

Development Management Sub Committee

Wednesday 28 August 2019

Application for Planning Permission 18/07354/FUL At Land To East Of 5, Port Hamilton, Edinburgh Erection of offices (Class 4) and associated works at land.

Item number

Report number

Wards

B11 - City Centre

Summary

The site is located within the City Centre where office development is supported by Local Development Plan policies Del 2 City Centre and Emp 1 Office Development. The proposal will not detrimentally harm the character or appearance of the adjacent conservation area or the setting of the nearby listed buildings. The design, materials and layout reflect that of an office development within a city centre location. Overall, there will be some impacts on neighbouring residential amenity and loss of open space, but these need to be considered against the backdrop of a city centre location and the benefits which the proposal will bring. The development is acceptable in relation to transport, drainage, archaeology and sustainability matters. A legal agreement in relation to a contribution to the tram and conditions in relation to materials and contaminated land are recommended. There are no other material considerations which outweigh this conclusion.

Links

[Policies and guidance for this application](#)

CRPWEN, LDPP, LDEL01, LDEL02, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN03, LEN06, LEN09, LEN12, LEN18, LEN21, LEN22, LEMP01, LTRA02, LTRA03, LTRA04, LTRA09, LRS06, SUPP, SGDC, NSG, NSGD02, NSLBCA,

Report

Application for Planning Permission 18/07354/FUL At Land To East Of 5, Port Hamilton, Edinburgh Erection of offices (Class 4) and associated works at land.

Recommendations

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

Background

2.1 Site description

The site, covering 0.2 hectares, is located at Port Hamilton in the Exchange District area of the city. The site is crescent shaped and follows on from the existing circular office buildings on the adjacent land. There is a change in height from the east to west across the site.

Currently, the site contains a landscaped public realm area consisting of seven trees and ground cover planting. The Millennium Cycle Way cuts through the site linking Port Hamilton through the Scottish Widows offices and on to Morrison Street.

To the north is the Scottish Widows office building which rises up to six storeys. To the east is a central circular area of green space associated with the existing office buildings.

To the south/west of the site is the exchange 3 office building, which is five storeys in height.

To the east is the existing four storey residential development and associated hardstanding/car parking. Further to the east and northeast are the rear elevations and gardens of the A listed properties on Gardner's Crescent (listing reference, 28797, listing date 14.12.1970).

2.2 Site History

23 June 1993 - Outline planning permission granted for offices, flats and parking (application reference A 00897 93).

18 January 1995 - Reserved Matters consent granted for erection of 60 387 sq. metres of office, 75 flats and 450 parking spaces (application reference A 02542 94). This consent reserved the detail of the housing for a further application.

3 July 1997 - Planning permission granted for 64 flats at Gardner's Crescent, to rear of Scottish Widows and to the west of the site (application reference A 02381 96).

10 January 2007 - planning permission granted for the demolition of existing buildings, partial relocation of existing frontage and erection of an office development with associated landscaping, car parking and accesses (as amended) on land at Fountainbridge/Semple Street. The application site was contained within the redline boundary, but permission related to two buildings (Buildings A and B) to the east of the site. Condition 4 of this permission required a public realm strategy to be submitted which covered the site (application number 04/02845/FUL).

10 January 2007 - planning permission for the erection of an office development (Building C) at land to rear of Port Hamilton and the Chalmers Building. This is to the east of the application site (application reference 04/02851/FUL).

7 December 2017 - planning permission granted for a change of use of cafe (class 3) to office (class 4) at Building C, 3 Semple Street (application number 17/04712/FUL).

Main report

3.1 Description Of The Proposal

The proposed development is for the erection of a six storey Class 4 office building covering 4,465 square metres (sqm) and associated works.

The building is curved in shape, following the lines of the neighbouring office development. There is a change in height of the building at the northern end where it drops to five storeys.

The ground floor level of the building is cut away, with the building supported by columns. This forms a pend allowing the walkway/cycle path route to be provided through the site.

The materials proposed are primarily glazed curtain walling, anodised metal panels and fins (brown in colour), alongside green living walls on the lower levels (first and second floors) between the glazing.

Access to the site remains as existing from Port Hamilton. No car parking is proposed. A total of 48 cycle spaces are proposed, 36 internal and 12 external. There are also five motorcycle spaces provided.

Scheme 1:

Overall very similar. Alterations made to widen the cycle path through the site and additional information provided in relation to daylighting.

Supporting Documents

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

- Planning Statement;
- Design and Access Statement;
- Urban Context Document;
- Transport Statement;

- Archaeological Assessment;
- Daylighting Report and Revisions;
- Noise Impact Assessment;
- Office Marketing Assessment;
- Sustainability Assessment;
- Geotechnical Design and Environmental Assessment Report; and
- Drainage Strategy.

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

3.2 Determining Issues

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

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that in considering whether to grant planning permission for development which affects a listed building or its setting, a planning authority 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.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states - special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area.

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 the development is acceptable;
- b) the proposals preserve or enhance the historic environment;
- c) the design, scale and layout is appropriate to the site;
- d) there is an acceptable level of amenity;
- e) there are any transport issues;
- f) there are any other material considerations; and

g) comments raised have been addressed.

a) Principle

The site is located within the City Centre as defined by the Local Development Plan Proposals Map.

