



Business Centre G.2 Waverley Court 4 East Market Street Edinburgh EH8 8BG Email: planning.support@edinburgh.gov.uk

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Thank you for completing this application form:

ONLINE REFERENCE 100561082-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:	PPD		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	John	Building Name:	
Last Name: *	Paton	Building Number:	0
Telephone Number: *	01360449442	Address 1 (Street): *	Bankers Brae
Extension Number:		Address 2:	Balfron
Mobile Number:		Town/City: *	Glasgow
Fax Number:		Country: *	United Kingdom
		Postcode: *	G63 0PY
Email Address: *	john@pp-d.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	<input type="text"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text" value="The Old Gunpowder Store"/>
First Name: *	<input type="text"/>	Building Number:	<input type="text" value="21"/>
Last Name: *	<input type="text"/>	Address 1 (Street): *	<input type="text" value="Lochinvar Drive"/>
Company/Organisation	<input type="text" value="Edinburgh Marina Holdings Ltd"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text"/>	Town/City: *	<input type="text" value="Edinburgh"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="United Kingdom"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="EH5 1RY"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="john@pp-d.co.uk"/>		

Site Address Details

Planning Authority:	<input type="text" value="City of Edinburgh Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text"/>
Post Code:	<input type="text"/>

Please identify/describe the location of the site or sites

Plots 35and 35a, Granton Harbour West Harbour Road, Edinburgh

Northing

Easting

Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *
(Max 500 characters)

Formation of access roads, cycle ways and public realm areas at Granton Harbour Plots 35 and 35A, West Harbour Road, Edinburgh

Type of Application

What type of application did you submit to the planning authority? *

- ☒ Application for planning permission (including householder application but excluding application to work minerals).
- ☐ Application for planning permission in principle.
- ☐ Further application.
- ☐ Application for approval of matters specified in conditions.

What does your review relate to? *

- ☐ Refusal Notice.
- ☐ Grant of permission with Conditions imposed.
- ☒ No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

Please see uploaded document: "Appeal Document 1 Granton plot 35 Roads application 21-06440-FUL local review appeal statement".

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? *

☐ Yes ☒ No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: * (Max 500 characters)

Please see list of documents in Appendix of document "Appeal Document 1 Granton plot 35 Roads application 21-06440-FUL local review appeal statement".

Application Details

Please provide the application reference no. given to you by your planning authority for your previous application.

21/06440/FUL

What date was the application submitted to the planning authority? *

08/12/2021

Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

☒ Yes ☐ No

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? *

☒ Yes ☐ No

Is it possible for the site to be accessed safely and without barriers to entry? *

☐ Yes ☒ No

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant? *

☒ Yes ☐ No

Have you provided the date and reference number of the application which is the subject of this review? *

☒ Yes ☐ No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? *

☒ Yes ☐ No ☐ N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? *

☒ Yes ☐ No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review *

☒ Yes ☐ No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Mr John Paton

Declaration Date: 05/05/2022

5th May 2022

The Chief Executive
City of Edinburgh Council
Waverley Court
4 East Market Street
EDINBURGH
EH8 8BG



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T 01360 449 442 **M** 07435 964 233
E john@pp-d.co.uk www.pp-d.co.uk

Dear Sir,

**Request for Local Review of non-determined planning application
Formation of access roads, cycle ways and public realm areas around Granton Harbour Plot 35, West
Harbour Road, Edinburgh.**

This letter accompanies an appeal to the Council's Local Review Body that it reviews the failure to decide the above planning application.

The submission includes a Statement of Appeal plus four other supporting documents. It also includes all documents submitted with the application and its validation letter. The latter confirms that the appeal is submitted within the time limit prescribed by the Planning Acts.

The appellant has been forced to submit this appeal as the time limit within which such an appeal can be made will shortly expire. Nevertheless, as the Council has already approved identical proposals, we see no reason why the Chief Planning Officer cannot issue an approval for this development. If such an approval is issued, the appellant would be agreeable to withdrawing this appeal.

Yours Faithfully,

A handwritten signature in black ink that reads 'John Paton'. The signature is stylized, with the first letters of the first and last names being capitalized and prominent.

John Paton
(Planning Consultant to the Appellant, Granton Central Developments Limited).

Edinburgh Marina Holdings Limited

Statement of appeal to City of Edinburgh Council Local Review Body

Local Review request against non-determination of a planning application

Granton Harbour, West Harbour Road, Edinburgh.

**Formation of access roads, cycle ways and public realm areas around Granton Harbour Plot
35**

Application 21/06440/FUL

Prepared by John Paton BA (Hons) MSc MRTPI

5th May 2021

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SUMMARY OF CASE

1. This request for Local Review concerns the non-determination of an application to construct roads and public realm areas in Granton Harbour. The application was submitted on 8th December 2021.
2. The Granton Harbour development represents a significant inward investment of over £350 million which will provide major sustainable economic benefits to the city of Edinburgh and will regenerate and transform an area of the city that has suffered from years of decline and underinvestment. It forms an integral part of the Council's new "Granton Waterfront Development Framework" which is described as a "a bold and fresh approach to creating a new vibrant, healthy and sustainable coastal quarter on Edinburgh's Waterfront". In addition, Granton Harbour has already delivered, and will continue to deliver new homes, including the present level of 33% affordable housing which is above the 15% required by the Granton Section 75 Agreement (see below), and the Council's present requirement of 25%. **Please see section 1 below for elaboration on this.**
- ~~3.~~ Outline planning permission was first granted for the Granton Harbour development on 23rd June 2003, has been extended since then and remains valid today. As required by this permission, a Section 75 Agreement was signed between the Council and Forth Ports (then site owner), binding on successors including the present appellant. Amongst its clauses, at clause 5.3 the Agreement states: "*... .. Forth shall be entitled without requiring the further consent of the Council to construct the principle transport corridor to serve the site (being Middle Pier Road or such other route or routes as may be determined in substitution for such road), form such other roads, associated services and other works anticipated by and incorporated by reference in the Planning Permission*". Between June 2003 and 2005 Forth Ports constructed the transport corridor and associated roads, pavements and cycleways and these works were subsequently certified as satisfactorily completed by the Council-
4. Following the grant of outline planning permission, it was agreed between Forth Ports and the Council that there was a need for an overall Masterplan which would establish a greater level of spatial and design detail to establish a context within which subsequent detailed applications for individual land parcels would be based. The first such Masterplan was granted on 19 September 2009, and since then a series of amendments submitted by the present Appellant have been approved by the Council. The most recent of these was revision Z-7, approved on 21st April 2021. **Please see sections 2.4 to 2.8 below for elaboration on this.**
5. A series of applications were submitted for the roads around development plots 29 and 35, all of which complied with the Masterplan, and these were refused. **Please see sections 3.1 to 3.3 below for elaboration on this.**
6. A new application was submitted on **21st December 2020** for the roads around plots 29 and 35, which also included the roads and harbour-front public-realm area around adjoining plot 35a. Although development proposals had not at that time been finalised for plot 35a, the Appellant chose to include these areas to demonstrate a comprehensive approach, as advocated in Edinburgh Local Development Plan's Policy Des 7 (Layout Design). 3.7. On **17th March 2021** the Development Management Sub-Committee decided to approve the application, but no decision notice was issued. On **20th May 2021** the Appellant had to submit a 'non-determination' appeal, as the time limit for doing so would shortly expire. Despite the Council's support of the application, the appeal was dismissed on **1st December 2021** because the Reporter decided that he could not approve the roads and public realm areas in isolation to ground and harbour-wall works. **Please see sections 3.4 to 3.7 below for elaboration on this.**
7. Notwithstanding the appeal decision, an approval notice was issued for this application on **15th March 2022**. However, on **17th March 2022** the Council Team Manager advised that the Council had no legal

authority to issue a decision on this appeal and requested that the decision notice be disregarded and discarded. The Appellant has obtained Counsel's Opinion that a planning decision notice cannot be disregarded or discarded as the Team Manager so wishes, and that the only means by which this notice can be annulled is by formal revocation procedure as set out in Sections 65, 66 and 67 of the Town and Country Planning (Scotland) Act 1997. No confirmation of this intended action has been received from the Council, but in case such procedures are invoked by the Council in the future, the Appellant has been left with no alternative but to progress the present application (see below) to appeal. **Please see sections 3.8 and 3.9 below for elaboration on this.**

8. The Appellant then prepared and in November and December 2021 submitted a package of applications which included a new roads application – which is the subject of this appeal (and is identical to that referred to above); and applications for the revised position of the harbour revetment wall (which would include the 'broadwalk' walkway), and the housing developments on plot 35a. None of these applications have so far been approved. **Please see section 4 below for elaboration on this.**
9. The present application is the same as that approved by the Development Management Sub-Committee on 17th March 2021, and for which an approval notice was issued on 15th March 2022. The Chief Planning Officer's report on that application concluded: *"The principle of the road layout and the layout of pedestrian and cycle paths is acceptable. The proposal complies with the general requirements of LDP Policy Del 3 (Edinburgh Waterfront). The general layout of the public realm is acceptable. subject to conditions requiring further details of landscaping and surface water management. The proposal complies with relevant policies set out in the Local Development Plan and is acceptable subject to compliance with conditions"*. The Reporter, in his conclusion on the previous appeal, stated: *"My attention has not been drawn to any policies of the development plan to which the proposal would not accord. Therefore, as detailed above, I find that the proposal, subject to conditions on archaeology, landscaping, surface water management and drainage impact (as proposed by the council) would comply with the relevant policies of the development plan and with the plan overall"*. **Please see section 6 below for elaboration on this.**
10. As none of the applications referred to above have been determined, the Appellant is forced to submit this appeal as the timescale within which an appeal for the present application can be lodged ends on 7th May.
11. This statement explains how the proposals (in the form of the previous application) have been accepted by the Chief Planning Officer, approved by the Council's Development Management Sub-Committee, and accepted by the Reporter in the previous appeal as being compliant with relevant planning policy as contained in Edinburgh Local Development Plan. **Please see section 6 below for elaboration on this.**
12. The Local Review Body is respectfully requested to accept decisions by the Council (if they are issued) for these other applications being submitted by the Appellant as late submissions for this appeal.
13. The appellant finds no logical explanation that applications for roads and public realm have taken three years to obtain the Council's approval. This is despite all applications complying with the approved Masterplans, and effectively being extensions to an already-approved and constructed network.
14. We respectfully ask the Local Review Body to uphold this appeal and grant planning permission for the development. **If the Chief Planning Officer is able to issue a consent for this development, the appellant would be agreeable to withdrawing this appeal.**

1 Introduction

- 1.1 This local review appeal, under Section 47(2) of the Town and Country Planning (Scotland) Act, follows the non-determination of application 20/05731/FUL within the statutory two month period as set out in Regulation 26 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. The application was registered by the City of Edinburgh Council on **8th December 2021 (see Application Document 7)**, but no decision notice has so far been issued. The determination and appeal period therefore end on 8th May 2022.
- 1.2 The application only concerns access roads and public realm areas associated with the approved developments on plots 29 and 35; as well as those around the presently-submitted proposals for plot 35A of the Granton Harbour redevelopment. The approved development on plot 29 is housing and that on plot 35 a hotel. Plot 35a is mixed use housing and commercial development, the detailed application for which (21/06413/FUL) was submitted to the Council on 6th December 2021. This application has likewise not been determined but remains within its determination and appeal period. A further application to reposition the inner-harbour revetment wall with a pedestrian walkway (21/06095/FUL) was submitted on 18th November 2021 and has also not been determined; it remains within its determination and appeal period.
- 1.3 The Granton Harbour development represents a significant inward investment of over £350 million in Scotland which will provide major sustainable economic benefits to the city of Edinburgh and will regenerate and transform an area of the city that has suffered from years of decline and underinvestment. It forms an integral part of the Council's new "Granton Waterfront Development Framework" which is described as a "a bold and fresh approach to creating a new vibrant, healthy and sustainable coastal quarter on Edinburgh's Waterfront". In addition, Granton Harbour has already delivered new homes, including 33% affordable housing which is above the 15% required by the Granton Section 75 Agreement (see below), and the Council's present requirement of 25%.
- 1.4 It should be noted that in 2019 the Appellant was forced to submit two appeals against decisions by the Council for the development of plots 29 and 35 (hotel and housing), and plots 7B and 8C (housing), both of which were upheld by the Reporter.
- 1.5 In addition to this statement, the appeal is accompanied by a number of supporting documents, which are titled "APPEAL DOCUMENTS". Documents which were submitted to the Council as part of the application and correspondence with the Council during its processing of the application are submitted here as "APPLICATION DOCUMENTS".
- 1.6 Road names used in this document can be found on the current approved Masterplan (**Appeal Document 2**).
- 1.7 The Appellant is Edinburgh Marina Holdings Ltd, (hereafter referred to as the Appellant).

2 Planning history

Outline planning permission

- 2.1 An application for Outline Planning Permission (ref: 01/00802/OUT) for the large-scale redevelopment of Granton Harbour was submitted by "Forth Ports" (the previous site owner) and approved on 23rd

June 2003. The permission envisaged a range of uses being delivered on site, including residential, retail, leisure and an hotel. This permission was accompanied by a Section 75 Agreement between Forth Ports (and their successors in Title), and the Council, which specified a range of planning obligations and other matters which would apply throughout the development area.

Renewal of outline planning permission

2.2 Condition 1 of the Outline Planning Permission advised that the permission had a duration of fifteen years from 23rd June 2003, and therefore ceased to be valid on 23rd June 2018. An application under Section 42 of the Act to amend Condition 1 to extend the duration of the permission for a further five years was submitted to the Council and validated on 13th April 2018. The Council failed to determine that application within the statutory timescale so an appeal against non-determination was submitted on 8th November 2018 (reference PPA-230-2253). In his 31st July 2019 decision, the Reporter upheld the appeal and granted approval for the permission to be extended to 20th June 2023.

2.3 It is therefore relevant to note that there remains an active and valid planning permission in principle for the Granton Harbour site, and the Appellant is continuing to progress the development in this context.

Masterplans

2.4 The original Outline Planning Permission was accompanied by a zoning diagram, but this was excluded from the approval. During discussions between Forth Ports and the Council it was agreed that there was a need for an overall Masterplan which would establish a greater level of spatial and design detail to establish a context within which subsequent detailed applications for individual land parcels would be based. It was agreed that the detailed Masterplan for Granton Harbour would be prepared and submitted as a Reserved-Matters application.

2.5 The first such Masterplan was prepared by Robert Adam Architects, and this formed a reserved-matters application which was submitted by Forth Ports on 19 September 2006 and granted two-and-a-half years later on 19 September 2009.

2.6 Since acquisition of most of the masterplan land at Granton Harbour from Forth Ports, the Appellant has responded to housing market changes. As a result, the Appellant has increased the proportion of affordable housing and introduced a wider variety of uses such as an hotel, marina, health hub, better shopping facilities, and a business centre (uses approved within the Outline Planning Permission but none of which were in the original 2006 Masterplan). In addition to supporting the viability of the Granton Harbour development, these changes would help deliver the sense of place that was lacking from the original masterplan. These changes were presented to the Council in the form of amended Masterplans to ensure that they were considered on a comprehensive site-wide basis and were approved in 2014 and 2017. A further application to amend the Masterplan was submitted on 31st May 2017 (17/02484/AMC) and revision Z-7 was finally approved on 21st April 2021. **Appeal Document 2** is this approved Masterplan.

2.7 The Robert Adam Masterplan showed development of all land within the present application boundary, though a small portion of the land lies outwith the Outline Planning Permission boundary. **Appeal Document 3** is a comparison diagram which was submitted with previous applications which explains this.

2.8 It is confirmed that application 21-06440-FUL which forms the subject of this appeal, accords with this most-recent approved version of the Masterplan.

