

Development Management Sub Committee

Wednesday 16 December 2020

Application for Approval of Matters Specified in Conds 17/02484/AMC

at Granton Harbour, West Harbour Road, Edinburgh.

**Approval of matters specified in condition 2 of outline
application 01/00802/OUT covering siting and height of
development, design, and configuration of public and open
spaces, access, road layouts, footpaths and cycle routes at
Granton Harbour, West Harbour Road.**

Item number

Report number

Wards

B04 - Forth

Summary

With reference to the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, based on the high level information provided, the proposed changes to the masterplan which would preserve the setting and character of the listed buildings. Further assessment would be required at the appropriate stage.

The principle of mixed use development at Granton Harbour is supported. It accords with the Local Development Plan (LDP) and the outline planning permission 01/00802/OUT approved in June 2003.

The application seeks specific approval of matters set out in the original outline permission. These cover siting and height of development, design, and configuration of public and open spaces, access, road layouts, footpaths and cycle routes.

The changes to the masterplan relate to a limited number of plots. Some of these plots have now had decisions made on individual approval of matters specified in conditions applications and these are now updated in the masterplan.

The uses and general layout accords with the development principles of LDP EW 2c: Granton Harbour. The updated plots mainly relate to housing development which is supported by Policy Hou 1 (Housing Development) and the hotel element complies with Policy Emp 10 (Hotel Development).

Plot 19A proposes a technology hub building instead of previous residential development. Such a use is acceptable with regards to the outline permission and the location ties in with the recently approved Granton Waterfront Development Framework which highlights West Harbour Road as an area for non-residential development.

Plot 35A now shows residential development on what was previously land shown as the marina. Previous masterplans have also highlighted this part of the site for development and residential use is acceptable in general terms of the outline permission and Policy Hou 1 (Housing Development).

The uses on Plots 19A and 35A are acceptable in principle, but as contextual information is lacking in terms of height, design and layout these approval matters cannot be approved through this masterplan application.

The current application makes no changes to the proposed local centre at Plots 12, 14, 15, 15A, 16 and 17 which were previously unacceptable as the proposals for these plots were contrary to LDP Policies Del 3 (Edinburgh Waterfront), Des 1 (Design Quality and Context), Des 4 (Development Design - Impact on Setting), Des 5 (Development Design

- Amenity) Des 7 (Layout Design) and Ret 7 (Entertainment and Leisure Developments
- Preferred Locations) and therefore are not approved through this masterplan.

The reserved matters covering footpaths and cycle routes in respect of the waterfront cycle/pedestrian route are not approved as sufficient detail has not been provided and the proposals do not complete the relevant section of the waterside Edinburgh Promenade cycle/pedestrian route as required by the LDP Policy Del 3 (Edinburgh Waterfront) and Policy Tra 9 (Cycle and Footpath Network). There are also insufficient details of a cycle track for shared cycle/pedestrian use on West Harbour Road/Lower Granton Road as required by Policy Des 7 (Layout Design).

Conditions are recommended to set out that the details on these plots are not approved. This is alongside conditions relating to amenity and flood risk.

Links

[Policies and guidance for this application](#)

LDPP, LDEL03, LDES01, LDES02, LDES04, LDES05, LDES07, LEMP10, LEN13, LEN14, LEN20, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU06, LHOU07, LHOU10, LRET07, LTRA04, LTRA07, LTRA09,

Report

Application for Approval of Matters Specified in Conds 17/02484/AMC at Granton Harbour, West Harbour Road, Edinburgh. Approval of matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design, and configuration of public and open spaces, access, road layouts, footpaths and cycle routes at Granton Harbour, West Harbour Road.

Recommendations

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

Background

2.1 Site description

The site, known as Granton Harbour, comprises approximately 33 hectares of land to the north of West Harbour Road, Granton Square and Lower Granton Road.

There are a number of industrial units on the site. Part of the site is already developed with residential properties fronting Granton Square (plot 2), and within the site to the north of the existing industrial area (plots 4 and 28). Construction of flatted blocks on plot 27 and plot 3 is currently underway. The remainder of the site is largely cleared of buildings.

There is an existing canal feature to the north west of the site. The harbour has two basins: the western harbour has been partly infilled, and the eastern harbour is used as yacht moorings and is protected by the Eastern Breakwater. The site wraps around the western harbour. The eastern harbour lies to the east of the application site.

The western harbour is protected from the Firth of Forth by the Western Breakwater/ Esparto Wharf. This was constructed between 1842 and 1863 and is category B listed (reference number: 30219, listed on 28 November 1989). This area is tidal and lies within a designated Site of Special Scientific Interest (SSSI) and Special Protection Area (SPA).

The two harbours are separated by the Middle Pier, a category A listed structure (reference number: 30216, listed on 28 November 1989). The pier contains a stone warehouse (formerly a gunpowder store) that is listed category B (reference number: 30217 listed on 28 November 1989), and Harbour Light, also listed category B (reference number: 30218, listed on 28 November 1989).

Local yacht clubs operate from buildings and boat yards on the Middle Pier.

The application site is not within or adjacent to a conservation area. The site is not a scheduled archaeological site but is of importance in industrial archaeological terms for the Middle Pier, Western Breakwater, any remnants of World War 2 naval defences, and any surviving railway lines.

The Surrounding Area:

The Eastern Breakwater is not part of the application site. It is category B listed (reference number: 30220, listed on 28 November 1989). The sea wall and embankment to the east of mid pier are category C listed (reference number: 45651, listed on 16 September 1998).

The site fronts onto Granton Square which creates a formal space at the entrance to the harbour. West Harbour Road is located to the west of the square and contains a number of buildings, many of them listed, related to uses connected with the harbour, including the lighthouse lantern cupola at 22 West Harbour Road (listed category C(S) reference number: 29925, listed on 20 February 1985).

2.2 Site History

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

20 October 2003 - Permission granted for 91 flats at Plot 2 (application number 02/03635/FUL).

29 April 2004 - Approval given to construct new partial quay wall and landfill along south edge of new harbour (application number 04/00191/REM).

11 June 2004 - Permission granted for the construction of new canals infrastructure (application number 04/00415/REM).

28 July 2004 - Permission granted for the construction of new road, verge, footpath and cycleway infrastructure (application number 04/00696/REM).

1 July 2005 - Permission granted for 295 flats at Plots 4 and 7A (application number 03/01922/FUL).

21 July 2005 - Approval of reserved matters for 131 flats at Plot 3 (application number 04/01662/REM).

5 October 2005 - Approval of reserved matters for 30 townhouses and 6 mews houses at Plot 29 Granton Harbour (application number 04/04630/REM).