Policy Del 2 City Centre states that development will be permitted which retains and enhances its character, attractiveness, vitality and accessibility and contributes to its role as a strategic business and regional shopping centre and Edinburgh's role as a capital city. The policy sets out a number of principles for development, including that proposals should be comprehensively designed, for uses appropriate for the site including accessibility and character of the surrounding area and the creation of traffic-free pedestrian routes where achievable.

The supporting text for the policy references the demand for office space within the City Centre and importance of office jobs to the economy.

Policy Emp 1 Office Development supports high quality office development within the city centre. Again, the supporting text recognises the importance of office based businesses in providing jobs and contributing to economic growth. It notes that the city centre remains the prime location for office development, due to proximity to other office, service and transport hubs.

The applicant has submitted an Office Market Statement in support of the application. This states that Edinburgh is experiencing record office take up with the technology and university sectors responsible for the growth. Financial, professional and public services also continue to be important occupiers.

The statement goes on to say that Edinburgh is suffering from a lack of modern office space and new development land in the city centre, with old stock being converted into other uses. Demand and take up continues to be high, but the city centre is suffering a shortage of quality accommodation with a little over one year's take up remaining and a lack of new office buildings scheduled to be complete within Edinburgh. This proposal will therefore respond to market demand and offers the flexibility to be subdivided.

Representations have queried the demand for office space in the area noting a number of vacant properties in the area.

Economic Development considers that the proposal and the applicant's summary of the pressures on the office market is consistent with Economic Development's own understanding. There is a mismatch between supply and demand with demand heavily focused on the city centre which accounts for a relatively small proportion of the city's office pipeline. Whilst the intention to deliver floorplates of 2,500 sq ft to 5,000 sq ft (circa 20 to 50 employees) is very positive with many developers are focused on larger tenants leaving the "mid-market" largely unserved.

This is a highly strategic location within the Exchange District and close to Haymarket and from an Economic Development perspective the proposal is very positive. If fully-let to a financial services occupier, it would be expected that the building could directly support approximately 390 full-time equivalent jobs.

At present, the site incorporates an open landscaped area between the existing office buildings that allows for an open visible link through the area, including a footpath/cycleway. Representations have been received objecting to the loss of this open aspect within the locality and the loss of trees / greenspace.

A condition of application number 04/02845/FUL for office development to the east of the site required the submission of a public realm strategy. The public realm strategy includes this site and walkway (along with other surrounding areas). This strategy set out the landscape detail for what is currently in place and showed how the public realm linked together in the locality.

The applicant indicates that it was always the intention that the site would be built out for office development and has submitted plans for the adjacent residential development that show the site earmarked for office development.

A walkway/cycleway linking Port Hamilton with Morrison Street to the north will be maintained as part of the proposal. The walkway will run under the first floor of the building.

The landscaped area is not formally designated as open space within the LDP. While this area does hold some limited visual amenity value, it does not form actively useable recreational space and its overall contribution to the quality and character of the local environment is not of a significant nature. The trees on the site are not located within a conservation area and are not covered by a Tree Preservation Order. The loss of this area of open space is considered acceptable having regards to the overall benefits which the proposal will bring, and an infringement of LDP policy Env 18 is justified in the context of this application.

There is a demand for office space in such city centre locations and this is supported by policy. Subject to detail consideration of the design and links through the site, the proposal is acceptable in principle.

b) Historic Environment

LDP Policy Env 6 Conservation Areas - Development sets out that development within the conservation area or affecting its setting will be permitted where it preserves or enhances the special character or appearance of the conservation area and is consistent with the character appraisal, preserves existing features which contribute positively to the character of the area and demonstrates high standards of design and utilises materials appropriate to the historic environment.

Scottish Planning Policy states that proposals that do not harm the character or appearance of the conservation area should be treated as preserving its character or appearance.

The site is adjacent to the West End Conservation Area. The boundary runs along the rear gardens of the listed buildings on Gardner's Crescent to the west of the site.

Of note within the Conservation Area Character Appraisal, 2006 (CACA) is that, *"Port Hamilton, immediately behind Gardner's Crescent, was developed by St Cuthbert's Cooperative Society as a large bakery and milk depot."*

Historic maps and photos show this as a large building abutting up to the adjacent older existing tenemental buildings and the rear boundary of the properties on Gardner's Crescent.

The CACA also states that, *"Large scale development has, and is taking place, on the margins of the conservation area. It is important that where there are development opportunities lying adjacent to the conservation area boundary, the design of new buildings should reflect the scale, massing and materials of the conservation area. Development opportunities both within and adjacent to the conservation area must respect views out of and into the conservation area."*

Modern buildings adjacent to the conservation area take the form of curved blocks with squares and crescents. This proposal continues this spatial pattern of development. Furthermore the design concept for the building shows the buildings within the area stepping down from the east through to west.

It is not uncommon to find varying scale and heights of development adjacent to one another in Edinburgh. The proposal and built form carries on from the existing office development to the east.

In terms of views, the main local view from between the tenements along Gardner's Crescent will be altered from one showing the existing trees, to the office development. However, given the backdrop of the existing Scottish Widows office building this view will not be significantly altered.

The site is also within a protected viewcone W03c from Telford Road to St Mary's spires. This area forms part of the backdrop to the spires. The proposed building will not rise above the existing buildings in the area and will have no further detrimental impact on this view.