Clause 5.3 of the Granton Harbour Section 75 Planning Agreement

- 2.9 The planning agreement under section 75 of the Planning Acts referred to above was signed on 20th June 2003 by City of Edinburgh Council and Forth Ports plc (binding on its Successors in Title), as a requirement of the grant of outline planning permission 01/00802/OUT, granted on 20th June 2003.
- 2.10 Clause 5.3 of the Agreement states (with relevant text highlighted in bold by the present writer):
*“Forth undertakes save to the extend hereinafter specified not to construct without the approval in writing of the Council (which consent will not be unreasonably withheld or a decision thereon unreasonably delayed) any permanent road crossings nor alter any ground levels or locate any services within the tram line route until such time as the Council notifies Forth in writing that it does not require the transfer of the tram line route or 1 January 2020 whichever is the earlier date **SAVE THAT Forth shall be entitled without requiring the further consent of the Council to construct the principle transport corridor to serve the site (being Middle Pier Road or such other route or routes as may be determined in substitution for such road), form such other roads, associated services and other works anticipated by and incorporated by reference in the Planning Permission and to construct such other services and others as are reasonably required in connection with the development of the Site** provided always that in forming such roads, installing such services and carrying out such other works Forth will have due and proper regard to the need to ensure that in crossing the tram line route the roads, services and other works are designed and located in a way which will enable them to be maintained replaced and investigated or renewed all without disruption to the structure of the tram line route and the continuous uninterrupted operation of the tram”.*
- 2.11 The advice given to the Appellant at the time of its acquisition of its portion of the Granton Harbour land was that this clause resulted in no further Council approval being required for continuation of road network construction within Granton Harbour.
- 2.12 The first indication that Council staff disputed this opinion was on **23rd November 2018** when the planning officer dealing with the application for the development of plots 7B and 8C wrote that “A planning application should be submitted for roads providing access to individual sites”. Subsequent communication with the Council staff on this matter concluded with the response that “any such entitlement bestowed to Forth Ports under this agreement does not override the statutory requirements of the Appellant to obtain full planning permission and roads construction consent before proceeding with the relevant works”.
- 2.13 As negotiations between the Appellant and development funders were progressing, protracted debate with the Council staff on this issue was considered likely to delay or prejudice conclusion of a development agreement with funders. In a spirit of co-operation and in order not to delay matters further, the Appellant decided to submit an application for the roads that serve plots 29 and 35, and also a separate application for the nearby plots 7B and 8C without prejudice to its contractual rights under clause 5,3 of the S.75 Agreement - see 2.10 above.

3 Previous applications for the plots 29 and 35 roads

- 3.1 The application for the plots 29 and 35 roads referred to in the paragraph above was submitted on **11th March 2019** (ref: 19/00844/FUL). Although the proposed layout accorded with the then-approved Masterplan Y-2F (approval 16/05618/AMC of 2nd February 2017), the application was refused by the Council on 17th September 2019.
- 3.2 On **20th April 2020** a new application (ref: 20/01368/FUL) was submitted which responded to the

reasons for refusal of the first application. The Council did not determine the application, so on 22nd June 2020 an appeal against non-determination was submitted. The appeal was dismissed, for the reason that the proposals did not provide a sufficiently “*comprehensive and integrated approach to the design of the cycle path, footpath and open space*”.

- 3.3 After being submitted on **31st May 2017**, on **26th April 2021** the Council - nearly 4 years later - approved a revised Masterplan Z-7 for Granton Harbour (ref:17/02484/AMC), which forms Appeal Document 2. This Masterplan approved a revision of the inner harbour so that its western wall reverted to the position approved on the original Robert Adam Masterplan which had been approved in 2009. This had the effect of creating an additional development area, plot 35a.
- 3.4 In anticipation that the Masterplan Z application would eventually be approved, the Appellant submitted a new application on **21st December 2020** for the plots 29 and 35 road network (ref: 20/05731/FUL), but which also included the roads and harbourfront public-realm area around plots 35a. The application sought full planning permission rather than Approval of Matters Conditioned (AMC) because a small portion of its site lies outwith the PPP boundary.
- 3.5 While the matter was made urgent by the advanced stage of funder negotiations to build the hotel and the need therefore to obtain approval for the roads around plot 29 and 35, the Appellant chose to develop the proposals and present them as a planning application in a holistic and comprehensive approach. This is advocated in Edinburgh Local Development Plan’s Policy Des 7 (Layout Design) which states:
“Planning permission will be granted for development where:
a) 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,
b) new streets within developments are direct and connected with other networks to ensure ease of access to local centres and public transport and new public or focal spaces are created where they will serve a purpose,
c) the layout will encourage walking and cycling, cater for the requirements of public transport if required and incorporate design features which will restrict traffic speeds to an appropriate level and minimise potential conflict between pedestrians, cyclists and motorised traffic,
(e) public open spaces and pedestrian and cycle routes are connected with the wider pedestrian and cycle network including any off-road pedestrian and cycle routes where the opportunity exists”.
- 3.6 All walkways, cycleways, traffic routes and public realm areas around the three plots and including a ‘broadwalk’ along the inner harbour, were therefore included in the new application. It was accepted that parts of the application could not be implemented until further permissions were granted for the plot 35a housing and creation of a new western harbour revetment, but the alternative would have been to submit incomplete and fragmented proposals.
- 3.7 At its meeting on 17th March 2021 the Council’s Development Management Sub-Committee decided to accept the Chief Planning Officer’s report and recommendation (**see Appeal Document 4**) and approved the application, but no decision notice was issued. On **20th May 2021** an appeal was submitted (ref: PPA-230-2340) against non-determination of the application. Despite the Council’s support of the application, the appeal was dismissed on **1st December 2021**. The Reporter found that the proposal, subject to conditions on archaeology, landscaping, surface water management and drainage impact would comply with the relevant policies of the development plan and with the plan overall. Nevertheless, he stated: “However, as it stands, the proposal is incomplete and incapable of realisation in its present form. It does not include works for infilling and levelling the ground, constructing a new harbour wall and constructing a revetment along that new harbour edge, all to support the proposed scheme”.

- 3.8 Notwithstanding the appeal decision, the Council issued an approval notice for this application (20/05731/FUL) on **15th March 2022 (Appeal Document 5)**. However, on 17th March 2022 the Team Manager issued a Notice stating:

“It has come to my attention that a decision notice dated 15 March 2022 has been issued in error by the Council for the above appealed application. Given the earlier lawful appeal decision notice on behalf of Scottish Ministers, and the fact the Council had no legal authority to issue a decision on this appeal, the latest erroneous decision notice requires to be disregarded and discarded.

I would be grateful if you would now proceed to disregard and discard, the erroneous council decision notice you received earlier today on this application”.

- 3.9 The Appellant has obtained Counsel’s Opinion that a planning decision notice cannot be disregarded or discarded as the Team Manager so wishes, and that the only means by which this notice can be annulled is by formal revocation procedure as set out in Sections 65, 66 and 67 of the Town and Country Planning (Scotland) Act 1997. No confirmation of this intended action has been received from the Council, but in case such procedures are invoked by the Council in the future, the Appellant has been left with no alternative but to progress the present application (see below) to appeal.

4 New applications

- 4.1 The Appellant progressed proposals for the revised position of the harbour revetment wall (which would include the ‘broadwalk’ walkway), and the housing developments on plot 35a. A further application for the roads and public realm areas (identical to that mentioned above) was also submitted and forms the subject of this appeal.

- 4.2 A package of applications was submitted, as follows.

Ref. No.	Description	Validation date	Determination date
21-06440-FUL	Formation of access roads, cycle ways and public realm areas (Plots 35 and 35A). (The appeal application)	8.12.21	7.2.22
21-06413-FUL	Mixed-use development comprising houses, flats and commercial units; surrounding roads, public realm areas and infill of land (Plot 35A).	6.12.21	5.4.22
21/06095/FUL	Construction of rock revetment and associated pedestrian walkway at west side of inner harbour.	18.11.21	5.4.22
21-06468-LBC	Alterations to listed building to allow proposed mixed-use development (Plot 35A).	9.12.21	8.3.22

- 4.3 We had assumed that there would be no delay in dealing with these applications as the general layout had already been approved as part of the approval of Masterplan Z-7 (see sections 2.6, 2.7, 2.8 above). In addition, flood-protecting development platform levels which the present applications accord with had already been approved for all surrounding developments - plots 29+35, plots 7B and 8C, the Marina (plots 8a and 8b); and also for the developments completed by other owners of land at Granton Harbour on plots 4 and 28, and recently completed plots 3 and 27. A harbour revetment wall had

already been constructed by Forth Ports and its partial repositioning had been approved by the Council as part of the approval for the Marina on plots 8. The present application was therefore merely to reposition the revetment wall to the position approved in 2009 for the Robert Adam Masterplan and in 2021 for the Z-7 Masterplan. This will allow construction of the new marina in the inner harbour.

5 The appeal application

5.1 As indicated above, the application which now forms the subject of this appeal was validated on **8th December 2022** and its determination period ended on **7th February 2022**. Nothing has been heard from Council staff on this application since and it has not been determined, and as the opportunity to appeal this non-determination ends on 7th May 2022, the Appellant has once again, been forced into a situation where this appeal has had to be submitted.

5.2 As neither the Council nor the Reporter (in appeal ref: PPA-230-2340 (see paragraph 3.7 above) had raised any criticisms of the proposals, the application resubmitted the same proposal package as its predecessor application (ref: 20/05731/FUL).

5.3 The application responds to opportunities for comprehensive design of the roads and public realm areas around these plots, the hotel, the seafront promenade, and links to and between them.

5.4 The key elements of the proposals, as described in the covering letter which accompanied the application (**Application document 2**), are as follows.

An attractive seafront walkway / cycleway / roadway along North Breakwater Road

5.5 The proposals contain the widest possible public realm area on the seafront (a large section at 4.4m and the rest at 2.2m in width) given the Council Roads Service requirement for a two-way service road; and has 2m wide two-way cycle routes throughout. Traffic calming measures and pedestrian crossing tables are included.

Pedestrian and cycle routes through the site

5.6 The proposals include:

- A traffic-calmed cycle crossing of Hesperus Broadway south of the Hesperus Broadway / Stopford Way junction. This new crossing point takes the main pedestrian and cycle route crossing away from the main traffic routes and allows direct access to the inner harbour frontage and seafront promenade.
- A choice of cycle routes: either directly past the hotel to the seafront, or the alternative route along the inner harbour frontage.

Attractive public realm areas

5.7 Two connected public realm areas are proposed:

- A wide tree-lined avenue in front of the hotel contains activity space in front of the hotel, a narrowed traffic route, cycle route, trees, hard and soft landscaping. The pedestrian area will vary between 12.6m and 10.8m in width.
- A 10.6m wide pedestrian plaza on the inner harbour frontage with hard and soft landscaping, cycle route and a narrow vehicle access roadway.

5.8 The two are connected by a 17.8m wide pedestrian route between the two housing plots, designed to form an open vista to the inner harbour from the hotel frontage.

A comprehensive and integrated design approach

- 5.9 A comprehensive design approach to public realm areas within Granton Harbour that are owned by the Appellant has already been submitted to the Council and received approval. It is intended that the design of the public areas would follow that presented in this document (**Application document 6**).
- 5.10 The application comprises drawing “90006-A-P-00-G2-911 Rev B PROPOSED SITE PLAN ROADS PLANNING” (**Application document 4**) which contains a detailed layout showing all proposed features including hard and soft landscaping and trees.
- 5.11 The majority of the road network in Granton Harbour has already been approved and constructed. The road on the south side of the hotel site (Stopford Way) and the approach road to the south (Hesperus Broadway) have both already been constructed. The present proposals have been designed to integrate with these already approved and constructed roads.
- 5.12 The Appellant had assumed that there would be no delay in approving this application bearing in mind that identical proposals were contained in application 20/05731/FUL which was ‘minded to be granted’ by the Development Management Sub-Committee at its meeting on 17th March 2021 (see paragraph 3.7 above).

6 Edinburgh Local Development Plan policies

- 6.1 In his report to the Development Management Sub-Committee on the previous application (**Appeal document 4**), the Chief Planning Officer analysed the proposals with regard to relevant policies in the 2016 Edinburgh Local Development Plan. The relevant policies, and his analyses in the report, as are follows.

6.2 LDP Policy Del 3 (Edinburgh Waterfront)

“The proposals for the public realm and pedestrian access on the Waterfront edge address the provisions of LDP Policy Del 3 (f) in respect of completing this section of the city wide, coastal promenade, as proposed in LDP Proposal EW2c. This includes the provision of a direct and coherent east-west path for both pedestrians and cyclists”.

6.3 LDP Policy Des 7 (Layout Design), Policy Tra 9 (Cycle and footpath network) and the LDP proposals map.

“The relevant approved masterplan for Granton Harbour (as approved in February 2017) (planning application number 16/05618/AMC) confirms the safeguarded cycle/footpath at this location on the proposed site plan.

This layout is broadly consistent with the LDP proposals map which identifies a cycleway and footpath safeguard at this location. The location of the cycle path on the western side of the street allows a more intuitive link to the existing infrastructure located on Hesperus Broadway. This will follow cyclists' desire lines, ensuring no diversion, unnecessary crossing or delays. The revised scheme also increases the width of the cycle lane throughout the site to two and a half metres and introduces a two-way traffic system. The proposed layout is consistent with Edinburgh Street Design Guidance. The proposed layout will provide a number of options for pedestrians and cyclists moving through the site and ensures easy access to the seafront. A number of pedestrian and cyclist crossings are provided throughout the site to ensure road user safety”.

6.4 LDP Policy Des 8 (Public Realm and Landscape Design)

"The landscape approach is consistent with the approach outlined both in the current Masterplan and in previous plans relating to the site. The proposed hard surfacing materials, which include granite and sandstone, are of a high quality and the proposed layout is more open and shows more green verges and greenspace than previous plans for the site.

The site plan provided shows a number of street trees throughout the site and the provision of box planting with the potential to provide seating. Plans show adequate space for pedestrian movement with the pavement on the eastern side of Stopford Parade reaching a width of between 10.8 and 13.3 metres. The application also shows a tree lined boulevard which cuts through the middle of the site providing pedestrian access to the seafront. Pedestrians and cyclists have clear access to the seafront. The cycle path and public realm beside the harbour edge reaches a width of 10.6 metres.

As outlined above, pedestrian and cyclist access through the site is intuitive. The proposed layout of street furniture avoids a sense of clutter. The plan shows street trees throughout the site; paving is high quality and interspersed with green verges. In general, the proposal shows a high quality pedestrian environment".

6.5 LDP Policy Env 21 (Flood Protection)

"The Planning Committee on 30 March 2017 approved the implementation of a certificate procedure in relation to assessing potential flood impacts as a result of new development proposals during the application process.

The proposals will not increase flood risk but the development must be built in accordance with sustainable drainage principles. Accordingly, a Surface Water Management Plan is required to assess the impact of the proposal on surface water on the site. This has not been provided. Before development on site can begin, this must be provided to the Planning Authority".

6.6 Summary comments

6.7 The Chief Planning Officer concluded his report as follows.

"The principle of the road layout and the layout of pedestrian and cycle paths is acceptable. The proposal complies with the general requirements of LDP Policy Del 3 (Edinburgh Waterfront). The general layout of the public realm is acceptable. subject to conditions requiring further details of landscaping and surface water management.

The proposal complies with relevant policies set out in the Local Development Plan and is acceptable subject to compliance with conditions".