21 October 2005 - Permission granted for new roads and related infrastructure at Plots 29 & 30 Granton Harbour (application number 05/00500/FUL).

1 March 2006 - Approval of reserved matters for 73 flats at Plot 30 (application number 05/00228/REM).

18 March 2006 - Approval of reserved matters for 120 flats at Plot 28 (application number 04/03604/REM).

31 May 2006 - Approval of reserved matters for 264 flats at Plots 26 and 27 (application number 04/01661/REM).

12 December 2006 - Listed Building Consent granted for demolition of former transit shed (application number 06/04029/LBC).

14 March 2009 - Approval of reserved matters to discharge the following reserved matters as attached to outline permission 01/00802/OUT (under condition 2): siting and height of development; design and configuration of public and open spaces; access, road layouts; footpaths and cycle routes; existing and finished ground levels in relation to ordnance datum. This took the form of a masterplan (application number 06/03636/REM).

27 March 2009 - Permission was granted for strengthening works to upper concrete wall forming part of the Western Breakwater (application number 05/01604/FUL).

10 November 2010 - Approval given for upgrading Lochinvar Drive; forming a new square (Heron Square), converting, upgrading and extending the Gunpowder Store into a restaurant/bar (application number 08/00098/REM).

30 August 2013 - Application to discharge matters specified in conditions as attached to outline permission 01/00802/OUT (under condition 2): siting and height of development; design and configuration of public and open spaces; access, road layouts; footpaths and cycle routes; existing and finished ground levels in relation to ordnance datum. This application sought to vary the existing masterplan as approved through application 06/03636/REM. The applicant requested that this application be withdrawn on 23rd August before a decision was taken by the Committee (application number 13/01013/AMC).

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 in the form of a masterplan. It was subject to a number of conditions including the requirement for a revised flood risk assessment and surface water management plan, no construction of new berths within the marina until the implementation of the Western Breakwater, landscape detailed design to be submitted for plot 12, detailed design of the proposed 4 metre wide cycle track on West Harbour Road/Lower Granton Road, restriction on the height of plot 35, and submission of detailed design of plot 12, reserved matters not including matters in connection with Middle Pier, storey heights being maximum heights, consent being for a maximum number of residential units with each plot having housing number and height being determined at detailed design individually, and residential amenity space not being included.

An informative was also added which stated that the new breakwater section to protect the marina would require separate consent from the Council under the Coast Protection Act 1949 (application number 13/04320/AMC).

17 August 2016 - Application approved for matters specified in condition 2 as attached to outline permission 01/00802/OUT: covering siting and height of development; design and configuration of public and open spaces; access, road layouts; footpaths and cycle routes. This was in the form of a masterplan and approved subject to a number of conditions and informatives. These included conditions 1 and 2 which indicated that the reserved matters applied for are not approved in respect of plots 12, 14, 15, 15A, 16 and 17 and S1 and S2. An informative sets out the Council's expectations in relation to the provision of affordable housing as detailed applications come forward on a plot by plot basis (application number 14/05305/AMC).

17 August 2016 - Application approved for matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes: Granton local shopping centre Masterplan. This was approved subject to a number of conditions and informatives which indicated that the details of matters specified in conditions, including the siting, height of development, design and configuration of public open spaces, access, road layouts, four storey car park structure, footpaths and cycle routes contained in drawings numbers 2b, 3, 4, 5 and 6 were not approved (application number 16/01273/AMC).

10 November 2016 - Application for approval of matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes. The application sought a number of revisions to the masterplan in relation to a reduction in residential units and location of affordable housing. The committee report noted that the detailed proposals for plots 12, 14, 15, 15A, 16 and 17 (the local centre), plots S1 and S2 and plots 7B, 8B, 8C, 9A, 9B and 35. The application was recommended for refusal. The applicant requested that this application be withdrawn before a decision was taken by the Committee (application number 16/02621/AMC).

21 December 2016 - Application approved for 104 flats at Plot 3, Granton Harbour (application number 16/04342/AMC). Development Commenced.

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

21 April 2017 - Application approved for marina office with retail and cafe space, new community boatyard and associated dry stack at Plots 8A and 8B (application number 16/04409/AMC).

2 August 2017 - Application approved for 302 affordable units at Plots S1 and S2 approved (application number 17/01481/AMC). Development Commenced.

22 November 2017 - Application approved for 104 retirement flats on Plots 9A and 9B approved (application number 17/01219/AMC). Not yet started.

1 October 2018 - Application approved for a healthcare hub and retail units on Plot 19B (application number 18/01145/AMC). Not yet started.

31 July 2019 - Section 42 application to extend the time limit of the outline planning permission 01/00802/OUT for five years to 20th June 2023 granted on appeal by the DPEA against non-determination.

12 March 2019 - Application approved for a marina office with associated retail, cafe space and community boat yard on Plots 8A and 8B (application number 18/02833/AMC). Not yet started.

26 March 2019 - Application approved for 162 residential units on parts of Plots 20A, 20B, 21, 22 and 23A (KOPQUT) (application number 18/02721/AMC). Not yet started.

24 September 2019 - Appeal to the DPEA allowed for the approval of 100 residential units on Plots 7B and 8C (application number 18/02812/AMC).

24 September 2019 - Appeal to the DPEA allowed for housing, hotel and serviced flats on Plots 29 and 35 (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 application seeks the approval of matters specified in condition 2 of outline planning permission 01/00802/OUT. The application form sets out that these covers:

- siting and height of development,
- design, and configuration of public and open spaces
- access, road layouts and
- footpaths and cycle routes.

The applicant has stated the revised masterplan is required due to opportunities that have arisen on plots within the masterplan area and to align the masterplan with other changes in other detailed Approval of Matters Specified in Conditions (AMC) applications for a number of individual plots. The previous masterplan referenced below is application reference 16/05618/AMC which was approved in part.

The changes relate to:

Marina, Hotel and Service Apartments:

Plots 35 - hotel and serviced apartments (plot 35) use. This element remains generally the same as the previous masterplan in form. This application updates the masterplan to reflect a more detailed approval.

Plots 8A and 8B - marina office and boat yard. The masterplan has been updated to reflect a more recent updated detailed approval.

There have also been alterations to the marina berths, though these are in the majority outwith the redline boundary of the application site.