The proposed materials are not traditional ones associated with the conservation area and identified in the CACA (stone and slate in the western area of the conservation area). The building is modern and has been designed to relate to the existing office developments, rather than the traditional stone built properties in the conservation area itself. This is an appropriate approach for a modern office development in this area and a more traditionally styled building would be at odds within the wider Exchange area.

The proposal would be a different style to that within the adjacent conservation area, but would not harm the character and appearance of the area.

Policy Env 3 Listed Buildings - Setting sets out that development affecting the setting of a listed building will be permitted only if not detrimental to the architectural character, appearance or historic interest of the building, or to its setting.

The primary elevation of the adjacent listed buildings is onto Gardner's Crescent with the setting largely formed by the adjacent open space. The proposed development is to the rear of the listed building, where some of the rear windows will overlook onto the site. There is already a large office building adjacent to the site and this building seeks to complete the development. There are also a number of trees within the rear gardens which will restrict views of the development in the summer months.

The building will alter the views from the rear of the listed building, but will not detrimentally impact on the setting of the listed building. The site has also historically been occupied by a large bakery that was much closer to the rear gardens of Gardner's Crescent.

In summary, the proposed building is not within the conservation area and rather than providing a more traditional design approach, the building is modern in appearance and relates to its existing office neighbours. The proposal will not detrimentally harm the character and appearance of the conservation area or the setting of the nearby listed buildings.

c) Design and Layout

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

Layout:

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

The proposal reflects the existing office development and continues the perimeter style form set around the existing central courtyard, completing a ring of office development that has been developed over a number of years.

Taken in isolation, the completion of the circle of office development is a clear response to the site. However, the development is in close proximity to the existing flats - as close as five metres at one point.

An Urban Context Study has been provided to explain the approach taken to the site considering open space, urban grain and building relationships. This stresses that successful urban developments elsewhere within the city are achieved by having a balanced approach to planning policy.

The study considers development between Canongate and the Royal Mile where development took urban cues from the Old Town creating an urban form and building relationships which would not comply with guidance on daylight, sunlight and privacy.

The study also references the Quartermile development where the heights, form and relationships of buildings create a tight urban context.

In terms of the Exchange/Fountainbridge area there have been a number of developments and associated infill developments that have resulted in a commercial core of development. These have been developed with a series of interlinked squares. Permeability has been a driving factor of the development.

An appeal decision for an application at 36 Morrison Street for flatted development (application reference 14/02232/FUL) is also cited by the applicant. The Reporter upheld the appeal for flatted development which was developed closely to existing housing. The Reporter held that the development reflected the tight historic urban pattern of the area and therefore even though the development would breach the Council's non-statutory guidelines on matters such as daylighting, overshadowing, privacy and outlook it was deemed acceptable.

Within Edinburgh there have been developments that have been built in close proximity to each other, particularly within the Old Town and city centre locations (which this application site is within), which have led to successful, interesting spaces.

This development would continue to build on the urban context established by the adjacent office development and link in with the existing paths and public realm.

A principle design concept of the proposal has been to ensure that the pedestrian and cycle link through the site is retained. This has been achieved by opening up the built form of development at the ground floor level to allow a route under the upper storeys.

The existing cycle / footpath through the site is 2.1 metres in width. The proposed new path is three metres wide and continues to link into the existing path through the Scottish Widows building. The proposed wider path now provides a more user friendly natural sweep. A dropped kerb is proposed at the entrance to the site. The Roads Authority does not object to the application.

The layout is acceptable.

Design and Materials:

The proposed building is a modern design that responds to the adjacent office buildings. It continues the curved style of the adjacent buildings. The design is relatively simple, using repetitive detailing of glazing, interspersed by green wall panels on the first and second floor and anodised cladding panels on the third and fourth floor. The glazing continues to the gable ends of the buildings. The use of the materials and depth added by the finned banding results in a bold and contemporary office development.

The internal elevation of the building is largely comprised of glazing broken up again by fin elements. This side of the building overlooks the internal courtyard area.

The cut-away at the ground floor level opens up the building at this level leaving an interesting glazed entrance point to the building, which at the street level will aid in reducing the impact of the building and enable a wider area of public realm.

The design and materials proposed are acceptable to the locality.

Height:

LDP Policy Des 4 states that development should have a positive impact on its surroundings, including the wider townscape and landscape, and impact on existing views including (amongst other matters) height and form.

The proposed development is designed to complement the height, form and scale of the ring of office development that it completes, rather than the context provided by the adjacent residential flats.

The proposed building equals the height of the six storey Scottish Widow building and bridges the difference in height down to five storeys of the adjacent Exchange 3 office building. The height is therefore commensurate with the adjacent contemporary office buildings and is designed to complete the perimeter block.

The height of the office is larger than the adjacent four storey residential flats. The submitted design and access statement sets out that within the wider context there is a general reduction of scale from the higher office and commercial development to the east of the site through to the lower two and three storey scale to the west. The impact of any views has been assessed in section 3.3b) and is acceptable.

As states above, the general proposal of completing the circle of development whilst creating an urban form of tight streets is acceptable.

The general height and scale of the development is acceptable.

The proposal completes the circle of office development and although in close proximity to existing residential development, this is not an unusual form of development within the city centre. The proposal allows for the foot/cycle path to run through the site. The design, materials and layout reflect that of an office development within a city centre location.

d) Amenity

LDP Policy Des 5 Development Design - Amenity requires consideration to be given to impacts on neighbouring properties to ensure no unreasonable noise impact or loss of daylight, sunlight or privacy.