6.8 The Reporter, in his conclusion on appeal PPA-230-2340, stated:

"My attention has not been drawn to any policies of the development plan to which the proposal would not accord. Therefore, as detailed above, I find that the proposal, subject to conditions on archaeology, landscaping, surface water management and drainage impact (as proposed by the council) would comply with the relevant policies of the development plan and with the plan overall".

7 Conclusion

- 7.1 A previous application for formation of access roads, cycle ways and public realm areas (the same proposals as contained in the application which is the subject of this appeal) was submitted on **21st December 2020** and approved by the Development Management Sub-Committee on **17th March 2021**. However, no decision notice was issued by the Council at that time and on 20th May 2021 appeal was made against its non-determination. That appeal was dismissed for reasons which are described above.
- 7.2 In addressing the reasons for that decision, the Appellant submitted a package of applications in November and December 2021 for various works at Granton Harbour, including a new application for the formation of access roads, cycle ways and public realm areas, which forms the subject of this appeal.
- 7.3 On **15th March 2022** the Council issued an approval notice for previous application that was dismissed on appeal. Thereafter, the Council requested that the notice be "*disregarded and discarded*". The Appellant has been advised that a planning permission cannot be informally annulled in this way, and that the Council must formally revoke it. As no information has been received from the Council regarding possible revocation, the Appellant has no option but to progress with the present application. As the Council staff have given no indication of when it is likely to be approved, and the opportunity to appeal against non-determination ends on **7th May 2022**, the applicant has no option other than to submit this appeal.
- 7.4 The appeal application is one of a package of detailed proposals which seek permission for the various components for development in and to the east of the inner harbour. As has been explained above, it was assumed that these applications would have been simple and easy to approve without delay, because:
- A harbour revetment wall already exists, having been built by the previous site owner Forth Ports,
 - Repositioning of the southern part of the revetment wall at the Marina land-based facilities had already been approved by the Council,
 - The public realm area levels and development platform levels within the application sites had already been approved, developed and proved flood-resistant on adjacent completed and under-construction developments.
 - An identical application for roads, walkways and public realm areas was approved by the Council's Development Management Sub Committee last year, and a decision notice was issued on 15th March 2022.
- 7.5 Since none of the applications have been determined, the Appellant is forced to submit this appeal as the timescale within which an appeal for the present application can be lodged ends on 7th May.
- 7.6 This statement explains how the proposals (in the form of the previous application) have been accepted by the Chief Planning Officer, approved by the Council's Development Management Sub-Committee, and accepted by the Reporter in the previous appeal as being compliant with relevant planning policy.
- 7.7 The Local Review Body is respectfully requested to accept decision notices (if they are issued) for these other applications being submitted by the Appellant as late submissions for this appeal.
- 7.8 We respectfully ask the Local Review Body to uphold this appeal and grant planning permission for the development.

- 7.9 **If the Chief Planning Officer is now able to issue a consent for this development, the appellant would be agreeable to withdrawing this appeal.**

Appendices

1. List of appeal Documents

The following documents are uploaded as the appeal submission and supporting documents:

Appeal document 1 Statement of Appeal to City of Edinburgh Council Local Review Body (this document)
Appeal Document 2 A-P-00-G7-001 PROPOSED MASTERPLAN Rev Z-7F
Appeal Document 3 A-P-00-G7-001 MASTERPLAN COMPARISON
Appeal Document 4 Appeal Document 4 Chief Planning Officers report to the 17-3-21 DM Sub-Committee
Appeal Document 5 Appeal Document 5 Granton plot 35 roads application 20-05731-FUL approval notice

2. List of application Documents

The following documents are uploaded as those which formed the planning application and related correspondence:

Application document 1 Plots 35+35a roads application 4 application form
Application document 2 Covering letter for plots 35+35a Roads application
Application document 3 90006-A-P-00-G1-002 - LOCATION PLAN
Application document 4 90006-A-P-00-G2-911 Rev B PROPOSED SITE PLAN ROADS PLANNING
Application document 5 90006-A-S-00-G1-003 - TYPICAL ROAD SECTION
Application document 6 Granton_Harbour_Landscape Proposals_08-04-20_compressed
Application document 7 21-06440-FUL Granton plots 35 and 35a roads application validation letter

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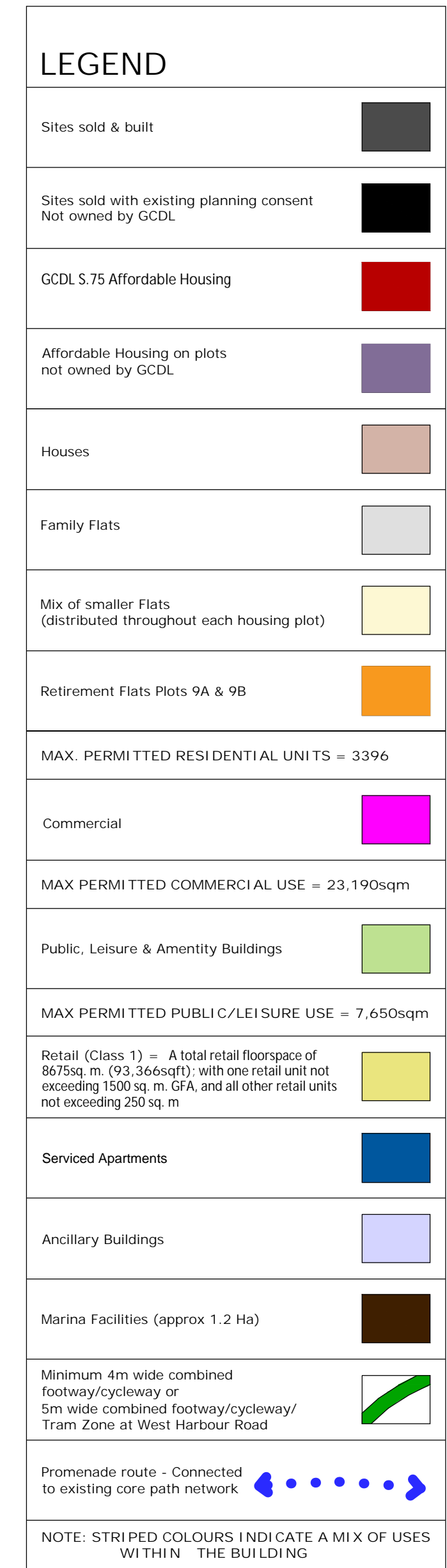
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FIG. 1.

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Blue outline indicates area of CPO

[illegible]

W-1	Pond 12, 14, 20, 26 as updated.		
W-1	Rd Line Site Boundary	03/07/15	DW
W-1	Mtina amendment	01/05/15	WG
V-3	Maina amendments	23/04/15	WG
V-3	AF locations amended	19/03/15	WG
V-3	Pd 35 Hse updated	13/03/15	WG
V-2	Multi carpark signed, GP, dentist, pharmacy added.	12/03/15	WG
V-1	Ploin 12, 14, 25, 15A, 16, 17.	09/03/15	WG
V-1	MCL layout added	15/01/16	XH
U	Refurbished parkland to plot 88. Plot 14, residential	13/01/14	DW
T	Lochner Park plat, jct. to rd 17, revmnet at old Pd 1 location.	12/01/16	EW
S	Ploin 12, 14, 15, 15A, 16, 17	06/01/14	DW
R	Changes to plots 80, 12, 16, 17 & 35	24/11/14	EW
Q	Changes to Accommodation tables, Horseshoe pad removed	17/11/14	WG
P	Ploin 19A, 20A, 20B, 21, 22, 23A, 23B updated. Legend		

P	Changes to Accommodation totals, Hovercraft pad removed	17/11/14	WG
P	Changes to Retail areas and car park services	09/10/14	WG
N	Cycle path removed, AB amendments Plots 10A & 13 amended.	29/08/14	WG
M	Scotyard/Middle Pier/Marina Office	26/09/14	EW
J	Various Client amendments	10/08/14	WG
J	Plot 28, 35	10/09/14	EW
A	Plots 3, 4, 11, 12, 13, 15, 16, 17, 19A, 23B	3/09/14	EW

Rev.	Description	Date	By
0	Initial Design	1/1/20	J. Smith
1	Revised Design	2/1/20	J. Smith
2	Final Design	3/1/20	J. Smith

Granton Central Development
Ltd.

Granton Harbour, Edinburgh

PLANNING

Masterplan

Project number	Drawing No.	Rev.
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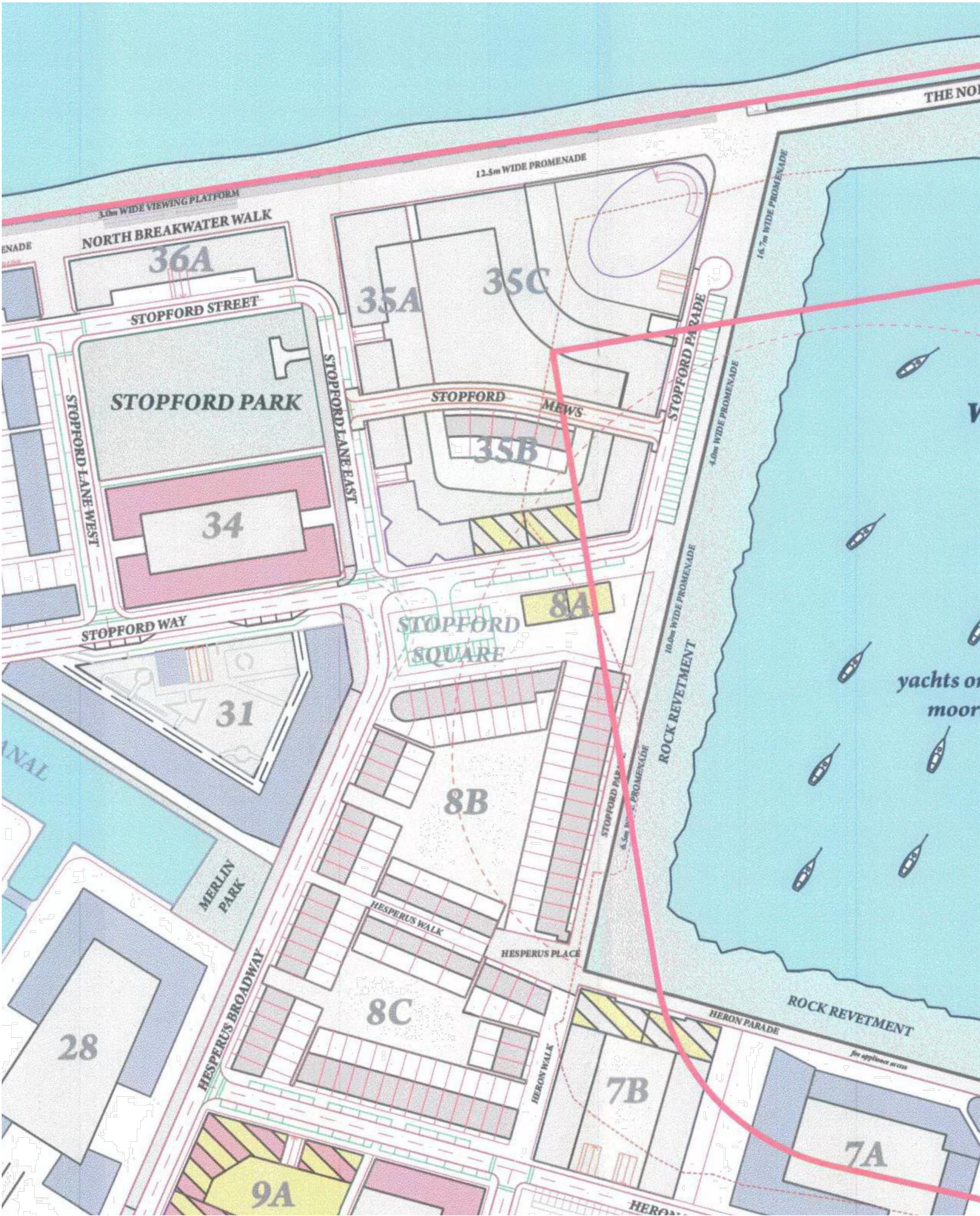
60074 | A-P-00-G7-001 | Z-7F



2021 MASTERPLAN:

MASTERPLAN Z-7F APPLICATION 17/02484/AMC, CONTINUED BY SUB-COMMITTEE ON 16th DECEMBER 2020.

PLOT 35a ROADS CONSENT 20/05731/FUL APPROVED 17/03/2021.



2006 MASTERPLAN:

AMC CONSENT 06/03636/REM APPROVED 04/03/2009.

Development Management Sub Committee

Wednesday 17 March 2021

**Application for Planning Permission 20/05731/FUL
at Granton Harbour, West Harbour Road, Edinburgh.
Formation of access roads, cycle ways and public realm
areas around Granton Harbour Plot 35 (as amended).**

Item number

Report number

Wards

B04 - Forth

Summary

The principle of the road layout and the layout of pedestrian and cycle paths is acceptable. The proposal complies with the general requirements of LDP Policy Del 3 (Edinburgh Waterfront). The general layout of the public realm is acceptable. subject to conditions requiring further details of landscaping and surface water management.

The proposal complies with relevant policies set out in the Local Development Plan and is acceptable subject to compliance with conditions.

Links

[Policies and guidance for this application](#)

LDPP, LDEL03, LDES02, LDES07, LDES08, LDES10, LEN03, LEN08, LEN09, LEN13, LEN14, LEN16, LEN21, LTRA01, LTRA09, NSGD02,

Report

Application for Planning Permission 20/05731/FUL at Granton Harbour, West Harbour Road, Edinburgh. Formation of access roads, cycle ways and public realm areas around Granton Harbour Plot 35 (as amended).

Recommendations

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

Background

2.1 Site description

The application site is located at the northern end of Granton Harbour. The site lies to the north and east of Plot 35 and fronts onto Granton Harbour quayside on its east side and the Forth estuary to its north.

The category 'B' listed, Western Breakwater (item number 30219, listed 28 November 1989), constructed between 1842 and 1863, lies on the eastern side of plot 35, with part of its eastern flank being located under the application site.

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 (Application reference 01/00802/OUT).

4 March 2009 - Application approved to discharge the following reserved matters, (under condition 2): siting and height of development; design and configuration of public and open spaces; access, road layouts; footpaths and cycle routes; (1) existing and finished ground levels. This approval was subject to conditions, requiring further information to be submitted within 1 year, on landscaping of public open space, proposed rock revetment, play equipment, configuration of roads and other access provisions, the proposed drainage scheme and related implementation provisions and maximum unit numbers per plot (Application reference 06/03636/REM).

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. The application was subject to a number of conditions requiring further details to be submitted for approval regarding: car parking, landscaping, and the shared cycle way on Western Harbour Road (Application reference 13/04320/AMC).

18 November 2015 - Application for approval to discharge a selected number of reserved matters which were attached to the outline planning permission under condition 2, including the siting and height of development; design and configuration of public and open spaces; access and road layouts; and footpaths and cycle routes approved (Application reference 14/05305/AMC).

2 February 2017 - Application approved for the approval of matters specified in condition 2, covering siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes (Scheme 2) approved. (Application reference 16/05618/AMC). Note: This is the most up to date master plan for the Granton Harbour area.

31 May 2017 - Application submitted for approval of matters specified in condition 2, 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 reference 17/02484/AMC). This application is pending determination.

11 September 2019- Planning application for formation of access roads and footways and public realm; and associated quay edge retention scheme, to serve the Granton Harbour plot 29 (residential development) and plot 35 (hotel development) refused (planning application number 19/00844/FUL).

24 September 2019- Application for approval of matters conditioned under application number 2 of outline planning application reference 01/00802/OUT regarding the erection of buildings containing residential flats, hotel and serviced apartments; formation of road access, parking, and open space at plots 29 and 35 allowed on appeal (application number 17/05306/AMC).

