed car parking, when considered against the wider development at Western Harbour and potential forthcoming applications, meets the parking requirements of Policy Tra 2 (Private Car Parking).

The indicative design of the proposals provided are dominated by the surface car parking and although can be softened by planting it does not provide a perimeter block urban form for housing led mixed use development at this location. Therefore, the proposals are contrary to the principles of EW1a, associated Policy Del 3 (Edinburgh Waterfront) and Policy Tra 4 (Design of Off-Street Car and Cycle Parking) as it does not provide an attractive and active frontage onto the surrounding streets (existing and proposed). It is also contrary to Des 1 (Design Quality and Context) which requires a design concept to draw upon the surrounding area.

However, the proposal is to enable the reduction in car parking across the wider redevelopment of Western Harbour. The benefits of this are that there will be no parking within the individual plots, thereby allowing for better landscaping and planting. Taking into account the levels of parking proposed in this development alongside the total number of units proposed within this phase of Western Harbour, the overall parking provision is reduced to approximately 31%.

Therefore, in balancing the potential benefits of the Go Green Hub and the reduced overall car parking it will facilitate against the design implications of the proposals that represents one plot within a much wider area the proposal is acceptable, subject to conditions.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Indicative site layout plan 03A submitted as part of this PPP application is approved. It is expected that the detailed AMC matters as specified in condition 2 will come forward using this as a basis for the proposal.
2. Before any work on the site is commenced, details of the undernoted reserved matters shall be submitted to and approved in writing by the Planning Authority; the submission shall and shall include detailed plans, sections and elevations of the buildings and all other structure, including detailed street elevations.

Approval of reserved matters:

- a) Design and Access Statement;
- b) Height, massing, siting and design of all buildings, external features and structures including reference to above ordnance datum (AOD) for all floor, eaves and ridge heights;
- c) Roads, footways, cycleways, servicing and parking including electric vehicle charging points, car club spaces, cycle parking, cycle hire provision and maintenance;
- d) A detailed specification of all proposed materials, including hard landscaping;
- e) Existing and finished site and floor levels in relation to Ordnance Datum;

- f) Surface water management plan, drainage arrangements, SUDS proposals and SUDS maintenance plan;
- g) Full landscaping information, including a detailed soft and hard landscaping plans, and:
 - i. existing and finished ground levels in relation to Ordnance Datum.
 - ii. layout and design, including boundary treatments.
 - iii. existing and proposed services.
 - iv. any structures in addition to any buildings, such as street furniture (including lighting columns and fittings - both internal to the site and street lighting), barriers.
 - vi. the location of new trees, shrubs, and hedges including tree pit details and levels
 - vii. a schedule of plants to comprise species, plant size and proposed number/density.
 - viii. landscape management plan including schedule for implementation and maintenance of planting scheme;
- h) Full details of sustainability measures;

3. No development shall take place until a new planning permission or a matters specified in condition approval is in place for the site which includes of all of Plots P2 (Phase 1), O1 and O2 (Phase 2) and N, K and I (Phase 3) as shown on the Phasing Strategy for Parking drawing. For the purposes of this condition, new planning permission or matters specified in condition approval shall not include matters specified in condition approval 21/02203/AMC.

4. Phase 1 of the car park shall not be occupied until such time as 50% of the dwellings in Plot P2 as illustrated on the Phasing Strategy of Parking drawing are complete.

Phase 2 of the car park shall not be occupied until such time as 50% of the dwellings in Plots O1 and O2 as illustrated on the Phasing Strategy of Parking drawing are complete.

Phase 3 of the car park shall not be occupied until such time as 50% of the dwellings in Plots N, K and I as illustrated on the Phasing Strategy of Parking drawing are complete.

For the purposes of this condition, "complete" means that either a building standards completion certificate has been accepted or a temporary occupation certificate has been granted for the dwellings concerned.

5. To ensure occupation of the car park is delivered in accordance with condition 2, the 3 phases of the car park shall be separated by means of mobile planters similar to those illustrated on the Phasing Strategy for Parking drawing or by an alternative physical barrier as agreed by the Council as Planning authority.

6. 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.