Residential:

This masterplan proposes 2,457 units. This is an increase of 506 units from the previous masterplan number of 1,951.

Plot 29 - the proposed masterplan removes the internal streets/buildings as previously proposed. This opens up the central area. The masterplan has been updated to reflect a more detailed approval.

Plots 8C and 7B - flatted residential development across four blocks. The masterplan has been updated to reflect a more detailed approval. The previous masterplan showed lower density housing.

Plots 20A, 20B, 22, 23A and 23B - residential development in the southwest of the site. The proposal includes a number of flatted blocks up to six storeys alongside two storey houses. This includes areas of open space. This has partly been updated to reflect a more recent detailed approval. The previous masterplan showed more houses than flats.

Plots S1 and S2 - the masterplan drawing now also reflects the approved residential layout of 302 units for plots S1 and S2. The previous masterplan showed large blocks of residential development, but the details were not approved.

Plots 35A - now shows 46 terraced houses on land to the east of the hotel on the area previously intended for berths as part of the marina. This is on reclaimed land not included in the most recently approved masterplan.

Retail, Leisure and Commercial Uses:

The schedule on the masterplan drawing sets out that:

- Retail use now sits at 9,175 sqm up from the previous 8,674 sqm. The additional 501 sqm is on Plot 19B.
- Commercial/Business uses now sit at 10,149 sqm up from the previous 4,755 sqm. The additional numbers come from the proposed technology hub (4,500 sqm) on Plot 19A and health hub on Plot 19B (this is an additional 894 sqm over the previously identified 500sqm on this plot).

- Leisure uses are now down from 4,488 sqm to 3,998 (takes into account change in emphasis at Plot 19B health hub).

Plots 12,14,15,15A, 16 and 17 - continue to form the local centre. There has been very limited noticeable change from the previous masterplan. The proposed uses set out in schedule remain as Leisure use 3,518 sqm, Retail use 7,874 sqm and Commercial/Business use 1,571 sqm.

Plot 19A (part of) - a technology hub (class 4) has been proposed on a southern part of the plot fronting onto West Harbour Road. This replaces previously proposed residential development.

Plot 19B (part of) - a 'health hub' (Class 2) and retail units (Class 1) have been approved at this location. The masterplan has been updated to reflect this approval. The previous masterplan contained similar uses in a different layout.

Summary of Uses:

Overall, given that a number of plots now have detailed approval or are remaining relatively unchanged, the main changes relate to the inclusion of the tech hub at Plot 19A and the inclusion of housing at Plot 35A.

Supporting Documents

The primary drawings submitted in support of the application are:

- Proposed Masterplan;
- Massing Plan;
- Open Space Plan and
- Phasing Plan.

A number of additional drawings and supporting information has been submitted in relation to plots 29 and 35, plots 7B and 8C and also plots 20A, 20B, 22, 23A and 23B.

This information has been treated as background information to aid in assessing the acceptability of the changes to the masterplan. The detailed drawings (or versions of) have also formed part of detailed separate AMC submissions that have now been decided. These are accompanied by supporting information including, Noise Impact Assessments, Environmental Risk Assessment, a Flood Risk Assessment and a Surface Water Management Plan.

These documents are available to view on the Planning and Building Standards online services.

Previous Schemes:

These are changes that have been submitted through the course of assessing the planning application:

Scheme 1

Altered the previous masterplan with regards to changes to Plots 29 and 35 by removing the previous narrow streets and Plots 20A, 20B, 23A and 23B by providing proposing flats facing onto in Ross Kestrel Drive; and proposes terraces of houses along Hesperus Crossway.

Scheme 2

Added staggered flatted blocks on Plots 7B and 8C with an area of open space. Altered the layout of Plot 19B with the health hub and shop units.

Scheme 3

Altered the proposed health hub on plots 19B and updated development proposals at 19A.

Scheme 4

Added a technology hub on plot 19A.
Realigned the marina office
Updated the layout of residential development on Plots S1 and S2.

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.

Do the proposals comply with the development plan?

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

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

3.3 Assessment

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

- a) The proposal is acceptable in terms of impact on listed buildings;
- b) The proposed uses are acceptable;
- c) The siting, height and layout are acceptable;

- d) Transport issues are addressed;
- e) Residential amenity issues are addressed;
- f) Other relevant considerations have been taken into account;
- g) There are any equalities or human rights impacts and
- h) Matters raised in representations have been addressed.

a) Setting of Listed Buildings

In determining applications for planning permission or listed building consent, the Council is required to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest that it possesses.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 means that there is a strong presumption against granting planning permission for development which would harm a listed building or its setting. If engaged, the presumption can only be rebutted if the advantages of the scheme are sufficient to outweigh that strong presumption.

The site contains a number of listed structures, notably the A listed Middle Pier and B listed Western Breakwater. There are also the C listed structures to the south of the site along West Harbour Road.

Buildings are not proposed on Middle Pier and the Masterplan drawing states that any proposed building works are indicative only and are not part of the application. If any works affect the listed structures, a separate application for listed building consent will be required.

Development has been approved in more detail opposite the listed buildings on West Harbour Road.

The principle of mixed use development was approved through the outline permission (application number 01/00802/OUT). With reference to the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, based on the high level information provided, the proposed changes to the masterplan which would preserve the setting and character of the listed buildings. Further assessment would be required at the appropriate stage.

b) The proposed uses are acceptable

The principle of the redevelopment of Granton Harbour for a mixed use development has been established through the granting of outline planning permission in 2003. The outline permission allows for a mix of uses comprising residential units, hotel and serviced apartments, shops and retail/ services, restaurants/ cafes, public houses, general business, leisure facilities and a marina.

The conditions of the outline planning permission set the maximum threshold for the quantum of the various uses within the site. The main limitations are:

- residential units shall not exceed 3,396 units;
- commercial/ business space shall not exceed 23,190 sqm;
- public amenity and leisure uses shall not exceed 7,650 sqm and

- each retail unit shall not exceed 250 sqm with the exception of one that shall not exceed 1,500 sqm. There was no limit on the overall amount of retail proposed at the site.

The overall mix of uses proposed accords with the outline permission and the adopted Edinburgh Local Development Plan (LDP) policy Del 3 (Edinburgh Waterfront).

The revised masterplan relates to changes within specific plots within the development.

Marina, Hotel and Service Apartments:

A previous masterplan, part approved under application 14/053505/AMC, set out that hotel development was acceptable at this location in accordance with LDP Policy Emp 10 (Hotel Development). Its proximity to the proposed marina is supported by LDP Policy Ret 7 (Entertainment and Leisure Developments - Preferred Locations) which promotes Granton Waterfront as a location for leisure and visitor attractions.