10 July 2020 - Permission granted for the formation of access roads and footways to serve Granton Harbour plots 7B and 8C residential development (application number 20/02026/FUL).

29 October 2020 - Planning permission appeal dismissed for the formation of access roads and footways and public realm; and associated quay edge retention scheme, to serve the Granton Harbour plot 29 (residential development) and plot 35 (hotel development) (application number 20/01368/FUL).

Main report

3.1 Description of the Proposal

The proposals include the provision of roads and infrastructure, serving the Granton masterplan site and in particular the proposed hotel development at plot 35, which borders on to the site. Specifically:

- The provision of a shared pedestrian/cycle path of the west side of Stopford Parade. The pedestrian footpath has a minimum depth of 2.5 metres; whilst the cycle path has a consistent width of 2.5 metres throughout the site.

- Both pedestrian and cycle crossings are provided to connect the proposed new paths with existing infrastructure on Hesperus Broadway.
- Users will have the option to move south-north through the site along Stopford Parade or to go to the east and follow the harbour edge.
- Buffer strips with a minimum depth of 0.5 metres separate cyclists from the two-way road.

The application also seeks permission for elements of public realm design. The site plan provided shows a number of street trees throughout the site and the provision of box planting with the potential to provide seating. The application also shows a tree lined boulevard which cuts through the middle of the site and provides access to the seafront.

Areas of hardstanding are shown throughout the site formed of granite paving and sandstone slabs. Green buffers are interspersed throughout the site.

It is of note that the drawings provided show a positioning of the harbour edge and two residential blocks which are inconsistent with the current Master Plan (application number 16/05618/AMC). These matters have been considered as part of a proposal to revise the existing Master Plan (application number 17/02484/AMC) and are not considered as part of this application.

For the avoidance of doubt, these matters are not considered as part of this application. This application only considers the layout of roads, pathways and public realm.

Previous Scheme

The scheme initially proposed the formation of a shared pedestrian/cycle path on the eastern side of Stopford Parade. The proposed width of the cycle path was two metres. The proposal also included a one-way road system going east from Stopford Way, following the harbour edge.

Supporting Documents

- Landscaping Proposals Document.

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 principle of development is acceptable;
- b) The proposals for cycle, pedestrian and vehicle access provision are acceptable;
- c) The design of the proposed public realm is acceptable;
- d) The proposals safeguard the character and special interest of the listed breakwater and its setting;
- e) There are any impacts on natural heritage and biodiversity;
- f) The proposals make adequate provision for flood prevention;
- g) The matters raised in representations are addressed.

a) Principle of development

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.

LDP Policy Del 3 (Edinburgh Waterfront) 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. These proposals specifically seek to address the principles relating to the completion of the approved street layout and perimeter block urban form, as well as the relevant section of the Edinburgh Waterfront Promenade.

The proposals to complete the road network, which forms part of the perimeter block layout for the approved street layout, accord in part with the principles of Proposal EW2c and the related provisions of LDP Policy Del 3. This infrastructure would provide for the missing sections of public road and footway serving plot 35.

The proposals for the public realm and pedestrian access on the Waterfront edge address the provisions of LDP Policy Del 3 (f) in respect of completing this section of the city wide, coastal promenade, as proposed in LDP Proposal EW2c. This includes the provision of a direct and coherent east-west path for both pedestrians and cyclists.

b) Transport Matters

LDP Policy Des 7 (Layout Design) ensures good design in new developments with a comprehensive and integrated approach to the design of new cycle paths and footpaths. The policy encourages the design of new layouts to promote well connected cycle and footpath networks and to minimise potential conflict between pedestrians, cyclists and motor cars.

LDP Policy Tra 9 (Cycle and footpath network) promotes sustainable travel by ensuring there are good quality cycle and pedestrian routes throughout the city.

The LDP proposals map identifies a cycleway and footpath to be safeguarded at this location (T7). The relevant approved masterplan for Granton Harbour (as approved in February 2017) (planning application number 16/05618/AMC) confirms the safeguarded cycle/footpath at this location on the proposed site plan.

Condition no. 8 of application number 16/05618/AMC requires details of a suitable Waterfront cycle/ pedestrian route to be submitted to and approved by the Planning Authority and for the approved route to give priority to the cyclists and pedestrians. It further requires that the proposals shall provide details of connections to the promenade at the east and west sides of the site.

The proposed scheme has been amended significantly following feedback from the Planning Authority and Transport Team. The scheme initially proposed the formation of a shared pedestrian/cycle path on the eastern side of Stopford Parade. The proposed width of the cycle path was two metres. The proposal also included a one-way road system going east from Stopford Way, following the harbour edge.

The existing active travel infrastructure on Hesperus Broadway is in the form of a white line segregated cycle track on the western side of the carriageway. In order to ensure a coherent cycle connection that minimises any unnecessary delay or diversion for cyclists, the location of the cycle route on the eastern side of Stopford parade as initially proposed was unacceptable. This would require cyclists to make additional crossings and would have a significant negative impact on the route, due to the delay and diversion this additional crossing would introduce. The proposed connection would not have been on cyclists' desire lines and would not have been legible or continuous.

The initial scheme proposed a two metres wide cycle path and this was also unacceptable. Two metres is outlined as the absolute minimum width that would be acceptable in constrained areas or routes where low cycle flows would be expected. As this route forms part of the Edinburgh Waterfront Promenade the two metre wide cycle route that was proposed was not acceptable. Transport also raised safety concerns in relation to the proposed one-way traffic system for all road users.

The amended scheme has addressed these concerns. The proposed active travel infrastructure located on Stopford Parade has been relocated to the western side of the street. This layout is broadly consistent with the LDP proposals map which identifies a cycleway and footpath safeguard at this location. The location of the cycle path on the western side of the street allows a more intuitive link to the existing infrastructure located on Hesperus Broadway. This will follow cyclists' desire lines, ensuring no diversion, unnecessary crossing or delays. The revised scheme also increases the width of the cycle lane throughout the site to two and a half metres and introduces a two-way traffic system. The proposed layout is consistent with Edinburgh Street Design Guidance. The proposed layout will provide a number of options for pedestrians and cyclists moving through the site and ensures easy access to the seafront. A number of pedestrian and cyclist crossings are provided throughout the site to ensure road user safety.

The Transport Authority has indicated that infrastructure contributions will be required. It is considered that these are proportionate and reasonable to the proposed development. This includes £2000 to promote a suitable order to introduce a 20-mph speed limit within the development and subsequently install all signs and markings. The applicant must contribute a sum of £2000 to progress an order to redetermine sections of footway and carriageway as necessary for the development. The applicant must also contribute a sum of £2000 to progress a suitable order to introduce waiting and loading restrictions.

The Roads Authority was consulted following amendments to the proposal and raised no objections to the application in relation to proposed layout, traffic or safety, subject to the infrastructure works outlined.

The proposals comply with LDP policies Des 7 and Tra 9 and are acceptable in this regard.

c) The design of the proposed public realm is acceptable

LDP Policy Des 8 (Public Realm and Landscape Design) provides for development where all external spaces and features, including streets, footpaths, green spaces and boundary treatments have been designed as an integral part of the scheme as a whole. In particular, it requires that the design and materials are appropriate for their intended use and in keeping with the character of the area. Furthermore, it requires that the different elements of paving, landscape and street furniture are co-ordinated to avoid a sense of clutter.

It is of note that the drawings provided show a positioning of the harbour edge and two residential blocks which are inconsistent with the current Masterplan (application number 16/05618/AMC). These matters are been considered as part of a proposal to revise the existing Masterplan (application number 17/02484/AMC). These matters are not considered as part of this application.

Although the position of the harbour edge is inconsistent with the current Masterplan for the site, the landscape approach is consistent with the approach outlined both in the current Masterplan and in previous plans relating to the site. The proposed hard surfacing materials, which include granite and sandstone, are of a high quality and the proposed layout is more open and shows more green verges and greenspace than previous plans for the site.

The site plan provided shows a number of street trees throughout the site and the provision of box planting with the potential to provide seating. Plans show adequate space for pedestrian movement with the pavement on the eastern side of Stopford Parade reaching a width of between 10.8 and 13.3 metres. The application also shows a tree lined boulevard which cuts through the middle of the site providing pedestrian access to the seafront. Pedestrians and cyclists have clear access to the seafront. The cycle path and public realm beside the harbour edge reaches a width of 10.6 metres.

As outlined above, pedestrian and cyclist access through the site is intuitive. The proposed layout of street furniture avoids a sense of clutter. The plan shows street trees throughout the site; paving is high quality and interspersed with green verges. In general, the proposal shows a high quality pedestrian environment.

However, the drawings provided do not specify the species of the proposed new planting. A Landscape Proposals document has been provided and this provides an overview of planting which is proposed in areas adjacent to the site. An objection was received to the species outlined in this document indicating that the proposed planting would likely die in the harsh seafront environment. Accordingly, a detailed Landscape Management Plan is required for further consideration and approval by the Planning Authority. This must include full details of all hard and soft surface and boundary treatments, tree removal, replacement tree planting and all other planting.

This has been made a condition of this consent and is intended to ensure that all planting is appropriate for the climatic conditions of the site.

The proposal complies with LDP policy Des 8 and is acceptable in this regard, subject to compliance with the above condition.

d) Impacts on Listed Building

Section 59 (1) of the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997 states:

"In considering whether to grant planning permission for development which affects a listed building or its setting, a planning authority or the Secretary of State, as the case may be, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

LDP Policy Env 3 (Listed Buildings - Setting) states that development within the curtilage or affecting the setting of a listed building will only be permitted if not detrimental to the appearance or character of the building or its setting.

LDP Policy Env 4 (Listed buildings- Alterations and Extensions) states that proposals to alter or to extend listed buildings will be permitted where those alterations are justified; would not result unnecessary damage to historic structures or diminution of its interests; and where any additions would be in keeping with other parts of the building.

The application site overlies the category B-listed, western arm of the harbour's Victorian breakwater completed in 1851. This part of the application site has been identified as being of archaeological importance. The remainder of the site comprises modern infill material of the harbour itself which is not considered to be of significance.

Although the listed Victorian breakwater will be impacted upon by these proposals, these impacts are considered to have a low-moderate archaeological impact. The principle of mixed-use development of this site was approved through the outline permission (application number 01/00802/OUT). Based on the information provided, there are no aspects of the proposal which would harm the setting of the listed building. However, it is recommended that a programme of works is undertaken during any works occurring adjacent to and direct on this historic structure, to record any historic remains that may be revealed or affected and ensure protection. This will complement work already undertaken during test trenching along the line of the breakwater and recording of its upper superstructure.

A condition is attached to this application to requiring the completion of an archaeological programme of works.

e) Impacts on Natural Heritage and Biodiversity

The Firth of Forth Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI) lie to the east and west of Granton Harbour but do not include or are not directly adjacent to the site. These sensitive ecological areas are protected from development by LDP policies Env 13 (Sites of European Importance) and Env 14 (Sites of Special Scientific Interest).

SPAs are protected under the Conservation (Natural Habitats) Regulations 1994, as amended (the 'Habitat Regulations'). The legislation requires an appropriate assessment to be undertaken by the Council (as competent authority) where the effects of development are likely to have a significant effect on the qualifying interest of the site. The Firth of Forth SPA is designated for a variety of wintering and passage bird species. This designation includes the area of land outwith the site to the east of Granton Harbour. It is noted that the proposals affecting the sea wall include the provision of a narrow reed bed bordering on to it. This provision will help support protected species of breeding birds and promote biodiversity.

An appropriate Environmental Impact Assessment was carried out as part of the original Outline application, with conditions attached to the consent relating to the requirement to submit an Ecological Watching Brief etc. during the course of development work. These conditions would still apply, should the current development proposal be approved.

Marine Scotland acts as the authority responsible for the integrated management of sea areas which may be affected by development. The applicant is likely to require a Marine Scotland Licence. The applicant should be aware of this requirement. An informative has been included, advising that in relation to ecology matters, all conditions included in Marine Licences 06806/06807 should be complied with.

In summary, there are no additional overriding ecological or natural heritage concerns arising from this application.

f) Flood Prevention

LDP Policy Env 21 (Flood Protection) states that planning permission will not be granted for development that would increase flood risk or be at risk of flooding itself.

The Planning Committee on 30 March 2017 approved the implementation of a certificate procedure in relation to assessing potential flood impacts as a result of new development proposals during the application process.

The proposals will not increase flood risk but the development must be built in accordance with sustainable drainage principles. Accordingly, a Surface Water Management Plan is required to assess the impact of the proposal on surface water on the site. This has not been provided. Before development on site can begin, this must be provided to the Planning Authority. Where required, appropriate action must be taken to ensure the development does not increase flood risk. This is recommended as a condition of this consent.

g) Matters Raised in Representations

Material Comments: Objection

- The proposed 2m cycle path is unacceptable; should look to achieve 2.5-3m; this is addressed in 3.3b);
- Concern about impact on existing ecology and biodiversity; this is addressed in section 3.3e);

- The one-way system around the residential block is inappropriate and more space should be given over to pedestrians and green infrastructure around the waterfront; this is addressed in 3.3b) and 3.3c);
- Concern about extensive areas of hardstanding; this is addressed in 3.3c);
- Concern over failure to provide a Flood Risk Assessment; Surface Water Management Plan or an Environmental Statement; this is addressed in 3.3e) and 3.3f);
- Negative impact on existing bat and bird habitats; this is addressed in 3.3e);
- More greenery should be included; this is addressed in 3.3c); and
- Public realm is insufficient and cluttered; this is addressed in 3.3c).

Material Comments: Support

The proposals provide for access to the waterfront - this is assessed in section 3.3c); Development of degraded land is welcome; this is addressed in section 3.3a); and Balance of cars to active travel is necessary and appreciated; this is addressed in section 3.3b).

Non-Material Comments

- Objection to using tyres on the harbour walls, as this will not allow anything to grow - the application does not address the position or construction of the harbour wall, though it is of note that the plans do not show the use of tyres;
- Potential light pollution - this will be considered in subsequent reserved matter applications as proposals for the site are developed further;
- The developers have not engaged with all water users in relation to this project - the developer has engaged with the two yacht clubs who use Granton Harbour: the Royal Forth Yacht Club, and Forth Corinthian Yacht Club as part of the Masterplan process. Amenity groups, groups of interest and members of the public have the right to express views on any active application;
- Residential development is not necessary - this matter is not considered as part of this application. The residential blocks shown in the site plan will be considered in more details as part of application 17/02484/AMC;
- The proposed imagery promotes a class divide - this is not a planning matter;
- Concern over waste management and the failure to produce a waste strategy - this matter will be considered in more detail in future applications;
- Open space could be good for restaurants and cafes - each application must be assessed on its own merit;
- Should incorporate binoculars facing out to sea; - this is not a planning matter;
- Locals should be involved in planting - this is not a planning matter;
- Tourists should be encouraged to engage with work relating to biodiversity - this is not a planning matter;
- Demand exists for outdoor swimming - this is not a planning matter;
- No reference to local history in design - the application has been considered against planning policy;
- Objection to the hotel - planning permission has already been granted for the hotel shown in plot 35. The principle of the hotel development is not considered in this application;

- Application will put pressure on resident parking and no provision is made for rubbish collection - this proposal is for the layout of roads, paths and public realm, wider issues relating to parking and waste collection will be considered as required when further plans relating to the development of the site are submitted;
- Objection to the height of the harbour wall - the construction of the revetment is not considered as part of this application;
- Issues relating to sewage sludge from boat toilets - this is not relevant to this application and
- The beach should not be development - the principle of developing this area was established in application 01/00802/OUT.