Noise and Odour:

A Noise Impact Assessment (NIA) has been provided, with the nearest residential properties approximately 5 metres away from the west facade of the proposed building. External plant has been located within the proposal to minimise impacts. The NIA states that the predicted internal noise levels within the nearby residential properties will be within the Councils night-time criterion of NR 25. Environmental Protection does not object to the proposals and has not raised any concerns in relation odour.

Daylighting and Overshadowing:

A Daylighting Study has been provided to consider the potential impact of the proposed building on the adjacent residential development. A number of objections have been received in relation to this issue and the detrimental impact the development will have on daylighting.

In the first instance, Vertical Sky Component (VSC) modelling has been used to demonstrate if there would be any impact on the existing residential buildings opposite the proposed development. Acceptable results would be a figure of 27% or 0.8 of its former value, as indicated in the Edinburgh Design Guidance.

This indicates that a number of the facades on the adjacent residential properties, such as the rear of the listed properties on Gardner's Crescent, will either meet the 27% figure or be at least 0.8% of the its former value. Accordingly, the impact on daylighting will be acceptable and no further studies are required for these windows.

Further information has been provided for the two nearest residential blocks. This divides the blocks to the west into four viewpoints, covering both the eastern elevations and the curved elevations. The results show that a number of the windows do not meet the 27% threshold and/or are reduced by more than 20% when comparing existing levels with those proposed.

All the windows in the eastern elevation (view 4) of the nearest northern block do not meet the required VSC values, whilst for the curved elevation (view 7) of this block 18 of the 34 windows tested do not meet the required values.

For the more southerly block, in the eastern elevation (view 1) six of the 12 windows do not achieve the VSC values and for the curved elevation (view 2) 22 of the 31 windows tested do not meet the required values.

Consequently, for the rooms not meeting the VSC thresholds, further analysis using the Average Daylight Factor (ADF) methodology has been undertaken. The ADF results shows that all the windows in the crescent elevations of both blocks meet the ADF requirements. However, there are four windows in both the eastern elevation of the northern block (view 4) and the eastern elevation of the southern block (view 1) that fail the ADF assessment.

The study goes on to state that these windows are already failing to meet the required standard without the proposed development in place. Post development, three of the windows (one lounge and two kitchen) have reduced ADF levels, but only by 4% to 7%. These locations are identified in the revised Design and Access Statement.

Consequently, for a city centre location the impact on daylighting is minimal.

An objection has been received in relation to the daylighting impacts on existing office blocks. The amenity of office and commercial use buildings is not protected by the planning system.

A sun path analysis has also been submitted to demonstrate the impact of any potential overshadowing and loss of sunlight which may result from the construction of the development. The analysis details the level of overshadowing which will affect the neighbouring properties on Gardner's Crescent, and Port Hamilton, and provides plans showing shadows for each hour between 6 am and 12 pm on both the spring equinox, March 21st, and the summer solstice, June 21st.

The analysis highlights that on March 21st, the rear gardens of the properties on Gardner's Crescent opposite the development will be subject to overshadowing which they would not otherwise experience between the hours of 8am and 10am. However, after this time, the gardens will not experience any additional overshadowing beyond that which they already encounter owing to the position of the tenement buildings on Gardner's Crescent and Port Hamilton. The proposal will not therefore result in an unacceptable increase in the overall level of overshadowing which these properties encounter and, having regard to the character of the surrounding urban environment and townscape, the level of overshadowing is considered to be acceptable in the context of this application.

Outlook and Privacy:

In terms of outlook and privacy the proposal has been designed with green walling elements to break up the glazing on the first and second floors and limit the impacts on privacy and outlook. As set out in the Edinburgh Design Guidance privacy distances are dependent on the pattern of development within the area and there are no set privacy distances. It is also noted that the rooms in the residential properties closest to the proposed development are mostly dual aspect living rooms or kitchens accessed from the lounge.

The proposal will have an acceptable impact in terms of noise. The submitted daylighting information demonstrates that by using various modelling techniques that there will be limited impact on daylighting and overshadowing. The impact on privacy and outlook is acceptable for such a location. Overall, there will be some impacts on amenity, but these need considered against the backdrop of a city centre location.

e) Transport

Access and Parking:

A Transport Statement has been submitted in support of the application. This provides an assessment of the transport considerations associated with the proposal.

Vehicular access and waste collection continue to be as existing from Port Hamilton. The applicant has demonstrated that the existing and proposed transport infrastructure will be able to support the proposed development. The Roads Authority does not object to the planning application.

It is expected that that most trips of the proposed development will be by sustainable travel, with the Transport Statement anticipating that the proposal will generate a total of 104 and 88 two-way people trips during the weekday AM and PM Peak periods respectively.

LDP Policy Tra 2 - Private Parking requires that developments make provision for car parking levels that comply with and do not exceed the parking levels set out in the non-statutory guidance.

The 2017 parking standards contain no minimum amounts for car parking, but would allow for a maximum of nine spaces. The proposed development is in the city centre with good access to public transport and within a Controlled Parking Zone, consequently the provision of no car parking is acceptable. The five motorcycle spaces comply with the Council's minimum motorcycle parking requirement for the proposed development.