The more recent masterplan (application 16/05618/AMC) did not approve the hotel in its entirety on Plot 35, due to concerns over the mix of hotel and serviced apartments across the plot which would result in a concentrated and transient population contrary to LDP Policy Del 3 (Edinburgh Waterfront) which seeks the provision of a mixed use sustainable neighbourhood.

However, the assessment for the more detailed hotel proposed under application 17/05306/AMC set out that the land use was acceptable in principle. The hotel and serviced apartments were subsequently approved by the DPEA on appeal.

The marina office building has been approved in separated locations within the same plot. The masterplan has been updated to show the most recent approval.

Accordingly, the marina office, hotel and service apartments use at this location are acceptable in principle.

Residential:

The previous masterplan application (16/05618/AMC) provided 1,951 units. This masterplan increases the number to 2,457 units. LDP Policy Hou 1 (Housing Development) gives priority to the delivery of housing land supply and the general increase in numbers is supported. The numbers are within the limit allowed under the outline permission.

Residential use remains largely within the same plots as previous masterplans. This masterplan now introduces houses on Plot 35A to the east of the hotel. A re-arrangement of boating berths has allowed additional land for development. Earlier masterplans showed development at this location, albeit with a different layout.

The applicant makes reference to affordable housing being delivered on sites within masterplan area. Plot 27 (132 units), Plot 3 (104 units) and Plots S1 and S2 (302 units) equate to 538 units.

The legal agreement attached to the outline permission requires 15% affordable housing provision across Granton Harbour. Taking the maximum amount of residential development allowed by condition at 3,396, then 15% of this is 509 units. This requirement has been met. As affordable housing has been secured on other sites with Granton Harbour, the proposed masterplan removes the affordable housing plots shown on the previous masterplan.

Residential use within the harbour area is acceptable in principle.

Healthcare/Retail Use:

The healthcare block and adjoining class 1 (Shops) units on Plot 19B are acceptable in principle, within the limits defined by the outline permission. LDP Policy Hou 10 (Community Facilities) sets out that planning permission for housing development will only be granted where there are associated proposals to provide any health and community facilities relative to the impact and scale of development proposed.

Development for healthcare/retail use at this location has been approved through a separate AMC application and this version of the masterplan reflects that approval.

The masterplan schedule indicates that the proposal includes 9,175 sqm of class 1 shop floorspace. This is predominately centred on a local centre at Plots 12, 14, 15, 15A, 16 and 17. The current application makes no substantial changes to this.

On 17 August 2016, Committee approved two masterplan applications, with conditions, for Granton Harbour. The retail assessment submitted with an earlier masterplan application (reference 16/01273/AMC) supported the level of retail use proposed within the local centre and demonstrated that this will not have an unacceptable impact on the City Centre, Ocean Terminal or other local centres. This established the principle of the proposed retail, which has then been followed through in subsequent masterplans.

The proposed uses are considered acceptable in principle.

Business Use:

The outline permission also allows for up to 23,190 sqm commercial/ business space with the schedule showing a general provision for 10,149 sqm.

The revised masterplan introduces a 'Technology Hub' onto the southern part of Plot 19A on the corner of West Harbour Road and Chestnut Street. The schedule provided shows this as being 4,500 sqm of commercial / business use. This is taken to be a Class 4 Business use which covers offices (other than those within class 2), research and development and industrial processes.

The use class order clarifies that these uses should be ones which can be carried on in any residential area without detriment to the amenity of that area.

The schedule also indicates a further 501 sqm of Class 1 Shops use is also identified within the Plot 19A. Though it should be noted that the outline permission restricts the gross floor area of each retail unit to up to 250 sqm with the exception of one retail unit up to 1,500 sqm.

The Granton Waterfront Development Framework (GWDF) identifies the area along West Harbour Road as an 'Urban Anchor' which is a focal area for non-residential development. The GWDF states that this area should be developed into a new, dense urban street with a mixture of homes and small scale businesses. It describes the typologies/uses as small-medium scale class 1, 2, 3, and 4 uses and creative and light industrial workshops/workspace.

In general, the proposed uses on the plot 19A are acceptable.

In, summary, the proposed uses on the plots that this masterplan seeks to update are acceptable in principle.

c) Siting, height and layout are acceptable

Granton Harbour is identified as proposal EW 2c in the adopted LDP. Table 11 sets out a number of development principles which policy Del 3 (Edinburgh Waterfront) requires proposals to accord with. These include completion of the approved street layout and perimeter block urban form. Policy Del 3 also required comprehensively designed proposals which maximise the development potential of the area. The proposals also require to be assessed against relevant LDP design policies. This section considers the changes to the masterplan.

Proposed hotel, serviced apartments and residential development (Plots 29 and 35):

The proposed masterplan and background information provided shows a similar layout to a detailed AMC application (application reference 17/05306/AMC) for the same uses.

It was refused on a number of design related matters such as scale, massing and layout, limited active frontages, impact on views and also levels of car parking.

The decision was appealed to the DPEA and ultimately allowed by the reporter. As such the level of information provided in this higher level masterplan is acceptable in the context of what now has approval on these plots.

Proposed residential development Plots 8C and 7B:

A recent detailed AMC (application reference 18/02812/AMC) for 100 residential units on the site across four blocks was refused for adverse impact on amenity with regards to daylighting for neighbouring developments, overshadowing of the internal courtyard space and an inadequate provision of green space.

Again, the decision to refuse the application was appealed to the DPEA. The reporter also allowed the appeal and approved the development. The masterplan has been updated to reflect the approved layout. Therefore, as these plots have detailed approval it is acceptable in relation to the matter of residential amenity.

Proposed residential development at Plots 20A, 20B, 22, 23A and 23B:

Approval for six storey flatted development and two storey terraced housing has been given for a large majority of these plots (application reference 18/02721/AMC) . The remainder of the site is largely the same as previous iterations and follows a similar layout with a central area of open space. The general layout is acceptable.

Proposed residential development at Plot 35A:

This is indicated as residential development set out in rows of terraces housing with rear gardens. No further contextual information provided and therefore the matters of siting, height or layout applied for in the description of development cannot be approved.