Conclusion

The principle of the road layout and the layout of pedestrian and cycle paths is acceptable. The proposal complies with the general requirements of LDP Policy Del 3 (Edinburgh Waterfront). The general layout of the public realm is acceptable. subject to conditions requiring further details of landscaping and surface water management.

The proposal complies with relevant policies set out in the Local Development Plan and is acceptable subject to compliance with conditions.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis & reporting) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
2. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments, tree removal, replacement tree planting and all other planting, shall be submitted to and approved in writing by the Planning Authority before work is commenced on site. It shall thereafter be implemented within 6 months of completion of development.
3. The development shall be carried out in accordance with the landscaping scheme approved under condition 2. 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 development, a Surface Water Management Plan and Drainage Impact Assessment shall be submitted for further consideration by the Planning Authority, demonstrating that the proposal will not increase flood risk.
5. Notwithstanding what is shown on the drawings hereby approved, the proposed residential blocks located to the east of the hotel in plot 35 are not consented.
6. Notwithstanding what is shown on the drawings hereby approved, the repositioning of the harbour wall to the east is not consented.

Reasons: -

1. In order to safeguard the interests of archaeological heritage.
2. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
3. In order to ensure that the approved landscaping works are properly established on site.
4. To ensure the proposal does not increase flood risk.
5. In order to define the consent hereby permitted.
6. In order to define the consent hereby permitted.

Informatives

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement, including those requiring a financial contribution payable to the City of Edinburgh Council, has been concluded in relation all of those matters identified in the proposed Heads of Terms.

These matters are:

Transport

The applicant will be required to contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development.

The applicant will be required to contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary for the development.

The applicant will be required to contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council.

2. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
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. All conditions included in Marine Licences 06806/06807 should be complied with.
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. A Quality Audit, as set out in Designing Streets, must be submitted prior to the grant of Road Construction Consent.
8. 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.
9. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property.

10. Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the footway and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984.
11. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.

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:

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

Consultation and engagement

8.1 Pre-Application Process

There is no pre-application process history.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 15 January 2021. The application received 14 representations; nine objecting to the scheme, four in support and one taking a neutral stance. The content of these representations is summarised and addressed in the Assessment section of the main 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**

Edinburgh Local Development Plan.

Date registered

21 December 2020

Drawing numbers/Scheme

01, 02B, 03A, 04A,

Scheme 3

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Christopher Sillick, Planning Officer

E-mail: christopher.sillick@edinburgh.gov.uk

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

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

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

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

LDP Policy Tra 1 (Location of Major Travel Generating Development) supports major development in the City Centre and sets criteria for assessing major travel generating development elsewhere.

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.

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 Planning Permission 20/05731/FUL at Granton Harbour, West Harbour Road, Edinburgh. Formation of access roads, cycle ways and public realm areas around Granton Harbour Plot 35 (as amended).

Consultations

Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning this application for the formation of access roads, cycle ways and public realm areas around Granton Harbour Plot 35.

I refer you to my earlier comments in response to 01/00802/OUT and subsequent AMC (06/03636/REM, 13/01013/AMC, 13/04320/AMC, 14/05305/AMC, 17/05120/AMC etc.) and FUL (19/00844/FUL) applications which outlined the archaeological significance of the Granton Harbour redevelopment area which this site forms part.

In these reports the northern part of the application site has been identified as being of archaeological importance, overlying and affecting the B-listed Granton Harbour Western Breakwater Pier, completed in 1851. The remainder of the site comprises modern infill material of the harbour itself which is not considered to be of significance.

Therefore, this application must be considered under the terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), Historic Environment Scotland's Policy Statement (HESPS) 2016 and Archaeology Strategy and CEC's Edinburgh Local Development Plan (2016) Policies ENV4 & ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

Although the listed Victorian breakwater will be impacted upon by these proposals, these impacts are considered to have a low-moderate archaeological impact. However, it is recommended that a programme of works is undertaken during any works occurring adjacent to and direct on this historic structure, to record any historic remains that may be revealed or affected and ensure protection. This will complement the finding of CFA's earlier 2008 report (CFA report 1581, OASIS Ref cfaarcha1-52857) undertaken during test trenching along the line of the breakwater and recording of its upper superstructure.

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

'No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis &

reporting) 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.

Transport - response dated 21 January 2021

The application should be refused.

Reasons:

1. The proposals within this application are considered contrary to LDP policy Tra 9 - Cycle and Footpath Network for the following reasons:

a. The proposed cycle route on Stopford Parade does not provide a direct and coherent active travel connection between existing and proposed Active Travel infrastructure and would therefore prevent the implementation of a proposed cycle/footpath that is show on the LDP proposals map (Edinburgh Waterfront Promenade);

b. The proposed cycle route width of 2m is not considered appropriate for this situation (LDP Policy Des 7 is relevant).

2. The proposals are considered contrary to LDP Policy Des 7 due to the proposed one-way system. There is an assumption that all new street proposals will make allowances for 2-way traffic. This is due to road safety implications and enforcement requirements. (see Local Transport Strategy Policy PCycle3);

Note:

I. The existing active travel infrastructure on Hesperus Broadway is in the form of a white line segregated cycle track on the western side of the carriageway, to ensure a direct and coherent cycle connection that minimises any unnecessary delay or diversion for cyclists the connecting infrastructure should be positioned on the western side of Stopford Parade. By placing the cycle route on the eastern side will require cyclists to make additional crossings and will have a significant negative impact on the route due to the delay and diversion for cyclists this additional crossing will introduce. It is considered that the proposed connection will not be on cyclists desire lines as it will not be legible or continuous and if a consistent and joined-up route is not provided then cyclists will be unlikely to use the proposed infrastructure.

II. The Edinburgh Street Design Guidance layouts the six core principles of cycle infrastructure design as (Fact Sheet C1 - Designing for Cycling):

a. Safety

b. Directness - Routes should be logical and continuous, without unnecessary obstacles, delays and diversions and planned holistically as part of network;

c. Comfort

d. Coherence - Infrastructure should be legible, intuitive, consistent, joined-up and inclusive. It should be usable and understandable by all users.

- e. *Attractiveness*
- f. *Adaptability*

III. *The Edinburgh Street Design Guidance Fact Sheet C4 - Segregated Cycle Tracks outlines minimum widths for Segregated cycle infrastructure. 2m is outlined as the absolute minimum width that would be acceptable in constrained areas or routes where low cycle flows would be expected. As this route forms part of the Edinburgh Waterfront Promenade the 2m wide cycle route that is proposed is not considered acceptable;*

IV. *Local Transport Policy PCycle3 states "There will be a presumption that all streets will be two way. However, if new one-way streets have to be implemented to manage motor traffic, there will be a presumption that cyclists will be exempted from the one-way restriction". It should be noted that enforcement of one-way restrictions is a matter for the Police.*

Transport - revised response dated 19 February 2021

Further to the memorandum dated the 21st of January 2021 and the subsequent amendments made Transport have no objections to the application subject to the following being included as conditions or informatives as appropriate:

1. *The applicant will be required to:*
 - a. *Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;*
 - b. *Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
 - c. *Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;*
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;*
4. *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;*

5. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;

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

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

Note:

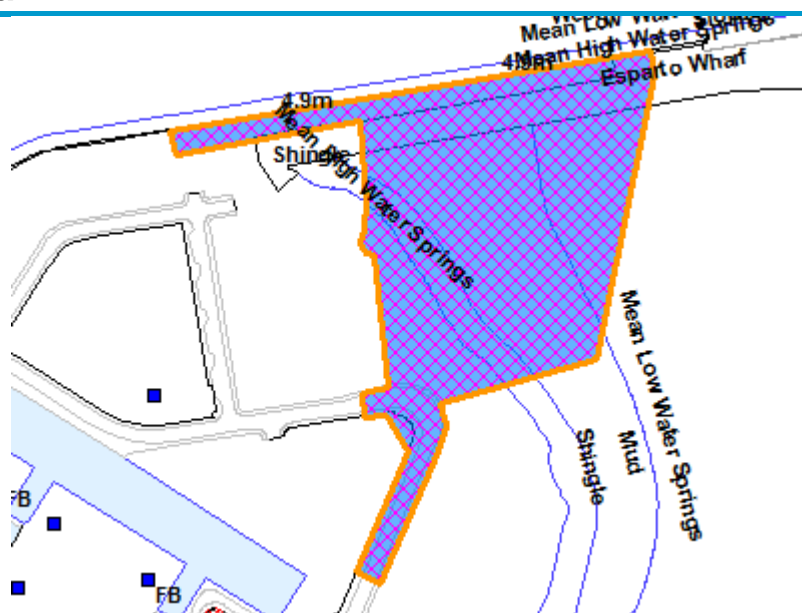
I. The application has been assessed the Edinburgh Street Design Guidance and relevant Fact Sheets and is considered acceptable. Particular reference is made to fact sheets:

a. C1 - Designing for Cycling;

b. C4 - Segregated Cycle Tracks: Hard Segregation;

II. The pedestrian and cyclist priority crossings points that are indicated on the proposals are welcome, the applicant should note that these need to be designed in line with Edinburgh Street Design Guidance Fact Sheet G4 - Crossings and this can be dealt with through the RCC and Quality Audit process.

Location Plan



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END

PPD.
FAO: John Paton
Bankers Brae
Balfron
Glasgow
G63 0PY

Edinburgh Marina Holdings Ltd.
The Old Gunpowder Store, Edinburgh Marina
21 Lochinvar Drive
Edinburgh
EH5 1RY

Decision date: 15 March 2022

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACTS
DEVELOPMENT MANAGEMENT PROCEDURE (SCOTLAND) REGULATIONS 2013**

Formation of access roads, cycle ways and public realm areas around Granton
Harbour Plot 35 (as amended).
At Granton Harbour West Harbour Road Edinburgh

Application No: 20/05731/FUL

DECISION NOTICE

With reference to your application for Planning Permission registered on 21 December 2020, this has been decided by **Committee Decision**. The Council in exercise of its powers under the Town and Country Planning (Scotland) Acts and regulations, now determines the application as **Granted** in accordance with the particulars given in the application.

Any condition(s) attached to this consent, with reasons for imposing them, or reasons for refusal, are shown below;

Conditions:-

1. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis & reporting) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
2. A fully detailed landscape plan, including details of all hard and soft surface and boundary treatments, tree removal, replacement tree planting and all other planting, shall be submitted to and approved in writing by the Planning Authority before work is commenced on site. It shall thereafter be implemented within 6 months of completion of development.
3. The development shall be carried out in accordance with the landscaping scheme approved under condition 2. 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 development, a Surface Water Management Plan and Drainage Impact Assessment shall be submitted for further consideration by the Planning Authority, demonstrating that the proposal will not increase flood risk.

5. Notwithstanding what is shown on the drawings hereby approved, the proposed residential blocks located to the east of the hotel in plot 35 are not consented.

6. Notwithstanding what is shown on the drawings hereby approved, the repositioning of the harbour wall to the east is not consented.

Reasons:-

1. In order to safeguard the interests of archaeological heritage.

2. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

3. In order to ensure that the approved landscaping works are properly established on site.

4. To ensure the proposal does not increase flood risk.

5. In order to define the consent hereby permitted.

6. In order to define the consent hereby permitted.

Informatives:-

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement, including those requiring a financial contribution payable to the City of Edinburgh Council, has been concluded in relation all of those matters identified in the proposed Heads of Terms.

These matters are:

Transport

The applicant will be required to contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development.

The applicant will be required to contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary for the development.

The applicant will be required to contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council.

2. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.

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. All conditions included in Marine Licences 06806/06807 should be complied with.

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. A Quality Audit, as set out in Designing Streets, must be submitted prior to the grant of Road Construction Consent.

8. 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.

9. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property.

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

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

Please see the guidance notes on our [decision page](#) for further information, including how to appeal or review your decision.

Drawings 01, 02B, 03A, 04A,

represent the determined scheme. Full details of the application can be found on the [Planning and Building Standards Online Services](#)

The reason why the Council made this decision is as follows:

The principle of the road layout and the layout of pedestrian and cycle paths is acceptable. The proposal complies with the general requirements of LDP Policy Del 3 (Edinburgh Waterfront). The general layout of the public realm is acceptable. subject to conditions requiring further details of landscaping and surface water management.

The proposal complies with relevant policies set out in the Local Development Plan and is acceptable subject to compliance with conditions.

This determination does not carry with it any necessary consent or approval for the proposed development under other statutory enactments.

Should you have a specific enquiry regarding this decision please contact Christopher Sillick directly on christopher.sillick@edinburgh.gov.uk.



Chief Planning Officer

PLACE

The City of Edinburgh Council

NOTES

1. If the applicant is aggrieved by the decision of the planning authority to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may appeal to the Scottish Ministers under section 47 of the Town and Country Planning (Scotland) Act 1997 within three months beginning with the date of this notice. The appeal can be made online at www.eplanning.scot or forms can be downloaded from that website and sent to the Planning and Environmental Appeals Division, 4 The Courtyard, Callendar Business Park, FALKIRK FK1 1XR.
2. If permission to develop land is refused or granted subject to conditions, whether by the planning authority or by the Scottish Ministers, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by carrying out any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.



Business Centre G.2 Waverley Court 4 East Market Street Edinburgh EH8 8BG Email: planning.support@edinburgh.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100512683-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Type of Application

What is this application for? Please select one of the following: *

- ☒ Application for planning permission (including changes of use and surface mineral working).
- ☐ Application for planning permission in principle.
- ☐ Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- ☐ Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

Formation of access roads, cycle ways and public realm areas.

Is this a temporary permission? *

☐ Yes ☒ No

If a change of use is to be included in the proposal has it already taken place?
(Answer 'No' if there is no change of use.) *

☐ Yes ☒ No

Has the work already been started and/or completed? *

☒ No ☐ Yes – Started ☐ Yes - Completed

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:	PPD		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	John	Building Name:	
Last Name: *	Paton	Building Number:	0
Telephone Number: *	01360449442	Address 1 (Street): *	Bankers Brae
Extension Number:		Address 2:	Balfron
Mobile Number:		Town/City: *	Glasgow
Fax Number:		Country: *	United Kingdom
		Postcode: *	G63 0PY
Email Address: *	john@pp-d.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:		You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	The Old Gunpowder Store, Edinburgh
First Name: *		Building Number:	21
Last Name: *		Address 1 (Street): *	Lochinvar Drive
Company/Organisation	Edinburgh Marina Holdings Ltd	Address 2:	
Telephone Number: *		Town/City: *	Edinburgh
Extension Number:		Country: *	United Kingdom
Mobile Number:		Postcode: *	EH5 1RY
Fax Number:			
Email Address: *	john@pp-d.co.uk		

Site Address Details

Planning Authority:

City of Edinburgh Council

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

Plots 35and 35a, Granton Harbour West Harbour Road, Edinburgh

Northing

Easting

Pre-Application Discussion

Have you discussed your proposal with the planning authority? *

☐ Yes ☒ No

Site Area

Please state the site area:

19729.00

Please state the measurement type used:

☐ Hectares (ha) ☒ Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

Vacant land and inner harbour

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? *

☐ Yes ☒ No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

<p>Are you proposing any change to public paths, public rights of way or affecting any public right of access? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.</p>	
<p>How many vehicle parking spaces (garaging and open parking) currently exist on the application Site?</p>	<input style="width: 100%;" type="text" value="0"/>
<p>How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? *</p>	<input style="width: 100%;" type="text" value="0"/>
<p>Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).</p>	
<h2 style="margin-top: 10px;">Water Supply and Drainage Arrangements</h2>	
<p>Will your proposal require new or altered water supply or drainage arrangements? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	
<p>Do your proposals make provision for sustainable drainage of surface water?? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (e.g. SUDS arrangements) *</p> <p>Note:-</p> <p>Please include details of SUDS arrangements on your plans</p> <p>Selecting 'No' to the above question means that you could be in breach of Environmental legislation.</p>	
<p>Are you proposing to connect to the public water supply network? *</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No, using a private water supply</p> <p><input type="checkbox"/> No connection required</p> <p>If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).</p>	
<h2 style="margin-top: 10px;">Assessment of Flood Risk</h2>	
<p>Is the site within an area of known risk of flooding? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know</p> <p>If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.</p> <p>Do you think your proposal may increase the flood risk elsewhere? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know</p>	
<h2 style="margin-top: 10px;">Trees</h2>	
<p>Are there any trees on or adjacent to the application site? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.</p>	
<h2 style="margin-top: 10px;">Waste Storage and Collection</h2>	
<p>Do the plans incorporate areas to store and aid the collection of waste (including recycling)? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	

If Yes or No, please provide further details: * (Max 500 characters)

The proposals do not generate waste. This will be approved as part of the adjoining development plots.