Reasons:-

1. In order to define the permission.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. To ensure appropriate car parking numbers are achieved and that additional car parking over and above that established by matters specified in condition approval 21/02203/AMC is not delivered.
4. To ensure that the ability to use the car park is related to the phasing of development.
5. In order to ensure the ability to use the car park is related to the phasing of development.
6. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.

Informatives

It should be noted that:

1. a) Application for the approval of matters specified in conditions shall be made before the expiration of 3 years from the date of the grant of planning permission in principle, unless an earlier application for such approval has been refused or an appeal against such refusal has been dismissed, in which case application for the approval of all outstanding matters specified in conditions must be made within 6 months of the date of such refusal or dismissal.

- b) The approved development shall be commenced not later than the expiration of 3 years from the date of grant of planning permission in principle or 2 years from the final approval of matters specified in conditions, whichever is later.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
- 3 As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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:

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

Sustainability impact

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

No representations have been received.

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 within the Edinburgh Waterfront in the Edinburgh Local Development Plan. It is located in the Leith Western Harbour for housing-led mixed use development (site EW 1a).

Date registered

12 July 2021

Drawing numbers/Scheme

01, 02, 03A, 06,

Scheme 1

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PLACE

The City of Edinburgh Council

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Links - Policies

Relevant Policies:

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

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.

Relevant policies of the Local Development Plan.

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

LDP Policy Des 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 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 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 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 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.

Appendix 1

Application for Planning Permission in Principle 21/03757/PPP at Western Harbour, Western Harbour Drive, Edinburgh. Go Green hub and education centre including EV enabled parking, cycle parking, e-bike hire, public transport information displays, public realm and associated infrastructure.

Consultations

Archaeology Officer response

Further to your consultation request I would like to make the following comments and recommendations concerning this application for a Go Green hub and education centre including EV enabled parking, cycle parking, e-bike hire, public transport information displays, public realm and associated infrastructure.

Leith's Western Harbour occupies a large area reclaimed land situated historically 'offshore' between and no connecting historic harbours at Newhaven and Leith. During the early prehistoric period at various points this area was dry land, however it is considered that the chances of finding early remains of this date given effects of modern harbour dredging is very limited.

In 2002 as part of the infilling of the harbour, material was taken to the site from excavations at 21 Graham Street Bonnington. This material contained skeletal remains of a 15th-17th century an adult male, removed during the construction of new flats as only leg bones were recovered by GUARD Archaeology following a human-remains call out. Despite initial searching of the dumped site at Western Harbour no further human remains were discovered. Due to the significant quantities dumped material it is unlikely that these remains will be discovered, however it is worthy of note given the close proximity of this development site to the suspect site of this dumped material.

Outwith the above, it is considered unlikely that this development will have a significant archaeological impact and that therefore it has been concluded that there is no requirement for formal archaeological mitigation to be conditioned.

Roads Authority Issues

The application should be refused.

Reasons:

1. The proposals are considered contrary to LDP Policy Tra 2 - Private Car Parking, for the following reasons:

a. The Edinburgh Design Guidance sets out that every application requires reasoned justification for any level of car parking provision. The justification provided with this application is not considered acceptable (see Note I for further detail) and therefore is not compliant with the Councils Parking Standards.

b. The site is considered to be relatively well served in terms in public transport and active travel linkages which would support lower car parking provision.

c. There is considered to be adequate on-street parking on the existing streets and proposed as part of the neighbouring development.

2. The proposals are considered contrary to LDP Policy Tra 4 - Design of Off-Street Car and Cycle Parking for the following reasons:

a. The level off-street parking provision is not considered necessary or appropriate for this proposal.

b. The proposals will not provide an active frontage to a number of streets and key public spaces, including the Edinburgh Promenade.