LDP Policy Tra 3 - Private Cycle Parking requires that cycle parking complies with Council guidance. The Council's parking standards require a minimum 35 cycle spaces. The proposal meets this by providing 36 basement cycle parking spaces and 12 external cycle spaces. The basement cycle spaces are accessed via a spiral stair with incorporated cycle wheel ramp. Showers and changing is also provided in the basement.

The access and parking arrangements are acceptable.

Transport Contributions:

A contribution of £204,501 is required towards the Edinburgh Tram (Zone 3). This will need to be secured through an appropriate legal agreement.

In summary, the transport implications are acceptable for the site.

f) Other Matters

Flooding and Drainage:

A Drainage Strategy Plan including the appropriate self-certification has been provided as part of the application. Flood Prevention are in acceptance of the proposed plans.

Site Investigation:

The Geotechnical Design and Environmental Assessment Report is being assessed by Environmental Protection. Until this is assessed, Environmental Protection has recommended that a condition is attached to ensure that contaminated land is fully addressed.

Archaeology:

The submitted Archaeology Desk-Based Assessment concludes that this application will have no known significant archaeological impact. The City Archaeologist agrees with this conclusion and no further information is required on this matter.

Sustainability:

The applicant has indicated that it proposes to use Air Source Heat Recovery simultaneous heating and cooling Heat Pumps for the base load with high efficiency (gas boilers providing the domestic hot water requirements to meet the requirements of part A of the sustainability statement form. As the proposal is a local development, part b of the form is not applicable.

g) Public Comments

Scheme 1

Material Representations - objection:

Principle

- Over provision of office developments - assessed in section 3.3a).
- Loss of open space / landscaped area / trees - assessed in section 3.3a).
- No replacement tree planting / public space provided - assessed in section 3.3a).
- Over development of the area - assessed in section 3.3a).

Built Heritage

- Impact on listed buildings and conservation area - assessed in section 3.3b).

Design

- Height and size of the development in comparison to existing residential properties - assessed in section 3.3c).
- Proposed building significantly higher than neighbouring building at Exchange Place - assessed in section 3.3c).
- Detrimental impact on the appearance of the area - assessed in section 3.3c).
- Development too close to existing residential properties - assessed in section 3.3c).
- Design inappropriate and will clash with residential buildings - assessed in section 3.3c).

Amenity

- Impacts on privacy and outlook - assessed in section 3.3d).
- Impacts on daylight/sunlight - assessed in section 3.3c).
- Overshadowing impacts.
- Noise and odour impacts - assessed in section 3.3c).

Transport

- Traffic congestion - assessed in section 3.3e).
- Lack of parking already exists in the area and development will exacerbate this - assessed in section 3.3e).
- Proposal compromises existing cycle route by introducing obstacles, narrowing the route, creating conflict with other users and making the route less obvious than the current one - assessed in section 3.3e).
- Inadequate access to cycle parking - assessed in section 3.3e).
- Increase in pollution - in terms of access and traffic matters this is considered in section 3.3e). An informative has been recommended for air quality matters during the construction phase.

Consultation

- Neighbour notification not carried out correctly - notification carried out following the correct procedures. Additional advertising of the application also taken place as a bad neighbour development.

Non-material Representations

- Construction stage issues including structural damage.
- Lack of pre-application consultation.
- Loss of views.
- Alternative sites for office development.
- Alternative uses for the site.
- Loss of security -any antisocial behaviour issues best covered by separate legislation. Additional office development will provide passive security through the day.
- Light spill from building - the site is within a city centre location. Matters relating to light pollution are regulated through environmental protection legislation.

Scheme 2

Material Representations - objection:

Principle

- No demand for office, a number of office developments not let or offices converted to hotels - assessed in section 3.3a).
- Loss of open space / landscaped area / trees - assessed in section 3.3a).
- No replacement tree planting / public space provided - assessed in section 3.3a).

Built Heritage

- Impact on listed buildings and conservation area - assessed in section 3.3b).

Design

- Green walls element does not adequately replace landscaped area - considered in section 3.3c).
- Detrimental impact on the appearance of the area - assessed in section 3.3c).

Amenity

- Noise and odour impacts - assessed in section 3.3d).
- Impacts on privacy and outlook - assessed in section 3.3d).
- Impacts on daylight/sunlight - assessed in section 3.3d).
- Overshadowing impacts - addressed in section 3.3d).

Transport

- Traffic congestion - assessed in section 3.3e).
- Lack of parking already exists in the area and development will exacerbate this - assessed in section 3.3e).
- Increase in pollution (including from loss of trees) - assessed in section 3.3a and 3.3e).
- Inadequate cycle route proposed - assessed in section 3.3e).

Drainage

- Area subject to flooding, removal of landscaped area will exacerbate this - assessed in section 3.3f).

Consultation

- Neighbour notification / advertisements not carried out correctly - notification carried out following the correct procedures. Additional advertising of the application also taken place as a bad neighbour development.

Non-material Representations

- Construction stage issues including structural damage.
- Traffic congestion.
- Alternative proposals.
- Alternative sites for development.
- Light spill from building - the site is within a city centre location. Matters relating to light pollution are regulated through environmental protection legislation.