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? *

☐ Yes ☒ No

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? *

☐ Yes ☒ No

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013 *

☐ Yes ☒ No ☐ Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? *

☐ Yes ☒ No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? *

☒ Yes ☐ No

Is any of the land part of an agricultural holding? *

☐ Yes ☒ No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: John Paton

On behalf of: Edinburgh Marina Holdings Ltd

Date: 07/12/2021

☒ Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

b) If this is an application for planning permission or planning permission in principle where there is a crown interest in the land, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

☐ Yes ☐ No ☒ Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

☐ Yes ☐ No ☒ Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

- ☒ Site Layout Plan or Block plan.
- ☒ Elevations.
- ☐ Floor plans.
- ☒ Cross sections.
- ☐ Roof plan.
- ☐ Master Plan/Framework Plan.
- ☒ Landscape plan.
- ☐ Photographs and/or photomontages.
- ☐ Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

- | | |
|--|--|
| A copy of an Environmental Statement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Design Statement or Design and Access Statement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Flood Risk Assessment. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Drainage/SUDS layout. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Transport Assessment or Travel Plan | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Contaminated Land Assessment. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| Habitat Survey. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Processing Agreement. * | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |

Other Statements (please specify). (Max 500 characters)

A Landscape Proposals report

Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: Mr John Paton

Declaration Date: 07/12/2021



Paton Planning and Development

Bankers Brae | Balfour | Glasgow | G63 0PY

T 01360 449 442 **M** 07435 964 233

E john@pp-d.co.uk www.pp-d.co.uk

7th December 2021

David Givan
Chief Planning Officer
City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh
EH8 8BG

Dear Sir,

**EDINBURGH MARINA HOLDINGS Ltd.
FORMATION OF ACCESS ROADS, FOOTWAYS AND PUBLIC REALM TO SERVE THE GRANTON HARBOUR
PLOT 35 AND PLOT 35a DEVELOPMENTS**

This letter accompanies a new application in respect of the roads, footways and public realm areas around the approved hotel development of plot 35, and mixed-use development on plot 35a for which a planning application has now been submitted.

The key elements of the proposals are as follows.

An attractive seafront walkway / cycleway / roadway along North Breakwater Road

The proposals contain the widest possible public realm area on the seafront (a large section at 4.4m and the rest at 2.2m in width) given the Council Roads Service requirement for a two-way service road; and has 2m wide two-way cycle routes throughout. Traffic calming measures and pedestrian crossing tables are included.

Pedestrian and cycle routes through the site

The proposals include:

- A traffic-calmed cycle crossing of Hesperus Broadway south of the Hesperus Broadway / Stopford Way junction. This new crossing point takes the main pedestrian and cycle route crossing away from the main traffic routes and allows direct access to the inner harbour frontage and seafront promenade.
- A choice of cycle routes: either directly past the hotel to the seafront, or the alternative route along the inner harbour frontage.

Attractive public realm areas

Two connected public realm areas are proposed:

- A wide tree-lined avenue in front of the hotel contains activity space in front of the hotel, a narrowed traffic route, cycle route, trees, hard and soft landscaping. The pedestrian area will vary between 12.6m and 10.8m in width.
- A 10.6m wide pedestrian plaza on the inner harbour frontage with hard and soft landscaping, cycle route and a narrow vehicle access roadway.

The two are connected by a 17.8m wide pedestrian route between the two housing plots, designed to form an open vista to the inner harbour from the hotel frontage.

A comprehensive and integrated design approach

A comprehensive design approach to public realm areas within Granton Harbour that are owned by the applicant has already been submitted to the Council and received approval. It is intended that the design of the public areas would follow that presented in this document (see attached document "Granton_Landscape Proposals_08.04.20_compressed").

The application comprises drawing "90006-A-P-00-G2-911 Rev B PROPOSED SITE PLAN ROADS PLANNING" which contains a detailed layout showing all proposed features including hard and soft landscaping and trees.

The majority of the road network in Granton Harbour has already been approved and constructed. The road on the south side of the hotel site (Stopford Way) and the approach road to the south (Hesperus Broadway) have both already been constructed. The present proposals have been designed to integrate with these already approved and constructed roads.

Other matters

The application is submitted without prejudice to the rights of our client in respect of the previous application which was dismissed on appeal on 1st December this year.

We assume that there will be no delay in approving this application bearing in mind that identical proposals were contained in application 20/05731/FUL which was 'minded to be granted' by the Development Management Sub-Committee at its meeting on 17th March this year.

Furthermore, we draw your attention to the comments made by the Council Solicitor, referring to the same application, in her address to the Reporter at the Procedure Notice Inquiry on 30th September 2021:
"I think it's important for us to emphasise that the council's position has not changed, has not deviated or differed from the position that was set out in the report of handling that went to the committee in March, the recommendation was for approval, that was obviously taken forward by the committee, they were happy to approve the application, we have no problem with the way the application was presented, we're entirely satisfied with the principle of development set out in the application"

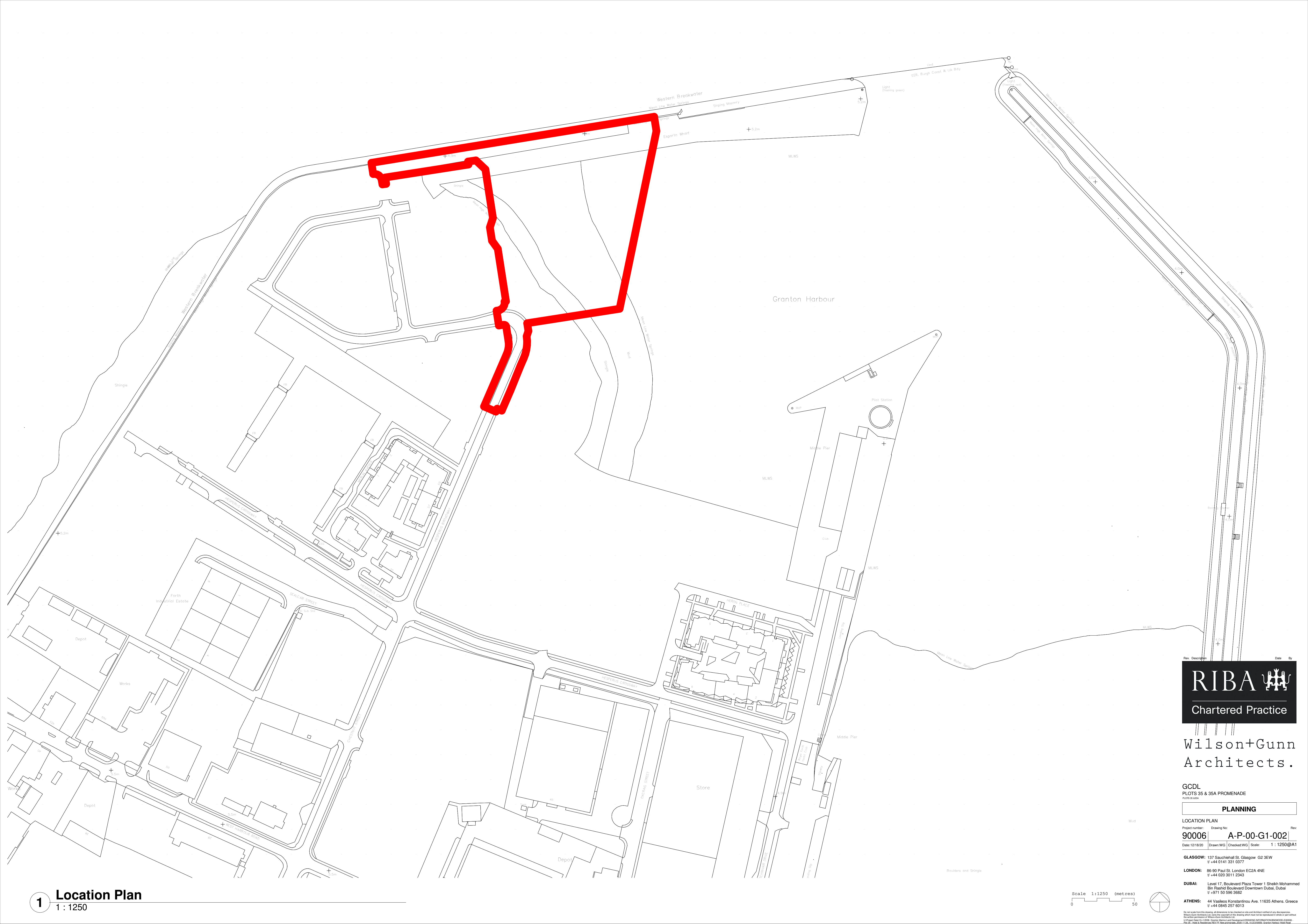
No fee is paid in respect of this application, being submitted within 12 months of the date of the appeal decision.

Please contact me if you require any additional information.

Yours Faithfully,



John Paton



1 Location Plan
1 : 1250



Wilson+Gunn Architects.

GCDL
PLOTS 35 & 35A PROMENADE
PLOTS 35 & 35A

PLANNING

LOCATION PLAN

Project number: Drawing No: 90006 A-P-00-G1-002

Date: 12/18/20 Drawn: WG Checked: WG Scale: 1 : 1250 @ A1

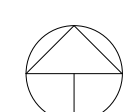
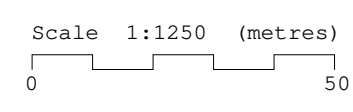
GLASGOW: 137 Sauchiehall St. Glasgow G2 3EW
t +44 0141 331 0377

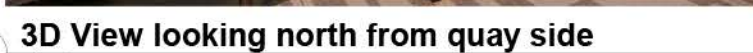
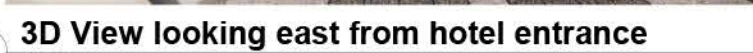
LONDON: 86-90 Paul St. London EC2A 4NE
t +44 020 3011 2343

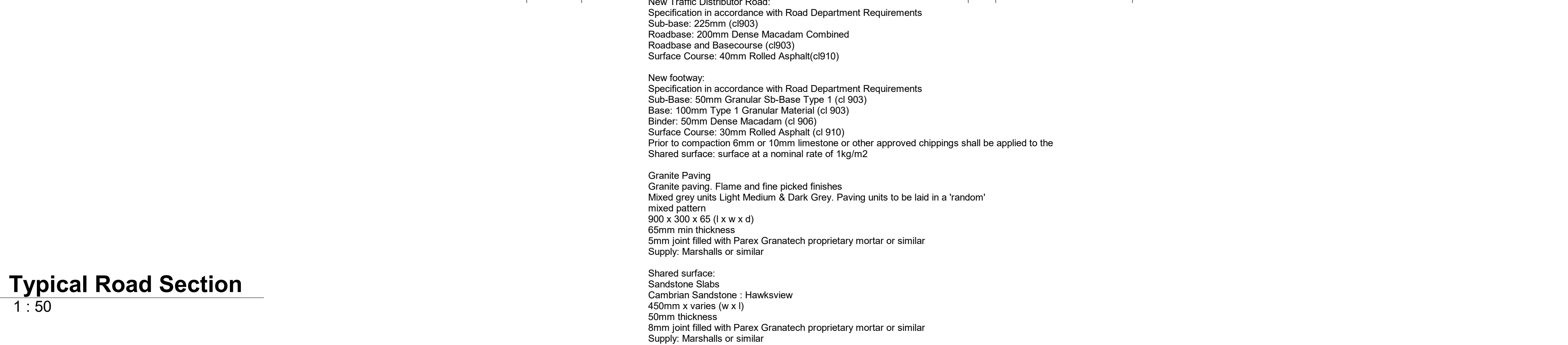
DUBAI: Level 17, Boulevard Plaza Tower 1 Sheikh Mohammed
Bin Rashid Boulevard Downtown Dubai, Dubai
t +971 50 596 3682

ATHENS: 44 Vasileos Konstantinou Ave. 11635 Athens, Greece
t +44 0845 257 6013

Do not scale from this drawing. All dimensions to be checked on site and checked against any discrepancies.
Wilson+Gunn Architects Ltd. is not responsible for the accuracy of the drawings which may not be reproduced without its prior written
consent. This drawing is for information only. It is not to be used for construction purposes.
The project is subject to planning and building regulations. The project is subject to planning and building regulations.
The project is subject to planning and building regulations. The project is subject to planning and building regulations.







1 Typical Road Section

1 : 50

New Traffic Distributor Road:
Specification in accordance with Road Department Requirements
Sub-base: 225mm (cl903)
Roadbase: 200mm Dense Macadam Combined
Roadbase and Basecourse (cl903)
Surface Course: 40mm Rolled Asphalt(cl910)

New footway:
Specification in accordance with Road Department Requirements
Sub-Base: 50mm Granular Sb-Base Type 1 (cl 903)
Base: 100mm Type 1 Granular Material (cl 903)
Binder: 50mm Dense Macadam (cl 906)
Surface Course: 30mm Rolled Asphalt (cl 910)
Prior to compaction 6mm or 10mm limestone or other approved chippings shall be applied to the
Shared surface: surface at a nominal rate of 1kg/m²

Granite Paving
Granite paving. Flame and fine picked finishes
Mixed grey units Light Medium & Dark Grey. Paving units to be laid in a 'random'
mixed pattern
900 x 300 x 65 (l x w x d)
65mm min thickness
5mm joint filled with Parex Granatech proprietary mortar or similar
Supply: Marshalls or similar

Shared surface:
Sandstone Slabs
Cambrian Sandstone : Hawksview
450mm x varies (w x l)
50mm thickness
8mm joint filled with Parex Granatech proprietary mortar or similar
Supply: Marshalls or similar

Wilson+Gunn
Architects.