Other Uses:

Health Hub

Plot 19B (part of) - health hub (Class 2) and retail units (Class 1) approved at this location (application reference 18/01145/AMC). The masterplan has been updated to reflect this approval. The plan does show large areas of surface car parking on this plot. This is considered further in the transport section, but parking is not a reserved matter applied for and not consented through this application.

Technology Hub

Plot 19A - as described in section 3.3a) the principle of the use is acceptable at this location. A building fronting onto West Harbour Road would also be acceptable and would accord with the Granton Framework. Within this application the height of the proposed building has not been specified and therefore this aspect cannot be approved. Again, the layout shows large areas of parking which have not been applied for through this AMC.

Overall, the proposed general location and layout of the above elements is acceptable, subject to further details to demonstrate that matters such as daylighting, overshadowing and private open space are acceptable.

The Local Centre

However, in terms of the local centre, the current application makes no substantial changes to Plots 12, 14, 15, 15A, 16 and 17 which were previously unacceptable.

The assessment of a previous application concluded that there was insufficient information to adequately assess the siting, layout and height details and its approval was subject to a condition which indicated that these matters were not approved. A similar approach is recommended for this application. As the application makes no alterations to these elements then the same conclusions are applicable.

LDP policy Des 1 (Design Quality and Context) states that "design should be based on an overall design concept that draws upon positive characteristics of the surrounding area" and that the proposals should create or contribute towards a sense of place.

The proposed local centre does not represent a comprehensively designed proposal which draws upon the positive characteristics of the site's waterfront location as required by LDP policies Des 1 (Design Quality and Context) and Del 3 (Edinburgh Waterfront). The masterplan layout drawing suggests that the development of the north will be dominated by surface car parking, the gable of two units and a multi level car park. This does not provide a positive perimeter development form and will create a poor quality environment adjacent to proposed residential development and at this gateway location. The proposal will not deliver the LDP aspiration for the creation of a sense of place.

The proposal comprises a large commercial development which is not compatible with the vision for mixed use sustainable neighbourhoods set out in LDP policy Del 3 (Edinburgh Waterfront). In terms of the proposed leisure uses, the proposal does not meet the requirements of clause a) of LDP policy Ret 7 which supports high quality design.

The layout of the local centre does not provide satisfactory footpath and cycle connections with the wider area. The proposal incorporates an east west pedestrian route through plot 17, but this route does not extend west beyond the centre. The proposed route terminates in a play area and adjoining a service yard and fails to provide clear linkages with the proposed housing to the west. Good pedestrian and cycle access from the north is hindered by the extent and layout of surface car parking. The proposed layout does not represent a comprehensively designed proposal or achieve a permeable integrated urban form which encourages walking and cycling and is therefore contrary to LDP policies Del 3 (Edinburgh Waterfront) and Des 7 (Layout Design).

The proposed multi-storey car park is contrary to LDP policy Des 5 a) (Development Design - Amenity) due to the negative impact it would have on the immediate outlook of the occupiers of plot 4. The proposal does not promote community safety by providing active frontages to more important thoroughfares and is not designed for natural surveillance in accordance with LDP policy Des 7 (Layout Design). The proposal does not comply with LDP policy Des 4 (Development Design - Impact on Setting) as the proposed multi-storey car park and surface car parking is visually obtrusive and not sensitively integrated into the design.

The local centre incorporates two public spaces in the form of an area for public art and an area for play. This application seeks approval for the design of these spaces but no details are provided to demonstrate what would be in these spaces, nor how the spaces would be constructed, used or managed. It is not clear why they are so extensive and in the locations proposed. While the principle of a space for public art and a play space may be appropriate, there is insufficient information to demonstrate that these spaces are part of a cohesive masterplan, that there is sufficient need for these, or that this is an appropriate location, given the relationship to the waterfront itself. It is not appropriate to consent the design of these spaces without any detailed information.

The relationship between plot 11 (which is excluded from this application but includes part of the service area, some retail units and car parking) and the proposed local centre is unclear. The extensive area proposed for public art and plot 16 are aligned to reflect the retention of the existing shed in plot 11 (Go Outdoors). The proposed layout is dominated by car parking in front of the buildings. The proposed plan form does not accord with LDP policy Del 3 (Edinburgh Waterfront) and the development principles set out in Table 11 which seek to create a mixed use sustainable neighbourhoods nor does it create a logical perimeter block structure.

The height of buildings in the proposed local centre cannot be approved at this time as insufficient information has been submitted. The applicant has submitted a massing diagram which shows the number of storeys but no information on levels or dimensions. Condition 2 (01/00802/OUT) states that detailed plans and sections should be submitted and these are needed to understand how the proposed centre will look and function.

In conclusion and for similar reasons given in previous applications the siting, layout and height of the proposed local centre represent a poor design solution and are not acceptable from a placemaking point of view. The principle of the proposed local centre is acceptable but the siting, layout and height are contrary to LDP policies Del 3 (Edinburgh Waterfront), Des 1 (Design Quality and Context), Des 4 (Development Design - Impact on Setting), Des 5 (Development Design - Amenity), Des 7 (Layout Design) and Ret 7 (Entertainment and Leisure Developments - Preferred Locations).

Conclusions on the acceptability of Siting, Height and Layout

In summary, the elements of the proposal that now have the benefit of full approval through separate AMC applications have been reflected in this masterplan and are therefore acceptable.

The main new changes to this masterplan are for the proposed tech hub building on Plot 19B and the residential development on Plot 35A. However, further contextual information on these plots has not been provided or fully realised in terms of height and design, alongside areas of surface car park. Accordingly, these matters cannot be approved.

Additionally, like previous masterplans, the proposed Local Centre comprising plots 12, 14, 15, 15A, 16 and 17 remains contrary to the Development Plan and cannot be approved through this permission.

d) Transport

The application seeks the approval of access, road layout, footpaths and cycle routes.

The main access points and road layout are acceptable in principle and remain unchanged from the previous applications. The core north/south Hesperus Broadway and east/west Hesperus Crossway roads are already in place.

Further transport information has not been provided within this application, but the general overall layout remains similar to previous iterations of the masterplan.

Parking is not an approval matter that the applicant applied for and therefore any information provided in relation to car parking numbers (even if indicative) is not considered in this assessment and equally could not be approved.

As such, any large surface car parks at 19B, 19A at 14, 15 and 15A are not approved as part of this process and would need to be considered as part of any detailed submissions for individual plots.

In terms of the footpath and cycle path provision the masterplan shows general routes such as along the western breakwater and the cycleway through the site. However, the masterplan drawing does not complete the relevant section of the waterside Edinburgh Promenade cycle/pedestrian route as required by the LDP. Further information is also needed on the detailed design of a cycle track along West Harbour and Lower Granton Road. Consequently, these matters cannot be approved.

