

Development Management Sub Committee

Wednesday 23 June 2021

**Application for Planning Permission 21/00457/FUL
At Land 220 Metres North East Of , 25 Marine Drive,
Edinburgh
Residential flatted development with associated roads,
parking and landscaping works.**

Item number

Report number

Wards

B04 - Forth

Summary

The principle of housing led mixed use development is supported by Local Development Plan Policy Hou 1 (Housing Development) and Policy Del 3 (Edinburgh Waterfront). The impact on the area of open space is justified against LDP Policy Env 18 (Open Space Protection) and although a number of trees are to be removed, substantial replanting is proposed.

The historical assets within the area have been assessed against the relevant legislation, guidance and LDP policies. The site was previously developed and is part of wider longstanding regeneration proposal which has an aim of creating new urban quarters in this part of the city. The setting of the adjacent Category B listed Craighroyston House will be altered but replacement planting will aid in softening any impact and the listed building will not be dominated by the proposals. The proposals preserve the setting of surrounding listed buildings in accordance with Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

The proposal provides an acceptable perimeter block layout that links into the wider area, the design, scale, height and density are appropriate for the location with adequate open space and landscaping provided. The proposals will provide an acceptable level of amenity for existing and future occupants. There are no unacceptable issues in relation to transport measures.

In all other aspects the proposal accords with the Development Plan and generally complies with the relevant Non Statutory Guidance. The proposal is acceptable. There are no material considerations that outweigh this conclusion.

Links

<u>Policies and guidance for this application</u>	LPC, LDEL01, LDEL03, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LEN03, LEN09, LEN11, LEN12, LEN16, LEN18, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LHOU10, LTRA02, LTRA03, LTRA04, LTRA08, LRS01, LRS06, NSG, NSGD02, NSHAFF, NSLBCA, HES, HEPS,
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Report

Application for Planning Permission 21/00457/FUL At Land 220 Metres North East Of , 25 Marine Drive, Edinburgh Residential flatted development with associated roads, parking and landscaping works.

Recommendations

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

Background

2.1 Site description

The site, covering an area of approximately 8 hectares, lies in the north of Edinburgh and forms part of the Granton Waterfront area (Forth Quarter).

The majority of the existing site comprises an area of brownfield land, bound by Colonsay View, Marine Drive and West Shore Road, and an area of designated open space which forms part of the existing Forth Quarter Park and an additional area of ground to the north of Colonsay View. There are a number of existing trees on site, these are largely within the area of open space on the site and also along the northern and western boundaries of the site.

To the north of the site is green belt, the Southern Forth Coast Special Landscape Area and a local nature conservation site. To the northwest of the site is the B Listed Craigmoynton House (LB reference: LB28048, listed on 14 July 1966).

2.2 Site History

Relevant planning history:

28 February 2001 - Outline planning permission granted for mixed use development (including retail, food and drink, public house, residential, education, business, leisure/assembly/hotel, open space, and associated landscaping)(as amended) This included the Fosters Masterplan, at 4 Marine Drive/11 West Shore Rd (application reference: 00/01169/OUT).

30 April 2009 - planning permission granted for the formation of parkland area - landscaping, footpaths, swales and ancillary works at 4 Marine Drive/11 West Shore Road (application reference: 02/04578/FUL).

Land to the south of the site:

9 June 2005 - planning permission granted for 330 residential units (Plots 21 and 22) (application reference: 04/03448/FUL).

24 November 2005 - approval given for flatted housing development consisting of 247 units (in accordance with planning permission 00/01169/OUT) (Plots 18 and 19) (application reference: 04/04601/REM).

27 March 2006 - approval given for 150 affordable housing units (Plot 20) (in accordance with planning permission 00/01169/OUT) (application reference: 05/01971/REM).

Main report

3.1 Description Of The Proposal

The proposal is for 444 residential units split across five blocks. This consists of 124 units for sale, 195 units for social rent, 62 units for mid-market rent and 63 units for market rent.

General:

The buildings are generally laid out as perimeter style blocks set around communal garden areas. The most northern block takes the form of a crescent building with the open space to the south.

The configuration of the streets takes the general configuration of that found within the Granton Waterfront Development Framework arranged around a north/south dogleg route through the site with east/west connections. Vehicular access is proposed from the existing residential area to the south from Colonsay View and from an access point to the west from West Shore Road. Planting has been proposed to break up the routes.

There are a series of footpath / cycle links throughout the site linking it with the adjacent areas.