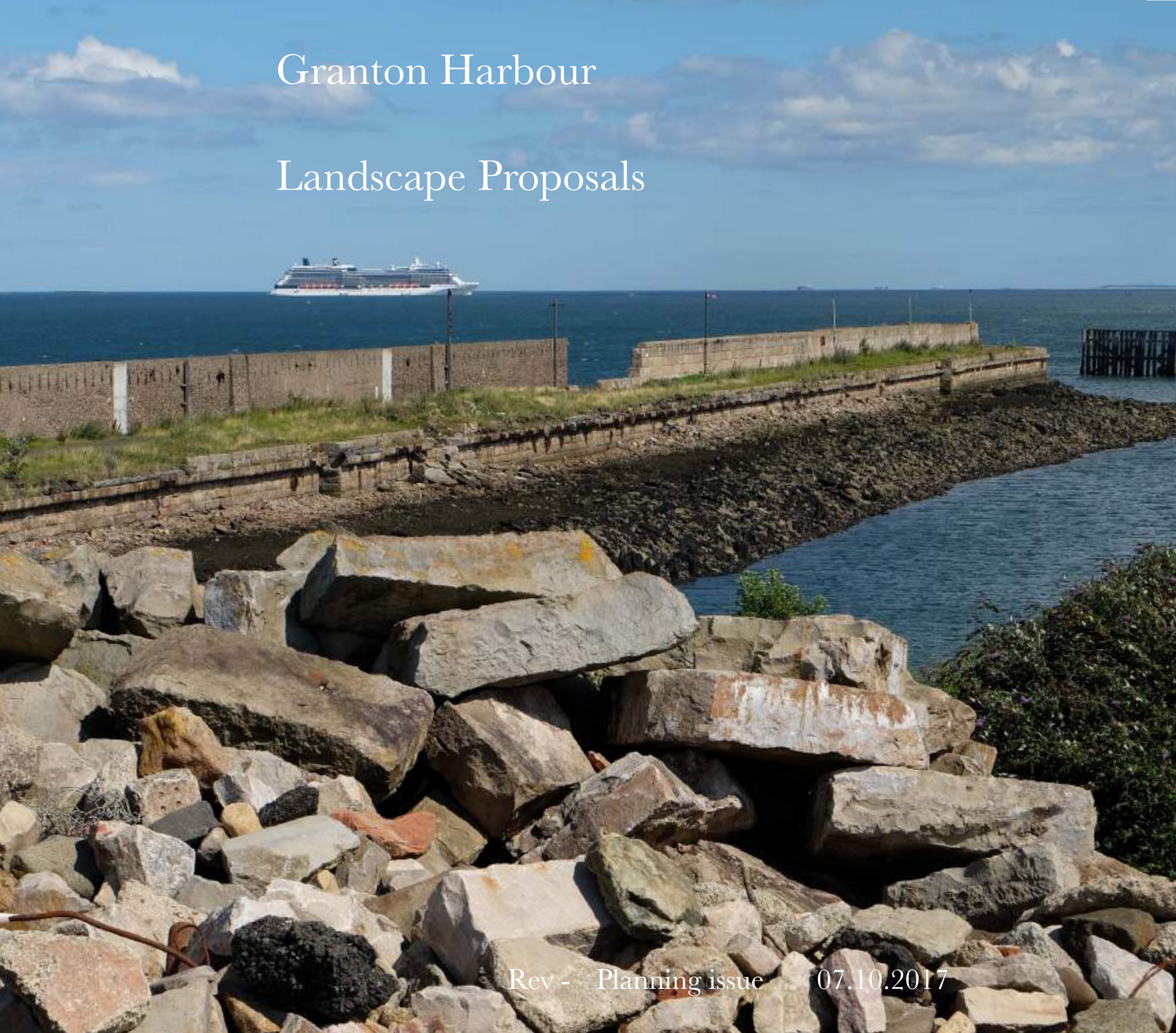
GCDL
PLOTS 35 & 35A PROMENADE
PLOTS 35 & 35A

PLANNING

TYPICAL ROAD SECTION			
Project number:	Drawing No:	Rev:	
90006	A-S-00-G1-003		
Date: 12/18/20	Drawn: <u>Auto</u>	Checked: <u>Scale:</u>	1 : 50 @A1
GLASGOW: 137 Sauchiehall St. Glasgow G2 3EW U# +44 0141 331 0377			
LONDON: 86-90 Paul St. London EC2A 4NE U# +44 020 3011 2343			
DUBAI: Level 17, Boulevard Plaza Tower 1 Sheikh Mohammed Bin Rashid Boulevard Downtown Dubai, Dubai U# +971 50 596 3082			
ATHENS: 44 Vasileos Konstantinou Ave. 11635 Athens, Greece U# +44 0845 257 6013			

Granton Harbour

Landscape Proposals



Rev - Planning issue 07.10.2017

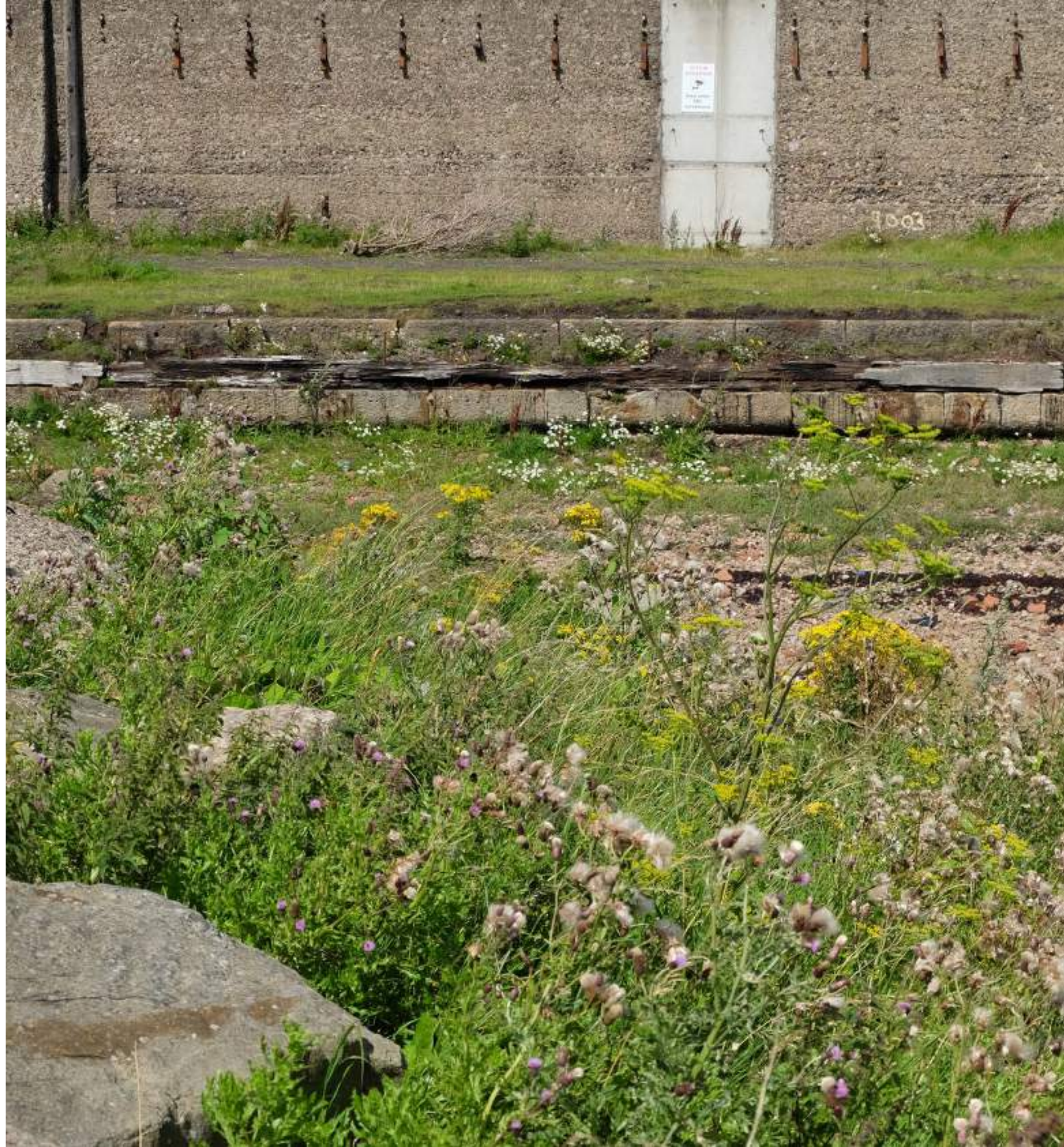
1.0 Introduction

This document sets out the design approach used to develop the landscape proposals for Granton Harbour public realm. It is split into:

- Hard Landscape - section 2.0
- Soft Landscape - section 3.0
- Street furniture - section 4.0
- Lighting strategy - section 5.0

The site at Granton Harbour has a stunning outlook with far reaching views over the Firth of Forth and back up to Edinburgh. However this amazing setting comes at the price of being very exposed to winds which can be very strong when coming from the land and also salt laden when blowing in off the sea. The development itself will start to create areas of localised shelter but this will, at heart, remain an exposed site. The public realm proposals look to enhance any shelter provided by the buildings and all components have been carefully specified so as to be suitable for this environment.

The design of the public realm has been developed from a desire to combine references and elements from Granton's industrial past and vacant present into a refined future that still holds a sense of place and history. This thinking works from a site scale through to detail design and material choices in both the hard and soft landscape.



2.0 Hard Landscape

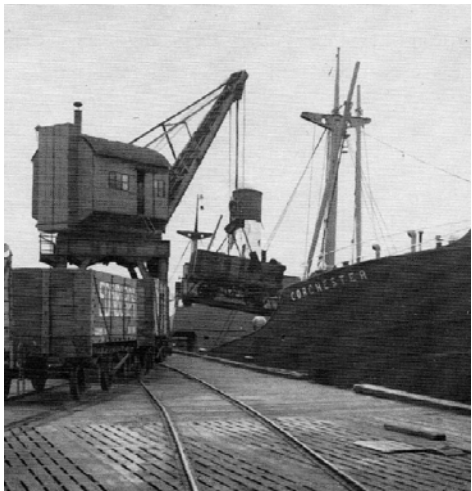
2.1 Design Approach

Historically, Granton was a working harbour unloading goods from cargo vessels from all over the world. As such the materials previously used were hard wearing and durable enough to cope with the intensity of use and also the coastal environment. Remnants of these materials can still be seen on site today, there are surviving examples of:

- Sandstone walling
- Timber lighting masts
- Steel railway tracks
- Fragments of brick
- And more recently, in-situ concrete

In addition to these historic materials there are areas of remaining natural environments. In the harbour there is the intertidal zone that has large boulders, bedrock and gravel/sand deposits.

These references have been refined to create a palette of hard materials that is locally appropriate and tailored to the needs of the adjacent building uses.



2.2 Hard Landscape Materials - Paving

The following section looks at hardscape materials and their application, see the hard landscape plan for unit sizes and finishes.

Sandstone Slabs

Sandstone slabs are proposed to be used mainly in the hotel courtyard. This is a high quality and durable material that references the sandstone blocks found in the breakwater wall. This material will be used in key areas where appropriate to elevate the quality of these spaces. A sandstone that has varying colours within it has been specified to bring life and warmth into the paving, for example HawksView supplied by Marshalls or similar.



Sandstone Setts

Alongside the slabs, sandstone setts are proposed in key areas. They will be from the same supplier as the slabs and so will bring continuity of colour and texture but their smaller size will be used to differentiate between spaces



Clay Pavers

Clay pavers are proposed to complement and contrast the smooth sawn texture of the yorkstone. Their slightly rougher surface relates to the textures currently found on site. Their will be a mix of warm dark browns.

They will be used to highlight circulation and entrance spaces. Generally they will be laid herringbone with a soldier course edging. There will be areas where the bond varies to highlight different circulation patterns.



Footpath Gravel

This bound gravel will be used mostly in the residential courtyards and areas of low pedestrian traffic. It has a soft warm texture and is a comfortable surface to walk on, the buff coloured product is specified. It is reminiscent of the gravel and sand beds found in the harbour.

Footpath gravel also has the benefit of being a free draining material and so surface water can easily drain through to the drainage layers below.



Timber Deck

There are two main areas where timber decking is proposed. They are the footbridge over the wetland on plot 7B/8C and in private gardens.

Treated Scottish Larch is proposed to give a sufficient service life. It will also weather to a muted silver grey, allowing it to sit comfortably with the other materials. It will have a grooved finish for grip.

On the public bridge additional slip resistance will be provided through the addition of anti-slip inserts.



2.3 Hard Landscape Materials - Edging and Low Walls

Seating Walls

The planting beds are edged with low seating walls. This walls raise levels to enable sufficient soil depths, create sheltered spaces and provide opportunities for informal seating. They will generally be constructed from pre-cast concrete but will have sandstone, weathering steel and timber elements incorporated occasionally.

This mix of materials represents the patchwork of wall types that exist on site currently

There will be a variety of heights and widths that adapt to suit specific conditions.



Concrete Kerbs

There will be low, wide pre-cast concrete with colour and finish to match the low walls. They will generally have a width of 200mm.

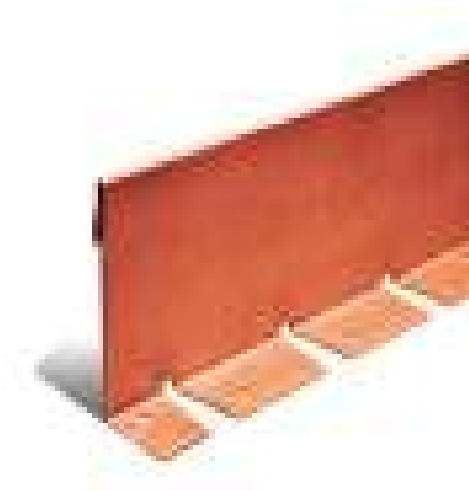
Pin Kerbs

Standard pre-cast concrete pin kerbs will be used to define climbing planting pits within the public realm.



Steel Edging

Corten steel edges will be used between paving materials. The corten finish is proposed to reference the remaining train tracks currently existing on site.



3.0 Soft Landscape

3.1 Design Approach

Due to the site being exposed to strong, coastal winds, great care has been taken when designing planting areas and specifying species and mixes that can thrive in this environment.

The approach to the planting design is no different to that of the hardscape and public realm in general; climatic conditions, history and future use have all been considered to present an appropriate design response.

There are three ideas that formed a starting point for the inspiration of a considered planting palette:

- Historically the docks at Granton was the UK’s main site for the import of Esparto grass, *Stipa tenacissima*, a grass from north Africa and southern Spain fibres from which used in the production of high quality paper.
- Currently large parts of the site sit derelict and has been colonised by ruder vegetation adapted to the coastal location. There are a number of grasses and herbaceous perennials along with occasional broom and buddleja shrubs. The predominate palette of colours are whites, yellows and purples with grasses moving in the wind around fragments of the sites previous industrial life.
- There are also far reaching views across to the green hills of Fife, it is the intention to bring this vegetated landscape character across the Forth to form a foreground to any views.

The soft works design can be broken down into character areas that take into account their location and future users. The areas are:

- Streets
- Public realm facing streets
- Hotel courtyard
- Residential courtyards



3.2 Character Areas

In the following pages further information is presented on each of the character areas.

Streets

The streets follow the approach set out in the consented masterplan. There are avenues of street trees in hard paving that are often combined with on street car parking. There is one street that runs over basement parking and so street tree avenues above will be in large raised planters. In addition to the avenues there will be marker trees. These are large specimen trees planted in key locations to terminate views, mark changes or provide an anchor to a key area of public realm.

On the streets already completed as part of earlier works, Lime trees have been planted. These are successful in areas where they are sheltered but in more exposed areas or where they have been planted alone they have been less successful or have failed.

As the plots covered under this application are further out into the Forth and are as such quite exposed we propose changes the species of the street trees to Carpinus betula. Please see Section 3.3 for detailed specification

Public Realm

There are two elements of public realm that face onto streets covered by this application, the western edges of plot 8C and plot 9A. They are both fronted by an avenue of street trees but there are differing approaches on each plot between the avenue and buildings.

On plot 8C there is a swale along with planting that acts as a buffer between the street and the semi-private residential courtyards. The swale will have seating walls so that it can offer a public space that is sunken, sheltered and of a differing character to the surroundings. There will be a footbridge to allow access to the courtyard.

As the building of plot 9 faces onto the public realm there is a more robust landscape that both allows for ease of access and creates a sense of privacy for the occupants of the building. There will be areas of planting on raised landforms set within a paved public realm. Trees will be planted randomly and will be of a suitable size so as to not impede site lines.