Conclusion

The site is located within the City Centre where office development is supported by Local Development Plan policies Del 2 City Centre and Emp 1 Office Development. The proposal will not detrimentally harm the character or appearance of the adjacent conservation area or the setting of the nearby listed buildings. The design, materials and layout reflect that of an office development within a city centre location. Overall, there will be some impacts on neighbouring residential amenity and loss of open space, but these need to be considered against the backdrop of a city centre location and the benefits which the proposal will bring. The development is acceptable in relation to transport, drainage, archaeology and sustainability matters. A legal agreement in relation to a contribution to the tram and conditions in relation to materials and contaminated land are recommended. There are no other material considerations which outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Prior to the commencement of construction works on site:
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
- ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.

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

Reasons:-

1. In order to protect the development's occupants and human health.
2. In order to enable the planning authority to consider this/these matter/s in detail.

Informatives

It should be noted that:

1. Legal Agreement:

Permission should not be issued until a suitable legal agreement has been entered into for a contribution of £204,501 to the Edinburgh Tram Line. The sum is to be indexed and the use period to be 10 years from the date of payment.

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. Charging outlet (wall or ground mounted) should consider for the front turning circle area and be of the following standard. 70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.
6.
 - a) All mobile plant introduced onto the site shall comply with the emission limits for off road vehicles as specified by EC Directive 97/68/EC. All mobile plant shall be maintained to prevent or minimise the release of dark smoke from vehicle exhausts. Details of vehicle maintenance shall be recorded.
 - b) The developer shall ensure that risk of dust annoyance from the operations is assessed throughout the working day, taking account of wind speed, direction, and surface moisture levels. The developer shall ensure that the level of dust suppression implemented on site is adequate for the prevailing conditions. The assessment shall be recorded as part of documented site management procedures.

- c) Internal un-surfaced temporary roadways shall be sprayed with water at regular intervals as conditions require. The frequency of road spraying shall be recorded as part of documented site management procedures.
 - d) Surfaced roads and the public road during all ground works shall be kept clean and swept at regular intervals using a road sweeper as conditions require. The frequency of road sweeping shall be recorded as part of documented site management procedures.
 - e) All vehicles operating within the site on un-surfaced roads shall not exceed 15mph to minimise the re-suspension of dust.
 - f) Where dust from the operations are likely to cause significant adverse impacts at sensitive receptors, then the operation(s) shall be suspended until the dust emissions have been abated. The time and duration of suspension of working and the reason shall be recorded.
 - g) This dust management plan shall be reviewed monthly during the construction project and the outcome of the review shall be recorded as part of the documented site management procedures.
 - h) No bonfires shall be permitted.
- 7. The applicant is encouraged to develop a Construction Environmental Management Plan.
 - 8. The developer will be required to contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary (to extend the existing double yellow line on the turning area to cover access to the walking and cycling route) 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;
 - 9. All doors must be opened inwards and not outwards onto the proposed walking and cycling route except emergency doors.
 - 10. 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;

11. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;
12. 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.
13. 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.
14. Any works affecting an adopted carriageway or footway must be carried out under permit and in accordance with the specifications. See Road Occupation Permits.
http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point

Financial impact

4.1 The financial impact has been assessed as follows:

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

Risk, Policy, compliance and governance impact

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 considered and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was originally neighbour notified on 26 September 2018 and 38 letters of representation were received.

The application was subsequently advertised on 28 June 2019 and 15 letters of representation were received.

A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

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

**Statutory Development
Plan Provision**

The site is within the Urban Area of the Edinburgh Local Development Plan. The land is within the city centre as covered by Policy Del 2 City Centre.

Date registered

12 September 2018

Drawing numbers/Scheme

01-08, 09A, 10-17, 18A,

Scheme 2

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: James Allanson, Planning Officer

E-mail: james.allanson@edinburgh.gov.uk Tel: 0131 529 3946

Links - Policies

Relevant Policies:

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

Relevant policies of the Local Development Plan.

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

LDP Policy Del 2 (City Centre) sets criteria for assessing development in the city centre.

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

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

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

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

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

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

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

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

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

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

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

LDP Policy Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 18 (Open Space Protection) sets criteria for assessing the loss of open space.

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

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

LDP Policy Emp 1 (Office Development) identifies locations and circumstances in which office development will be permitted.

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

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

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

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

LDP Policy RS 6 (Water and Drainage) sets a presumption against development where the water supply and sewerage is inadequate.

Draft Developer Contributions and Infrastructure Delivery SG sets out the approach to infrastructure provision and improvements associated with development.

Relevant Non-Statutory Guidelines

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

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

Appendix 1

Application for Planning Permission 18/07354/FUL At Land To East Of 5, Port Hamilton, Edinburgh Erection of offices (Class 4) and associated works at land.

Consultations

Archaeology Officer Response - dated 1 October 2018

Further to your consultation request I would like to make the following comments and recommendations concerning this application for the erection of offices (class 4) and associated works.

Historically the site formed a coal yard along the western side of Port Hamilton, one of three basins forming the eastern terminus of the 1820's Union Canal, and in the mid-20th century the site of St Cuthbert's Bakery.

As such the site occurs within an area of archaeological interest. However, both the demolition of the bakery and the construction of the current office complex of which this site forms part has almost certainly had a significant impact resulting in the probable removal of any surviving insitu remains. Accordingly I concur with the applicants archaeological consultants (Headland Archaeology) opinion that this application will have no known significant archaeological impact.