Car Parking has been located throughout the site with a total of 110 parking spaces proposed, 17 of which are accessible spaces and 30 spaces are electric. Four car club spaces are proposed. Cycle storage provision (978 spaces) is located within the proposed buildings.

Within the area of open space at the south of the site, the proposals include a SUDs pond, planting and paths, a natural play area and an Air Source Heat Pump (ASHP) building. This building is single storey with a green sedum roof and the external walls are proposed to be corten steel sheets with landscaping images and living wall sections.

The proposal includes the removal of 676 trees across the site with replacement planting of 1357 trees included.

Design and Materials:

A holistic approach has been taken to the design of the blocks throughout the site with ordered fenestration used across the proposed development, with grey UPVC windows proposed. There is a mixture of balconies and Juliet balconies proposed. The roofs are sloped into the internal courtyard and photovoltaic panels proposed.

Four different types of facing brick are proposed throughout the site and are used to provide vertical banding to break up the development. Brick detailing is also proposed within the development at certain locations to provide feature elements.

Individual blocks:

Block A1 contains 92 units split into 26 x one bedroom units, 53 x two bedroom units and 13 x three bedroom units. All the units are for social rent. It contains a courtyard of 1159 sqm.

The block is located at the southern edge of the site and is set out in a horseshoe shape. The eastern elevation is more open with development only at the ground floor level which ties in with the existing development to the east. The heights vary from between six and four storeys, with the six storeys located on three of the corner sections.

Block A2 contains 103 units split into 10 x one bedroom units, 52 x two bedroom units and 41 x three bedroom units. All the units are for social rent. The block is to the north of Block A1 and set around a courtyard of 1495 sqm. The majority of the block is four storeys rising to six on the north western section adjacent to Marine Drive.

Block A3 contains 94 units into 12 x one bedroom units, 62 x two bedroom units and 20 x three bedroom units. Sixty-eight of the units are for sale and the remaining 26 are for market rent. This contains a central courtyard area measuring 876 square metres. The block is predominately four storeys with the two southern corners rising to six storeys.

Block A4 contains 56 units split into 4 x one bedroom units and 52 x two bedroom units. All the units are for sale. This is a crescent shaped block located at the north of the site. At the southern edge of the block is an area of open space covering 545sqm. The east and west wings are four storeys with the central section six storeys in height.

Block A5 contains 99 units split into 27 x one bedroom unit, 56 x two bedroom units and 16 x three bedroom units. Thirty-seven of the units are for market rent and 62 units are for mid-market rent. This contains a central courtyard area measuring 1120 square metres. This block is located to adjacent to the Forth Quarter park. It is four storeys in height with the exception of the south eastern corner section which is six storeys.

Supporting Documents:

- Pre-Application Consultation Report
- Design and Access Statement
- Landscape Design Report
- Sustainability Form and Energy Report
- Site Investigation Report
- Flood Risk Assessment and Drainage Strategy
- Ecological Assessment

- Tree and Natural Heritage report
- Landscape and Visual Impact Assessment
- Air quality statement
- Archaeologist statement
- Secure by Design report
- Transportation Assessment
- Environmental waste study
- Acoustic report

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

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 proposals preserve and enhance the setting of the neighbouring listed buildings;
- b) the principle of development is acceptable on this site;
- c) the proposal will not have a damaging impact upon trees;
- d) the design, scale and layout are appropriate to the site;
- e) the proposals safeguard the amenity of existing occupiers and provide a satisfactory standard of amenity for future occupiers;
- f) there are any transport issues;
- g) any other material considerations are addressed;
- h) any impacts on equalities or human rights are acceptable; and
- i) representations raised have been addressed.

a) Listed Buildings

Section 59 (1) and (3) of the Listed Buildings and Conservation Areas Act provides:

"(1) 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."

(3) In this section, 'preserving', in relation to a building, means preserving it either in its existing state or subject only to such alterations or extensions as can be carried out without serious detriment to its character, and 'development' includes redevelopment."

If listed buildings or their settings are affected, it is necessary to consider whether the proposed development would adversely affect any of the listed buildings on the site, or any features of special architectural or historic interest which they possess, or the setting of any listed building outwith the site.

If it is found that the development would adversely affect any listed buildings, a strong presumption against the proposed development arises and it is necessary then to consider whether this development is an exceptional case where the presumption may be overridden in favour of development which is desirable on the ground of some other public interest.

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

To the east of the site is the B listed Craighroyston House (reference LB28048, listed 14 July 1966), this is a large mansion sitting in a wooded landscape. An objection has been received in relation to the setting of the listed building.

With the removal of some mature trees within the application site and a development of between four and six storeys there will be some localised changes arising from proposal.