Hotel Courtyard

The planting within the courtyard will be of a more formal character, contrasted against a patchwork of hardscape materials. As this area is above basement parking the planting will be in large raised beds which will be profiled to achieve the maximum soil volume for tree planting. The main tree species will be *Pinus nigra* that will create a buffer to the entrance of the courtyard and provide some all year round shelter. Complimenting these specimens will be multistem *Amelanchiers* and *Taxus baccata* topiary balls. They will all be set in a loose ground cover of grasses and tall perennials that will provide movement in the wind and seasonal interest.



Residential courtyards

Again, these areas will be above basement car parks and so will use raised beds to support the planting. The character of these areas is more natural with larger areas of younger plant stock establishing to create quite dense areas of planting to further shelter and divided the space. The specification of generally native species will also improve local biodiversity. There will also be lengths of hedges to screen private residences on the ground floor where necessary.

3.3 Tree planting

Trees in hard paving will be semi mature of a suitable size to meet the requirements set out in the City Council's 'Edinburgh Design Guide'. Where possible trees in ground will be planted in linked trenches or large pits that utilise a pavement support system that allows the best below ground conditions possible.

When trees are planted on roofs there will be a variety of approaches. Raised beds will be created that give the greatest volume of soil possible to the tree. Where soil depths are reduced, young plant stock will be planted so that it can adapt over time to its restricted conditions, mimicking how trees grow naturally on thin upland soils.

Specification

Streets

Avenue trees:

Carpinus betulus; SM, 30-35cm, 500-700cm tall, 200-300 spread

Marker trees

Quercus petraea; SM, 30-35cm, 700-900cm tall, 200-300 spread

Public realm - Plot 8C

Avenue trees:

Carpinus betulus; SM, 30-35cm, 500-700cm tall, 200-300 spread

Swale trees:

Alnus glutinosa; SM, 20-25cm, 4xtr, 400-500cm tall, 150-200cm spread,

Populus tremula; Clear stem, 20-25cm, 3xtr

Salix alba Liempde; Clear stem, 20-25cm, 3xtr

Public realm - Plot 9A & Plot 35

Avenue trees:

Carpinus betulus; SM, 30-35cm, 500-700cm tall, 200-300 spread

Informal tree planting:

Betula pendula; SM, 20-25, 4xtr, 400-500cm tall, 150-200 spread

Pinus nigra Austriaca; SM, 35-40cm, 6xtr, 350-400cm tall,

Hotel courtyard

Amelanchier lamarckii; Multistem, 4xtr, 350-400cm tall, 200-300cm spread

Pinus nigra Austriaca; SM, 40-45cm, 7xtr, 450-500cm tall,

Residential courtyards

A mix of sizes and clear stems, multi stems and feathers of the following species;

Alnus glutinosa

Amelanchier lamarckii

Betula pendula

Populus tremula

Pinus nigra Austriaca

Prunus cerasifera 'Nigra'

Salix caprea

Sorbus aucuparia



3.4 Planting Schedule

What follows is an indicative planting schedule that sets out the key species proposed for each character area. Species maybe added or amended in future to take into market availability and/or planting seasons. Please see plans for location of character area mixes

The following herbaceous perennials, ferns and grasses are all containerised. Specimen shrubs will ideally be bare root to aid establishment but should the availability or planting seasons not allow this then there is an allowance for containerised stock. Grasses and herbaceous will be a minimum 2L size and at a density of 9/m² and shrub material will be 3/m².

Swale/Wetland

Shrubs:
Salix caprea
Salix lanata

Herbaceous and grasses:
Butomus umbellatus
Carex pendula
Dryopteris filix-mas
Iris sp
Juncus effusus
Luzula sylvatica
Persicaria sp
Polypodium vulgare
Rodgersia aesculifolia

Over seeded with a wet meadow mix

Bank

Shrubs:
Amelanchier lamarkii
Crataegus monogyna
Prunus spinosa

Herbaceous and grasses:
Anemone × hybrida ‘Honorine Jobert’
Deschampsia cespitosa
Digitalis purpurea
Dryopteris filix-mas
Geranium sanguineum
Iris sp
Luzula sylvatica

Over seeded with a wet meadow mix



Public square - Plot 9A & Plot 35

Ground cover below trees in ground, see plans for bed locations

Anemone × *hybrida* 'Honorine Jobert'

Calluna sp

Deschampsia cespitosa

Dryopteris filix-mas

Persicaria bistorta 'Superba'

Sanguisorba officinalis

Stipa tenuissima



Hotel courtyard

Planting below semi-mature trees in raised beds, see plans for bed locations

Taxus baccata topiary balls, 80cm diameter

Interplanted with:

Astrantia major 'Lars'

Deschampsia cespitosa

Echinops ritro subsp. *ruthenicus*

Geranium sanguineum

Sanguisorba officinalis

Stipa tenuissima

Veronicastrum virginicum 'Fascination'



Residential courtyard - garden mix

Planting below trees in raised beds, see plans for bed locations

Shrubs:

Amelanchier lamarkii

Crataegus monogyna - hedging

Cytisus scoparius

Rosa rugosa Alba

Herbaceous and grasses:

Actaea simplex

Anemone × *hybrida* ‘Honorine Jobert’

Deschampsia cespitosa

Dryopteris filix-mas

Geranium sanguineum

Luzula sylvatica

Persicaria bistorta ‘Superba’

Phlomis russeliana

Rodgersia aesculifolia

Sanguisorba officinalis

Sedum telephium

Stipa tenuissima

Veronicastrum virginicum ‘Fascination’

Meadow areas seeded with wildflower meadow mix or similar

Lawn areas turfed with species rich lawn turf including low growing wildflowers



Residential courtyards - Biodiverse mix

- Shrubs:
Amelanchier lamarkii
Crataegus monogyna
Cytisus scoparius
Prunus spinosa
Rosa rugosa Alba

- Herbaceous and grasses:
Achillea millefolium
Actaea simplex
Anemone × *hybrida* ‘Honorine Jobert’
Deschampsia cespitosa
Digitalis purpurea
Dryopteris filix-mas
Geranium sanguineum
Iris sp
Luzula sylvatica
Phlomis russeliana
Sedum telephium
Stipa Tenuissima

Meadow areas seeded with wildflower meadow mix or similar



3.5 Management & Maintenance

The landscape proposals have been developed with ease of maintenance in mind. Choosing species that are adapted to the local climate should also reduce the necessary management and maintenance operations as they are naturally suited to survive in these tough conditions.

Irrigation should not be necessary if planting is programmed for winter and plant species have been chosen for their robust nature and innate ability to survive variable meteorological conditions and the challenges of climate change. Please see below for an outline of main management requirements by landscape feature:

- All specimen trees to be inspected and managed regularly to comply with standard arboricultural health and safety requirements.
- Meadows will be cut annually after bulb flowering,
- Species rich lawns cut to 40-60mm twice a month as required. This is likely to need more frequent cutting during establishment to allow the slow growing perennials to establish
- Shrub planting to need formative pruning only to encourage bushy multistemmed growth
- Yew topiary should be trimmed annually in early or late summer to keep specimen in shape. Suckers and unwanted branches should also be removed.
- Hedges need to be trimmed twice per annum and inspected for stability
- Herbaceous perennials and grasses that die back are to be cut back to ground in late winter, species dependant.

In addition to this general maintenance operations need to take place, to include:

- Watering operations needs to take place to ensure the establishment and continued health of planting
- Any dead plant material to be replaced
- Mulch top up
- Weeding of all beds with arisings to be removed
- Monitoring for the presence of non-native invasive species.



4.0 Street Furniture

The following section looks at the street furniture and landscape features proposed.

Timber bench

Simple, monolithic timber benches are proposed, reminiscent of the timber baulks used on the historic docks. These will be carefully sited alongside areas where activity takes place to benefit from passive surveillance and discourage anti social behaviour

Street Life - Drifter bench, 3m long



In addition to the stand alone timber benches will be seating walls. There will be timber top seats from a similar product family.

Street Life - Rough & Ready Topseat

Litter bins

Again, a simple, robust litter bin is proposed. Final locations tbc

Omos - S45 TA



Cycle stands

Cycle stands will be standard, simple and robust.

Marshalls - Ferrocast Sheffield cycle stand, powder coated grey to match bin

Bollards

Generally, bollards have been kept to a minimum but where necessary they will follow a similar material palette to other furniture. Final locations tbc.

Site found boulders will also be carefully placed to act as vehicle deterrent in key areas.

Street Life - Rough & Ready bollard



4.1 Shelters

Proposed within the residential courtyards are a number of structures to give shelter from the wind and rain, creating a space for the informal socialising between residents. However, the structures won't be entirely enclosed to discourage antisocial behaviour.

They are constructed from steel uprights, spaced to allow vegetation to climb upwards whilst still letting light through with a timber roof and floor, creating a warm and tactile space to occupy. The form of these structures is derived from the crane cabs that historically unloaded goods from the ships.

They will be integrated with the raised beds to allow the climbing plants to establish.



5.0 Lighting Strategy

The street lighting strategy is illustrated opposite and described below:

- Standard columns will light the highway
- Special columns will be used to light often used routes through the public realm
- The hotel courtyard will have a feature tall mast column to light the whole space whilst retaining a clear ground plane
- Pedestrian areas within the residential blocks will use low level bollard lighting
- Certain specimen marker trees will be uplit
- Bin stores and entrances will be lit from wall mounted luminaires where necessary

The exact location of all lighting units will be set by lighting engineers following lux level calculations.

All suppliers and exact products to be confirmed once lux calculations have been undertaken and lighting requirements finalised.

- |||||

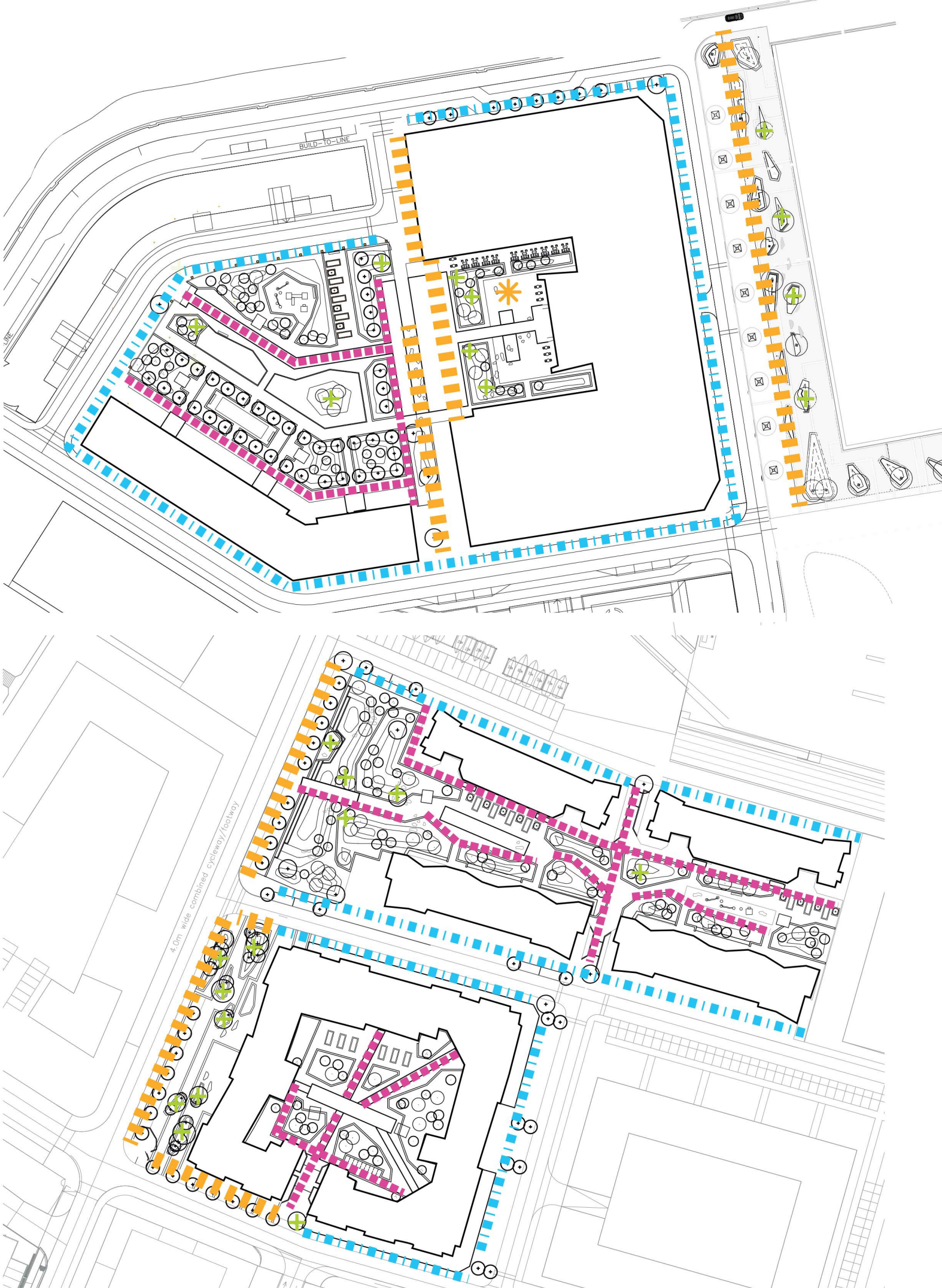
Public realm special columns
- |||||

Standard columns
- |||||

Low level bollard lighting
- +

Uplighters
- *

Feature mast lighting



5.1 Lighting Components

Lamp Columns - Street

Columns to match existing within wider Granton Harbour site area



Low Level Lighting Bollards

Timber bollard, 1m tall
Supplier: Aubrilam
Model: Moshi bollard

Lamp Columns - Public Realm

Timber column with multi directional luminaires
Supplier: Aubrilam
Model: Moshi column



Uplighting

Uplighting to key trees
Supplier: AC/DC
Model: Magna

Mast Lighting

Feature mast columns within hotel courtyard
Supplier: Escofet
Model: Ful column



Wall Mounted Luminaires

Wall mounted luminaires where necessary
Supplier: Hess
Model: Trapez

PPD.
FAO: John Paton
Bankers Brae
Balfon
Glasgow
G63 0PY

Edinburgh Marina Holdings Ltd.
The Old Gunpowder Store,
Edinburgh Marina
21 Lochinvar Drive
Edinburgh
EH5 1RY

Date: 17 December 2021

Your ref:

Dear Sir/Madam

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
Formation of access roads, cycle ways and public realm areas (Plots 35 and 35A). at
Granton Harbour West Harbour Road
Edinburgh
REFERENCE NUMBER: 21/06440/FUL

CONFIRMATION OF RECEIPT AND REGISTRATION OF APPLICATION

Thank you for your application which was registered on 8 December 2021. No fee was required. The advertisement date is 7 January 2022.

Your application has been assigned to Christopher Sillick who has the responsibility for assessing the application in relation to National and Council policies, carrying out the necessary consultations and preparing a report.

Decisions on planning applications cannot be made within 21 days of registration, neighbour notification or advert to allow a period of time to comment.

The target date for this application is 7 February 2022. It is intended that your application will be decided by **Delegated Decision**.

The officer can be contacted at christopher.sillick@edinburgh.gov.uk

In the event of a decision not being made within the two month period, you may ask for the application to be reviewed by the Council's Local Review Body. The review notice should be submitted within 3 months from the target date specified above or agreed additional period.

Appeals and review requests should be made online at eplanning.scotland.gov.uk. Alternatively, please contact our appeals section at planning.appeals@edinburgh.gov.uk for advice.

Please visit our webpage on the [One Door Approach to Development Consents](#) for information on other permissions you may need.

Yours sincerely

Mandy Thorburn

Planning Technician

View and track planning applications made to the City of Edinburgh Council from your own PC. Go to: <http://www.edinburgh.gov.uk/planningonline>