Economic Development Response - dated 15 July 2019

Knight Frank market statement

- The summary of the acute pressures on the office market is consistent with Economic Development's own understanding and the recent market research commissioned by the Council from Ryden. The loss of investment due to a shortage of office space is a real threat; for example, this is understood to be one of the main reasons why Barclays selected Glasgow for its new technology hub (2,500 jobs) over Edinburgh. There is a mismatch between supply and demand with demand heavily focused on the city centre which accounts for a relatively small proportion of the city's office pipeline and a smaller proportion of land zoned for new office development.

- As noted, the Port Hamilton development would be highly timeous, bridging the gap between the completion of Capital Square and the completion of The Haymarket, the Dewar Place development, and the two Fountainbridge office developments.

- The intention to deliver floorplates of 2,500 sq ft to 5,000 sq ft (circa 20 to 50 employees) is very positive. Many developers are focused on larger tenants and the "mid-market" is largely unserved.

Planning statement

- As noted, the development is a natural follow-on to the Port Hamilton and Exchange Place Three developments. This is a highly strategic location within the Exchange District and close to Haymarket. The site is set back from the surrounding roads with limited visibility which may deter some occupiers but as seen with Exchange Place Three office developments can work in this location within limited visibility.

Overall, from an Economic Development perspective this proposal is very positive. If fully-let to a financial services occupier, we would expect the building to directly support approximately 390 full-time equivalent jobs, a major boost at a time of economic fragility.

Environmental Protection Response - dated 17 June 2019

This is a large office development with no proposed carpark and large areas of green wall panels integrated into the proposed building. The building is surrounded by residential properties to the west, and by offices to the east.

Due to the nearby residential properties the applicant has submitted a supporting noise impact assessment to ensure their amenity is protected. The nearest noise sensitive premises are approximately 5 m from the west facade of the proposed building. However, the applicant has demonstrated that they will be protected from any sources of external noise e.g. intake / exhaust grilles, external plant items and louvres as the applicant has located plant to minimise impacts.

The applicant has also confirmed that the proposed energy for the site will be mainly from the electric grid with a maximum of 300kw of heat energy from gas which is below our threshold. Environmental Protection welcome the application includes no car parking provisions. There is a turning circle to the front of the building which would likely be used by taxis to drop off staff. It is recommended that a rapid electric vehicle charging point is installed in this area to serve the taxi trade. The applicant may be able to secure funding for this from Scottish Energy Saving Trust. Environmental Protection shall recommend an informative is attached regarding charging point.

As the site is located near to residential properties that will be exposed to noise, dust and fumes during the construction phase of this development. The applicant is encouraged to develop a Construction Environmental Management Plan to address these issues and minimise impacts. The applicant should be aware that noisy construction works are regulated and actively enforced under the Control of Pollution Act 1974. Noisy construction works are permitted Monday to Saturday between 07:00 - 19:00 hours and in accordance with BS5228 Construction Noise Control. Environmental Protection will recommend an informative regarding local air quality impacts during the construction phase.

Contaminated Land

The applicant has submitted a Ground Investigation Report which is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that a condition is attached to ensure that contaminated land is fully addressed.

Therefore, Environmental Protection offer no objection subject to the following condition;

Conditions

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

a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.

Informative

a) Charging outlet (wall or ground mounted) should consider for the front turning circle area and be of the following standard. 70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVs G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

b) All mobile plant introduced onto the site shall comply with the emission limits for off road vehicles as specified by EC Directive 97/68/EC. All mobile plant shall be maintained to prevent or minimise the release of dark smoke from vehicle exhausts. Details of vehicle maintenance shall be recorded.

c) The developer shall ensure that risk of dust annoyance from the operations is assessed throughout the working day, taking account of wind speed, direction, and surface moisture levels. The developer shall ensure that the level of dust suppression implemented on site is adequate for the prevailing conditions. The assessment shall be recorded as part of documented site management procedures.

d) Internal un-surfaced temporary roadways shall be sprayed with water at regular intervals as conditions require. The frequency of road spraying shall be recorded as part of documented site management procedures.

e) Surfaced roads and the public road during all ground works shall be kept clean and swept at regular intervals using a road sweeper as conditions require. The frequency of road sweeping shall be recorded as part of documented site management procedures.

f) All vehicles operating within the site on un-surfaced roads shall not exceed 15mph to minimise the re-suspension of dust.

g) Where dust from the operations are likely to cause significant adverse impacts at sensitive receptors, then the operation(s) shall be suspended until the dust emissions have been abated. The time and duration of suspension of working and the reason shall be recorded.

h) *This dust management plan shall be reviewed monthly during the construction project and the outcome of the review shall be recorded as part of the documented site management procedures.*

i) *No bonfires shall be permitted.*

Roads Authority Response - dated 15 October 2018

The application should be continued.

Reasons:

1. *The proposed cycle route is restricted in width or compromised by the third column/pillar (counting from west to east) and is contrary to Policy Tra 9 a and b(planning permission will not be granted for development which could prevent implementation of proposed cycle paths/paths shown on the proposal map or detrimental to a path which forms part of the core paths network or prejudice the continuity of the off-road network generally)*

2. *The proposed door will restrict the width of the footway and also safety concerns for cyclist unless it is emergency exit door. Applicant is required to clarify all doors affecting the proposed footway/cycle route will be opened inwards unless emergency doors.*

3. *The 2007 Council's Parking Standards requires the applicant to provide a minimum 35 cycle parking provision for the proposed 4465m² office use; 30 secure covered cycle parking for employees and 5 parking provision for customers. The applicant's plan shows 12 level of cycle parking provision and does not meet the Council's minimum cycle parking requirement.*

4. *The Council's parking Standards requires a minimum of 5 motorcycle parking for the proposed development.*

Should you be minded to grant the application; the applicant will be required to;

5. *The applicant is required to safeguard the route of the millennium national cycle network that runs through the proposed site.*

6. *The applicant will be required contribute the sum of £204,501 (based on 4465m² office use in Zone 3) to the Edinburgh Tram in line with the approved Tram Line Developer Contributions report. The sum to be indexed as appropriate and the use period to be 10 years from date of payment;*

7. *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;*

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

9. 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;

10. 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.