3. The proposals are considered contrary to LDP Policy Des 1 - Design Quality and Context as the proposal do not draw on positive characteristics of the surrounding area and are not considered appropriate for this location;

4. The proposals are considered contrary to LDP Policy Des 7 - Layout Design as the design approach to the proposals are not considered to be of a comprehensive and integrated nature;

Note:

I. The justification for the proposed level of car parking is based around proposals to reduce the private residential car parking that is approved under a previous AMC application and provide a centralised hub of residential car parking to facilitate this reduction. With the move to a maximum car parking standard in 2017, which allows for zero car parking on developments sites that are well connected in terms of public transport and active travel, and with the approval of the Tram to Newhaven Project, Western Harbour is considered a good location for very low / zero car parking. Therefore, the removal of the undercroft car parks from 5 of the approved residential blocks without the proposed car parking provision attached to the Go Green Hub would be acceptable with regards to guidance and policy and would certainly further contribute towards the Councils aims and objectives related to private car ownership and usage. Therefore, the justification that has been provided to support the level of car parking within this application is not considered acceptable.

II. Consideration of the City Mobility Plan Policy Measure Movement 19 - Mobility Hubs and their key elements is as follows:

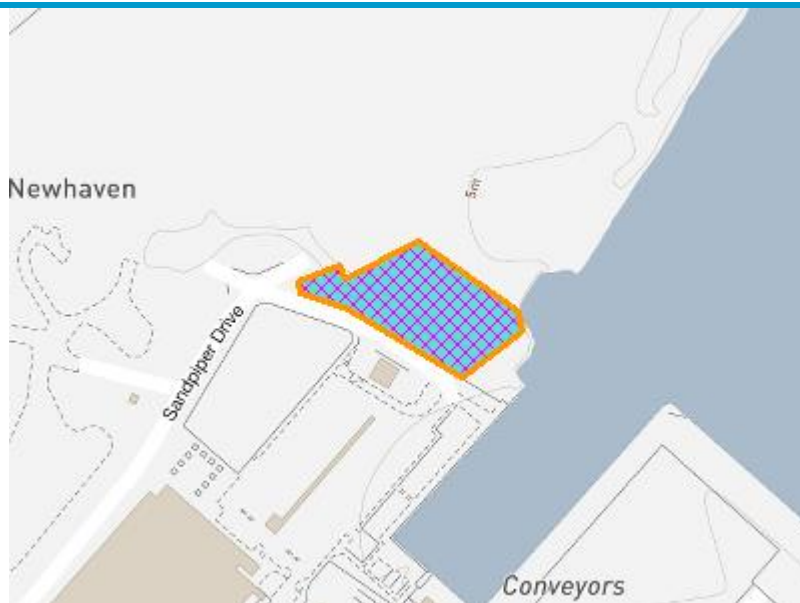
a. Co-location of public transport and shared transport (at least one or more public transport mode; and one or more shared transport mode such as car club, bike and mobility scooter hire) - The proposed Go Green Hub will be located approximately 380m (a 4-5 min walk) north of the proposed tram halt and the existing bus stops on Lindsay Road that are served by multiple bus services. Bus stops within Western Harbour are served by a Lothian Bus Service (no10) and are slightly closer to the proposed hub which also includes provision for car club and bike hire. Whilst it is understood that certain aspects are out with the control of the applicant the proposed location of the hub is not considered acceptable as it should be sited closer to the Tram and bus stops on Lindsay Road to maximise the ease in which to interchange between transport modes. The proposed location also would likely only provide service for the residents of Western Harbour and provide very little service to the existing residents and communities on the southern side of Lindsay Road;

- b. Provision of travel information, which is clear and visible - Travel information is proposed at the Sandpiper Drive junction, this information would need to take account of the additional walking time to Lindsay Road;
 - c. Safe and secure bike storage and parking - Cycle parking is proposed as part of the Hub and is in a fairly prominent position which should provide some good passive surveillance. There would be an expectation for a fully secure and weatherproof shelter to house longer term cycle parking;
 - d. Electric vehicle charging - 20 EV Spaces proposed;
 - e. High-quality public realm and a sense of place, including good lighting, visibility, accessibility and safety - Some public realm provided at the south west corner of the site but the predominant aspect of the site is a surface car park;
 - f. Taxi pick up/drop off space - no dedicated facilities provided;
 - g. Click and collect facilities and delivery lockers - Does not appear to have been included;
 - h. A branded pillar or board which clearly identifies the hub - Branding on education centre.
- III. Below is the car parking provision for the 19/00986/AMC application which was approved in January 2020.

Car Parking (19/00986/AMC)

Off-Street	On- Street	Total
440	130	570

Location Plan



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