The proposal is acceptable in principle and the main access points and general road layout are acceptable. Further detail would be required to demonstrate how the proposal accords with LDP Policy Del 3 (Edinburgh Waterfront) which seeks the provision of safeguarded pedestrian/cycle routes and LDP policy Des 7 (Layout Design) which requires a layout which reduces the influence of the car and encourages walking and cycling. The detailed elements of the local centre do not accord with LDP policy Tra 4 (Design of Off-Street Car and Cycle Parking) because the siting and design of the proposed multi storey and surface car parking are unacceptable.

e) Residential Amenity

It is not possible to fully assess impact on amenity at the masterplan stage. A massing plan has been provided showing various heights across the plots. But it has not been fully updated to reflect the most recent masterplan. As noted in earlier sections, many of the proposed changes to the masterplan sought through this application have detailed approval where amenity matters have already been assessed.

Plot 35A now contains terraced houses, but as considered above there is not sufficient information to consider the proposed layout in detail.

For the proposed tech hub at Plot 19A no information on the height has been provided through this submission. It is within an area that the Granton Framework does propose mixed uses and Class 4 uses are generally acceptable in the midst of residential uses.

There have been no changes to the masterplan proposed Plots 12, 14, 15, 15A, 16 and 17 (local centre) and no further information to assess the proposed developments acceptability. Therefore, as with previous masterplan applications it has not been possible to assess this.

The proposed multi level car park, surface car park and blank facades of the proposed structures at the northern end of the local centre will have a significant impact on visual amenity of the residents living in plot 4 and is therefore contrary to the LDP policy Des 5 (Development Design - Amenity).

Detailed applications will need to demonstrate that adequate amenity is provided.

The outline planning permission to which this proposal relates included conditions requiring a noise assessment and noise protection measures based on an open windows scenario to be submitted to protect the proposed residential development from existing industrial and commercial activities. In addition, a condition was added to control any floodlighting at the site. This will ensure that no development can take place until it is shown that residential amenity will be protected in accordance with LDP policy Env 22 (Pollution and Air, Water and Soil Quality).

In terms of amenity spaces, LDP policies Env 20 (Open Space in New Development) and Hou 3 (Private Green Space in Housing Development) seek to ensure there is adequate provision for public and private open space. The applicant has submitted an open space plan showing the amount and distribution of public open space. Aside from those elements approved through more detailed AMCs, no further information is provided on private green space for the proposed housing developments. More detail on open space provision is required to enable a full assessment.

f) Other material considerations

Ecology and Natural Heritage:

The site is located adjacent to the Firth of Forth Special Protection Area (SPA), Ramsar and Site of Scientific Special Interest. 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).

Special Protection Areas 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 to the east of Granton Harbour.

An appropriate assessment was carried out as part of the original outline application, with conditions attached to the consent relating to timing of dredging works, storage of materials, the requirement to submit an Ecological Watching Brief etc. These conditions will still apply, should the current development be approved.

The changes proposed in this application are not expected to have any additional impact on ecological interests or the natural environment. SNH did not raise any concerns in relation to the more detailed AMC submissions for Plots 29 & 35, Plots 8C & 7B and Plots 20A, 20B, 22, 23A and 23B.

Some elements of the overall proposals, for example, dredging, breakwater works and marina facilities require a marine licence under the terms of the Marine (Scotland) Act 2010. A marine licence has been submitted to Marine Scotland and was considered against habitat regulations.

In summary, there are no overriding ecological or natural heritage concerns as a result of the current masterplan application.

Archaeology:

The City Archaeologist recommends the use of condition. A condition is already in place and attached to the original outline.

Flooding and Drainage:

The outline planning permission to which this application relates contained a condition which required that surface water drainage arrangements be approved prior to commencement of works on site. In addition, all operations during remediation and preparation of the site must be in accordance with SEPA's pollution prevention guidelines.

Table 11 in the LDP identifies the need to provide a strategic flood risk assessment in the list of development principles for Proposal EW2c Granton Harbour.

Information has been provided in relation to flood risk and surface water management in relation to some of the plots, but not for the whole of the application site.

SEPA do not object to the application but do reference earlier consultations to masterplans that recommend the raising of finished floor levels.

Previous masterplan approvals contained a suspensive condition to the effect that no development could take place until a revised flood risk assessment has been submitted to and agreed in writing by the Council. In a similar vein, a condition is recommended requiring a flood risk and surface water management assessment to be submitted with all detailed AMC applications.

Likewise, previous masterplan approvals required the Western Breakwater extension to be constructed before the marina is operational and included a condition to that effect. Such a condition is therefore recommended here.

Sustainability:

The outline planning permission was granted prior to the adoption of the Edinburgh Standards for Sustainable Buildings (ESSB) and as such there is no requirement to comply with the relevant sustainability criteria. However, an informative on the outline planning permission states that the Council will expect new development to concur with the most current sustainable construction phase and throughout the life of the buildings. Each developer will be required to ensure that their buildings comply with the current required standards for sustainable development.

g) Equalities

This application was assessed in terms of equalities and human rights. No adverse impacts were identified at this stage. The site will have a general positive impact by regenerating the area. More detailed applications will be required to demonstrate adherence to standards on daylighting, privacy and open space. Issues such as disruption from the construction stage will be temporary.

h) Public Comments

Material Objections:

- Impact on the promenade proposal - considered in section 3.3d).
- Transport implications - considered in section 3.3d)
- The provision of a multi-storey car park - considered in section 3.3d) & e).
- Location of open space - considered in section 3.3e).
- Amenity issues - considered in section 3.3e)

Non-material:

- Representation of Plot 7A within the masterplan - plot 7A has an extant planning permission.
- Road names - not a planning consideration.
- Issues related to title deeds - not a planning consideration.

Conclusion

With reference to the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, based on the high level information provided, the proposed changes to the masterplan which would preserve the setting and character of the listed buildings. Further assessment would be required at the appropriate stage.

The principle of mixed use development at Granton Harbour is supported. It accords with the Local Development Plan (LDP) and the outline planning permission 01/00802/OUT approved in June 2003.

The application seeks specific approval of matters set out in the original outline permission. These cover siting and height of development, design, and configuration of public and open spaces, access, road layouts, footpaths and cycle routes.