The submitted Landscape and Visual Impact Assessment shows views from the seafront looking south towards the site. The proposed development will be visible through the wooded landscape. The western blocks of the development are shown as being visible behind the listed house and therefore there will be a change to the setting of the listed building from this viewpoint.

However, they are shown sitting lower than the listed house and although will fill in some of air space around the house the new development does not compete with it and the house can still be viewed and read from this location.

The LDP allocates the land for development and the Granton Waterfront Development Framework (GWDF) aims to create high density urban quarters at this location, alongside creating principle frontages to West Shore Drive. It is anticipated that development will occur on this site and the potential impact on the listed building is largely limited from the views from the north, although this will be softened by future replacement planting.

The category B listed Gas Holder (reference LB45793, listed 10 November 1998) is located some distance to the east of the site. Its environment has been greatly altered in recent years with the demolition of the majority of the associated gas works buildings, and the ongoing re-development of the locality for a variety of uses.

A view has been provided looking east from the core path within Silverknowes Golf Club. This shows development in front of the gasholder at the lower levels, but leaves the upper sections of the gas holder clearly visible. Although the development will be visible it does not diminish the structure as a landmark from this part of the city.

Furthermore, the GWDF identifies the land around the Gas Holder for development. Consequently, there will be future development of potentially three to six storeys between the application site and the gasholder. This will further urbanise the wider area adjacent to the development and therefore the proposed development on this site will not have a detrimental impact on the setting of the Gas Holder.

There will be some impacts on the setting of the listed buildings within the area with the development becoming visible from some viewpoints, particularly with regards to the relationship of the development with Craigroyston House. It is acknowledged that the character of the area (and wider area) will change, and hence there would be some impact on the setting of the listed buildings. However, when viewed in the context of a longstanding vacant, previously developed site which is part of a wider longstanding regeneration proposal which aims to create high density urban quarters the limited impact on part of the backdrop of the view to Criagroyston House is considered to have a neutral impact. Over time, replacement planting will aid in softening any impact.

The site is previously developed and is part of wider longstanding regeneration proposal which has an aim of creating urban quarters in this part of the city. Over time, replacement planting will aid in softening any impact.

Therefore, the proposals preserve the setting of the listed buildings, and are in accordance with Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 and LDP Policy Env 3 (Listed Buildings - setting).

b) Principle

The site is within the Edinburgh Waterfront: Forth Quarter (EW 2a) in the Edinburgh Local Development Plan (LDP). This is part of an identified housing proposal site for a major housing-led mixed use regeneration opportunity.

The LDP sets out a number of Development Principles including completing the approved street layout and perimeter block urban form and provide a housing mix that is appropriate to the site in terms of placemaking and would maximise completions within this urban regeneration proposal within the plan period.

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

sizes and affordability and transport measures such as the provision of a network of paths for pedestrians and cyclists.

Housing:

LDP Policy Hou 1 (Housing Development) states that priority will be given to the delivery of housing land supply and relevant infrastructure including as part of the mixed use regeneration proposals at Edinburgh Waterfront.

The approved Granton Waterfront Development Framework (GWDF) principles (February 2020) shows the site for housing-led mixed-use development.

The principle of housing on this site is supported by the LDP and the GWDF.

Open space:

The application site boundary includes a section of the Forth Quarter Park. However, aside from the creation of linkages and tree planting the application does not propose development on the main park area.

The smaller area of open space within the main part of the site is also shown as open space within the LDP Proposals Map and has been audited as part of the Forth Quarter Park in the Open Space Strategy. It is shown within the Granton Waterfront Development Framework (GWDF) as a 'local scale' open space named Western Villages Park.

Within this section of open space the proposal contains SUDs, Air Source Heat Pumps plus associated building and also sections of car parking on the fringes.

The existing area of open space is 8,901 sqm. Measuring the reconfigured area of open space to exclude the ASHP and the car parking, but retaining the SUDs pond, comes to approximately 8,140 sqm. Meaning a reduction by 761 sqm.

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

a) there will be no significant impact on the quality or character of the local environment;

The current area of open space has an appearance of being unmanaged and consists of a number of trees, including some self-seeded ones. It has informal paths and it does have an appeal as a relatively wild area. Overall, the general footprint of the area of open space will be retained and appear as green. The proposals will not impact on the character of the local environment.

b) the open space is a small part of a larger area or of limited amenity or leisure value and there is a significant over-provision of open space serving the immediate area;

The site is adjacent to the wider Forth Quarter Park which is included as a large greenspace in the open space audit. The North West Locality Action Plan shows that there are no deficiencies in access to open space in this general area. The area is well

served by open space. As described above, the area, although of some value, is generally unkempt. Trees, new planting, new seating and informal play areas will continue to provide amenity value to the area.

c) the loss would not be detrimental to the wider network including its continuity or biodiversity value;

The area of open space is to be retained to some degree and will be re-landscaped. The area of open space will continue to physically link to the wider Forth Quarter Park. New formalised paths are proposed through the open space providing greater accessibility.