11. Any works affecting a adopted carriageway or footway must be carried out under permit and in accordance with the specifications. See Road Occupation Permits. http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point

Note:

a. The applicant proposes no parking provision and complies with the 2017 Parking Standards which allows a maximum of 9 parking provision for the proposed development in Zone 1.

b. Tram contribution of proposed 4465m² office use in Zone 3= £204,501

Roads Authority Further Response - dated 12 June 2019

The applicant submitted a transport statement in support of the planning application and generally satisfy the requirement of transport statement. The proposed development is anticipated to generate a total of 104 and 88 two-way people trips during the weekday AM and PM Peak periods respectively.

The site is in the city centre with good access to public transport and therefore zero parking provision is acceptable. It is considered that most trips of the proposed development will be by sustainable travel. The applicant has demonstrated that the existing and proposed transport infrastructure will be able to support the proposed development.

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

1. The applicant will be required contribute the sum of £204,501 (based on 4465m² office use in Zone 3) to the Edinburgh Tram in line with the approved Tram Line Developer Contributions report. The sum to be indexed as appropriate and the use period to be 10 years from date of payment;

2. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary (to extend the existing double yellow line on the turning area to cover access to the walking and cycling route) 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;

1. 3m wide walking and cycling route to be provided through the proposed development with dropped kerb access on the turning area of Port Hamilton. The applicant is required to safeguard the millennium national cycle route through the proposed site;
2. All doors must be opened inwards and not outwards onto the proposed walking and cycling route except emergency doors.
3. 36 basement cycle parking spaces and 12 external cycle spaces being provided complies with the minimum 35 cycle parking requirement for the proposed development in Zone 1.
4. 5 motorcycle parking spaces being provided complies with the Council's minimum motorcycle parking requirement for the proposed development in Zone 1.
5. 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;
6. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;
7. 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;
8. 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.
9. Any works affecting an adopted carriageway or footway must be carried out under permit and in accordance with the specifications. See Road Occupation Permits. http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point

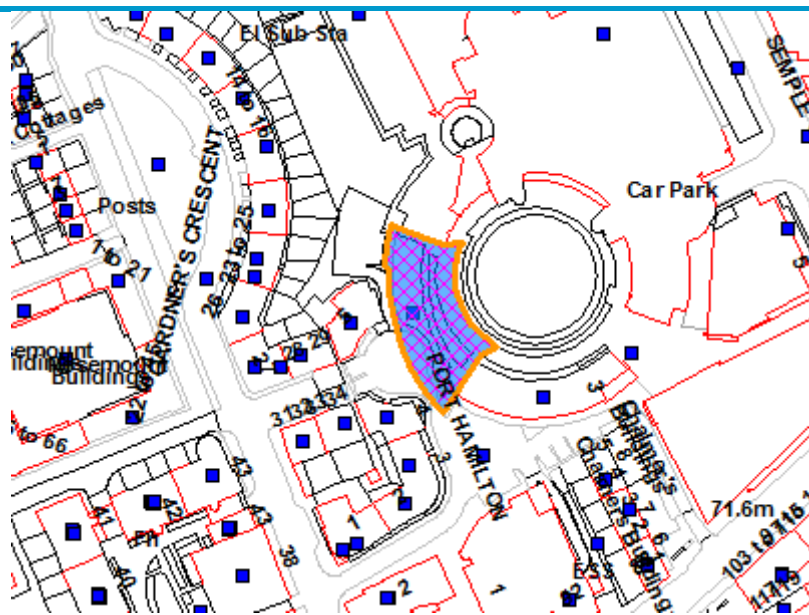
Note:

- a. Tram contribution of proposed 4465m² office use in Zone 3= £204,501
- b. The applicant proposes no parking provision and complies with the 2017 Parking Standards which allows a maximum of 9 parking provision for the proposed development in Zone 1.
- c. Basement cycle parking to be accessed by cycle wheel ramp and lift.
- d. Existing walking and cycling route to be widened from 2.1m wide to 3m wide.
- e. Refuse collection per existing arrangement on Port Hamilton.
- f. The shared walking and cycling route meets the desirable minimum width of 3m (2010 Cycling by Design; revised 2011). Given the change in level of the site the proposed width is acceptable.
- g. No HGV delivery but 2 van delivery per day.

h. No car parking provision being provided for the proposed development. The site is in a Controlled Parking Zone with all on street parking either pay and display or permit controlled. Listed below are publicly available nearby long-stay public and private car parks, how many spaces they provide and their distance from the site;

- o Semple Street: 100m, 198 spaces,
- o Edinburgh Quay: 190m 46 spaces,
- o Sheraton Grand Hotel: 300m 130 spaces,
- o Edinburgh Castle Terrace: 400m 750 spaces.

Location Plan



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