The changes to the masterplan relate to a limited number of plots. Some of these plots have now had decisions made on individual approval of matters specified in conditions applications and these are now updated in the masterplan. The uses and general layout accords with the development principles of LDP EW 2c: Granton Harbour. The updated plots mainly relate to housing development which is supported by Policy Hou 1 (Housing Development) and the hotel element complies with Policy Emp 10 (Hotel Development).

Plot 19A proposes a technology hub building instead of previous residential development. Such a use is acceptable with regards to the outline permission and the location ties in with the recently approved Granton Waterfront Development Framework which highlights West Harbour Road as an area for non-residential development.

Plot 35A now shows residential development on what was previously land shown as the marina. Previous masterplans have also highlighted this part of the site for development and residential use is acceptable in general terms of the outline permission and Policy Hou 1 (Housing Development).

The uses on Plots 19A and 35A are acceptable in principle, but as contextual information is lacking in terms of height, design and layout these approval matters cannot be approved through this masterplan application.

The current application makes no changes to the proposed local centre at Plots 12, 14, 15, 15A, 16 and 17 which were previously unacceptable as the proposals for these plots were contrary to LDP Policies Del 3 (Edinburgh Waterfront), Des 1 (Design Quality and Context), Des 4 (Development Design - Impact on Setting), Des 5 (Development Design - Amenity), Des 7 (Layout Design) and Ret 7 (Entertainment and Leisure Developments - Preferred Locations) and therefore are not approved through this masterplan.

The reserved matters covering footpaths and cycle routes in respect of the waterfront cycle/pedestrian route are not approved as sufficient detail has not been provided and the proposals do not complete the relevant section of the waterside Edinburgh Promenade cycle/pedestrian route as required by the LDP Policy Del 3 (Edinburgh Waterfront) and Policy Tra 9 (Cycle and Footpath Network). There are also insufficient details of a cycle track for shared cycle/pedestrian use on West Harbour Road/Lower Granton Road as required by Policy Des 7 (Layout Design).

Conditions are recommended to set out that the details on these plots are not approved. This is alongside conditions relating to amenity and flood risk.

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

3.4 Conditions/reasons/informatives

Conditions :-

1. The reserved matters covering siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes are not approved in respect of plots 12, 14, 15, 15A, 16 and 17 as shown on the masterplan drawing A-P-00-G7-001 Rev Z-7 (Council drawing reference 03D).
2. The reserved matters covering siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes are not approved in respect of plot 35A as shown on the masterplan drawing A-P-00-G7-001 Rev Z-7 (Council drawing reference 03D).
3. The reserved matters covering siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes are not approved in respect of plots 19A as shown on the masterplan drawing A-P-00-G7-001 Rev Z-7 (Council drawing reference 03D).
4. The reserved matters covering footpaths and cycle routes in respect of the waterfront cycle/pedestrian route is not approved.

5. The reserved matter covering footpaths and cycle routes in respect of the cycle/pedestrian use on West Harbour Road/Lower Granton Road is not approved.
6. This consent does not discharge any reserved matters in respect of the following:
 - (i) The private amenity space and car parking areas for the individual plots are shown on the plans for illustrative purposes only and do not form part of the development hereby permitted. These will be agreed through detailed AMC applications for the individual plots and shall be in accordance with the Council's Edinburgh Design Guidance and Parking Standards.
 - (ii) Development or works relating to Middle Pier. These should be the subject of a further application(s) for the approval of matters specified in conditions which should address the needs of the sailing community for berths and storage and other facilities.
7. All detailed AMC applications for individual plots will require to be accompanied by a flood risk assessment and surface water management plan to be agreed by the Council as Planning Authority.
8. No development shall take place to construct the new berths within the marina until the extension to the Western Breakwater has been implemented.

Reasons:-

1. The proposals for these plots are contrary to policies Del 3, Des1, Des 4, Des 7 and Ret 7 in the Edinburgh Local Development Plan because the siting of the buildings, and design and configuration of public spaces, roads and footpaths in the proposed large centre are unacceptable. These are not based on a comprehensive and integrated approach which draws upon the positive characteristics of the site's waterfront location to create a sense of place. In addition, the height, scale and form of the large centre will have a detrimental impact on the wider townscape and the layout of car parking spaces and pedestrian/cycle routes in this part of the site will not encourage walking and cycling.
2. The proposals do not provide sufficient details to demonstrate that the siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes are acceptable.
3. The proposals do not provide sufficient details to demonstrate that the siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes are acceptable.

4. The proposals do not provide sufficient details to demonstrate footpaths and cycle routes are acceptable as the masterplan drawing does not complete the relevant section of the waterside Edinburgh Promenade cycle/pedestrian route as required by the LDP Policy Del 3 (Edinburgh Waterfront) which seeks the provision of safeguarded pedestrian/cycle routes and Policy Tra 9 (Cycle and Footpath Network) which relates to the implementation of proposed cycle paths/footpaths shown on the Proposals Map.
5. The proposals do not provide sufficient details of a cycle track for shared cycle/pedestrian use on West Harbour Road/Lower Granton Road as required by Policy Des 7 (Layout Design).
6. In order to define the consent hereby permitted.
7. In order to minimise the risk of flooding.
8. In the interests of the safe operation of the marina.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or fifteen years from the date of the outline planning permission (01/00802/OUT), whichever is the later.
2. The new breakwater section to protect the marina will require separate consent from the Council under the Coast Protection Act 1949.
3. For the avoidance of doubt, the car parking numbers are not approved at this stage.

Financial impact

4.1 The financial impact has been assessed as follows:

There is an existing legal agreement.

A contribution towards primary and secondary school infrastructure needed to support the development will be secured under the section 75 agreement attached to the outline consent (01/00802/OUT). This required a total contribution of £1,366 per flatted or other form of residential unit indexed from July 2002.

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 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

Two representations have been received. An assessment of the representations can be found in the Assessment section of the report.

Background reading/external references

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

**Statutory Development
Plan Provision**

The development plan comprises the Strategic Development Plan for Edinburgh and South East Scotland (SDP) and the Edinburgh Local Development Plan (LDP).

The SDP identifies the Edinburgh Waterfront as one of the city's four Strategic Development Areas (SDAs).

The LDP identifies the site as part of Edinburgh Waterfront. Proposal EW 2c (Granton Harbour) sets out the development principles for this part of the Waterfront which is for a housing-led mixed use development. A local centre is indicated as proposal S2 for a new local centre. A transport route (T8) runs along some boundaries of the site to provide various off road cycle/footpath links. The route along the southern boundary is safeguarded as a tram route.