Section 3.3f) considers the ecological impacts of the proposals and the information submitted in the various reports. This concludes that the proposals will not have a detrimental impact on protected species.

d) there will be a local benefit in allowing the development in terms of either alternative equivalent provision being made or improvement to an existing public park or other open space;

It is a relatively small area of open space that is being lost and the ASHP will result in clean, renewable, locally generated energy aimed at achieving net zero carbon for the development. The applicant's supporting information also includes the concept of 'park power' which looks at using urban green (and blue) spaces to help provide green energy and rethinking how parks are used to serve the community.

The ASHP will result in a loss of approximately 761 sqm within the current designated open space, the wider development will see the creation of approximately 5,000 sqm of new dedicated amenity space delivered within the urban blocks.

New accessible paths will provide more formal, enhanced access to the remaining area of open space, whilst the inclusion of the SUDs pond means the avoidance of underground tanks within the blocks. Wider benefits will be achieved by the proposed planting into the larger park area.

Overall, there is some impact on the existing area of open space by the inclusion of the ASHP, SUDs pond and car parking areas. However, the proposed new landscaping within the open space will have some benefits with relatively limited open space being lost to development. As green space is being retained it will not have a large impact on the character of the area, there is good access to open space in the vicinity of the site, it will continue to link in with the open space network and the proposals seek to provide clean energy for the site whilst also providing a new landscaped form. This element of the proposals is acceptable.

The principle of the proposed development is acceptable.

c) Trees

Local Development Plan Policy Env 12 (Trees) states that development will not be permitted if it is likely to have a damaging impact on these trees, unless necessary for good arboricultural reasons. Where such permission is granted, replacement planting of appropriate species and numbers will be required to offset the loss to amenity.

The tree survey states that there are 427 individual trees on the site (30 category A, 95 category B, 300 category C and 2 category U) and a further seven groups of trees containing what is described as 200 young to middle age mixtures of self-sown specimens and 405 young self-sown specimens. None of the trees within the site are covered by a Tree Preservation Order.

The majority of the trees are on the perimeter of the site, at the northern section near to West Shore Road and on the eastern part of the site adjacent to Marine Drive. There are also a number of trees within existing area of open space adjacent to Colonsay View.

A total of 676 trees are proposed to be removed. The proposals indicate that this consists of 271 individual trees (16 category A, 67 category B, 186 category C and 2 category U) with the remaining trees to be removed coming from the groups.

The proposals contain a total of 1357 replacement trees across the application site. This is split into 221 large specimen trees, 40 small trees within planting beds and 1,096 trees within the parkland woodland blocks. This represents a 1:2 replacement strategy.

The site is predominately previously developed and has been allocated for development for a number of years, with an earlier outline planning permission in place for its redevelopment.

A number of the trees are self-seeded, and the GWDF shows a general block arrangement with frontages around the perimeter where a number of the existing trees are located.

The loss of the trees will be offset by replacement tree planting, with planting being located within the parkland area, which allows the site to be developed for an acceptable urban density.

Conditions are recommended in relation to tree protection measures to safeguard the retained trees during the construction period.

d) Design, Scale and Layout

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

Proposals should accord with the approved Granton Waterfront Development Framework principles (February 2020), which state that the site is identified for

housing-led mixed-use development. An earlier approved master plan has been partly implemented and therefore integration with the existing adjacent flats is important.

Design and Layout:

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

The character of the area is one of ongoing regeneration with several flatted developments recently completed to the south of the application site. The layout of these dictate the pattern of the roads for the southern part of the site. The proposed development links in with these streets.

The proposal establishes a perimeter block urban form, as set out in the LDP development principles. The layout also generally aligns with that contained within the GWDF.

The hierarchy of streets allows for primary and secondary frontages to be formed. The framework places an emphasis on the importance of frontages onto the park and also to the north onto West Shore Drive. The location of the proposed buildings ensures that spaces are overlooked. Where possible, ground floor flats have been provided with individual front door access, which will aid in providing activity to the streets.