Date registered 31 May 2017

Drawing numbers/Scheme 01,03D,

Scheme 5

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

Contact: Kenneth Bowes, Senior Planning officer
E-mail:kenneth.bowes@edinburgh.gov.uk

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 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 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 7 (Layout design) sets criteria for assessing layout design.

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

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

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

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

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

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

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

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

LDP Policy Hou 7 (Inappropriate Uses in Residential Areas) establishes a presumption against development which would have an unacceptable effect on the living conditions of nearby residents.

LDP Policy Hou 10 (Community Facilities) requires housing developments to provide the necessary provision of health and other community facilities and protects against valuable health or community facilities.

LDP Policy Ret 7 (Entertainment and Leisure Developments - Preferred Locations) identifies the City Centre, at Leith and Granton Waterfront and town centres as the preferred locations for entertainment and leisure developments.

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 7 (Public Transport Proposals and Safeguards) prevents development which would prejudice the implementation of the public transport proposals and safeguards listed.

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.

Appendix 1

Application for Approval of Matters Specified in Conds 17/02484/AMC

**At Granton Harbour, West Harbour Road, Edinburgh
Approval of matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design, and configuration of public and open spaces, access, road layouts, footpaths and cycle routes. at Granton Harbour, West Harbour Road.**

Consultations

Archaeology response - dated 27 June 2017

Further to your consultation request I would like to make the following comments and recommendations in respect to this application for approval of matters specified in condition 2 of outline application 01/00802/OUT covering the siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes.

I refer you to my earlier comments in response to 01/00802/OUT, 06/03636/REM, 13/01013/AMC & 13/04320/AMC & 14/05305/AMC which outlined the archaeological significance of the site and mitigation requirements. As such this application, must be considered therefore under terms the Scottish Government Historic Environment Scotland Policy Statement (HESPS) 2016, Scottish Planning Policy (SPP), PAN 02/2011 and CEC Edinburgh Local Development Plan Policies DES 3, ENV4, ENV8 & ENV9.

An archaeological mitigation strategy was agreed for the redevelopment of Granton Harbour in response to the original 2001 Outline application. Although various elements have been undertaken in the intervening period, principally by CFA Archaeology, with the last element of field work to the Western Harbour was undertaken in 2008. However not all of the required mitigation has been undertaken.

Principally, in this case, mitigation is still required to be undertaken in areas that will affect/expose historic fabric relating to the listed middle pier (Masterplan plots: 14, 15, 15A & 17) which runs along the eastern part of the site and on-site interpretation and conservation of historic marine infrastructure/streetscape in these areas. In addition, archaeological excavation will be required across the site of the 19th century shipyard located in the SW corner of the application area (Masterplan plots: 22 & 23) as well as historic building recording and preservation of the listed structures on the Middle Pier.

Accordingly, it is essential that the following updated condition is attached to this consent to ensure the completion of this programme of archaeological works and the retention and conservation of significant maritime/ industrial historic fabric within the development.

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

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

SEPA response - dated 4 July 17

We have no objection to this planning application, but please note the advice provided below.

1. Flood risk

1.1 No information about flood risk has been provided with this consultation. In responses to consultations on other development in this area we have recommend that the planning authority consider raising the minimum finished floor levels (FFL) to 5.07 mAOD to provide additional mitigation. Please see our response to planning application 17/01219/AMC of 01 May 2017, our reference PCS/152227. We recommend that FFL are also set at a minimum of 5.07 mAOD at this development.

2. Surface Water Drainage

2.1 Because the discharge of surface water is to coastal waters there is strictly no requirement for SUDS to be provided, or for a simple CAR license to be in place despite there being >1,000 CAR parking spaces proposed for the wider development of this area. continued'

2.2 Despite there being no requirement for SUDS for this site, we strongly recommend that SUDS are developed for this site to provide mitigation against the potential of a diffuse environmental impact from the drainage associated with this site.

SNH response - dated 4 August 2020

The Granton development site lies adjacent to the Firth of Forth Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI), as well as the proposed Outer Firth of Forth & St Andrews Bay Complex SPA.

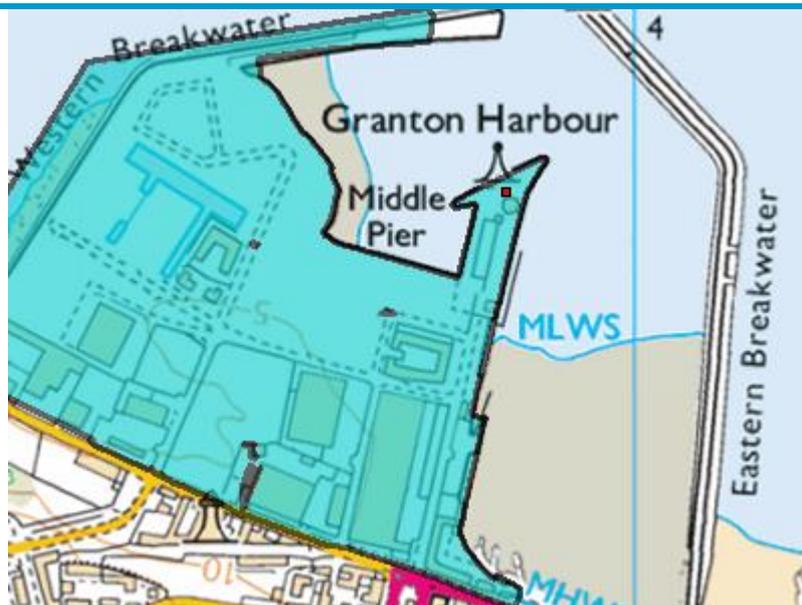
The original proposal underwent appropriate assessment and we have provided further advice and HRA updates where there have been changes to the masterplan. The SPA and proposed SPA have also been considered within the Edinburgh LDP Habitat Regulations Appraisal (HRA).

As we understand this is not a revised application, but an alteration of the masterplan to include more residential development and less marina/pontoon space. It is not proposing

to vary the masterplan into a plan which hasn't already been assessed and agreed in past iterations, as the original masterplan(s) have included this land for development. As such, no new likely significant effects are envisaged and therefore no additional assessment is required.

The marine elements of the masterplan have also gone through the Marine Licensing process, with a Marine Works EIA with HRA carried out. This HRA captured all potential ecological impacts (SPAs, SSSI and marine protected species), so it is useful for you to be aware of this work.

Location Plan



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