Car parking has been dispersed around the site allowing the rear courtyard areas to be used as open space for the flatted blocks. The position of buildings is appropriate.

The elevational design is modern in appearance with ordered fenestration and feature details on the walls created by the brick work. Recessed corners and inset balconies provide visual interest. Roof parapets have been introduced and these will hide the photovoltaic panels from external views.

Materials:

The GWDF sets out that a palette of robust, natural materials, which are appropriate for the waterfront conditions, should be developed. The material palette should provide coherency across character areas but allow for variety to be incorporated in terms of colour, tone, texture and mixed materials. Materials should be durable and suitable for the marine climate, e.g. brick, stone, metal panels.

The main materials proposed are a palette of four facing bricks which are used to visually subdivide the blocks and provide a vertical emphasis. The use of four types of brick will allow for a co-ordinated approach across the blocks. Details such as projecting facing brick is also proposed to add interest.

Windows are proposed to be grey in colour across the site. Double height entrances with canopies and corten cladding are also proposed.

Subject to a condition which requires details to be submitted and agreed, materials are acceptable.

Height

The LDP sets out, amongst other matters, that development at Edinburgh Waterfront should create distinctive, high density urban quarters.

The adjacent development to the south of the site ranges from range from 6-8 storeys. The GWDF sets out that the majority of the site should have a height range from 3-5 storey blocks (four storey average) with some six storey blocks at key locations. The northern most block is highlighted as 4-6 storey blocks with a five storey average.

The proposed development fits in with the heights advocated within the GWDF. The main height across the site is four storeys. Higher elements have been placed on more strategic corner elements of the blocks. This includes the six storey elements that mark the entrance from Marine Drive, and also on the secondary entrance to the south where six storey corners have been used to help step the proposed development down to four from the adjacent existing 6/8 storeys.

This is largely shown by the nearby views into the site contained within Landscape and Visual Impact Assessment. This shows the site as an urban extension of the existing residential area. The proposed heights will sit comfortably with the context of the existing development to the south.

To the north of the site is land designated as greenbelt and a special landscape area. The development will not impact on the greenbelt boundary, which is formed by the existing road and trees to the north of the site at this location.

The Special Landscape Area (SLA) at this part of the city is large and wide ranging from Queensferry along to Gypsy Brae adjacent to the site. Part of the characteristics referred to in the SLA is the urban waterfront, whilst also retaining a rural feel within the urban context.

The development will rise above the existing trees in parts as shown in the submitted LVIA. This is appropriate as the development sits within the landscape context, while creating an attractive new urban area.

As the SLA sweeps towards the northern part of the city, it is inevitable that the land is more urban in character. However, the trees to the north of the application site are retained, as well as the recreational value of the wider area. The creation of new cycle ways around the edge of the site will enhance movement around this part of the city and into the greenbelt.

Density:

LDP Policy Hou 4 (Housing Density) states that the Council will seek an appropriate density on sites giving regard to the characteristics of the surrounding area, the need to create an attractive residential environment, accessibility and need to encouraging local services.

The density of the proposal is 101 dwellings per hectare (dph) when comparing the number of units 444 against the development site area of 4.38 hectares discounting the area of parkland, but not the smaller area of open space, contained within the application site.

The GWDF states that the proposed density and massing of development should ensure Granton has an urban feel, pleasant streets, well-lit back courts and people-centred spaces.

For comparison purposes, the density is comparable to that of the Marchmont tenements which the Edinburgh Design Guidance states is 99 dph.

The proposed density is acceptable for the location.

Housing Mix and Sizes:

LDP Policy Hou 2 (Housing Mix) seeks the provision of a mix of house types and sizes where practical.

A range of one, two and three bedroom units are proposed across the site. A total of 90 units (20%) contain three or more bedrooms designed for growing families, which meets the requirements of the Edinburgh Design guidance.

The Edinburgh Design Guidance includes recommended internal floor areas for flat sizes. The proposal complies with these recommended minimum sizes.

The Design and Access Statement also states that the affordable housing in blocks A1 and A2 have been designed to comply with the Housing for Varying Needs standards

The Edinburgh Design Guidance states that single aspect dwellings should not make up more than 50% of the overall dwelling numbers. Across the whole of the site, 24% of the residential units are single aspect.

Overall, the design, scale and layout are acceptable. The design and layout of the proposals complies with the Policy Des 2 (Co-ordinated Development) and Policy Des 7 (Layout Design) meets the development principles set out in the LDP for the site. The height and materials proposed acceptable for the locality in line with Policy Des 4 (Development Design - Impact on Setting). The proposed housing mix and density complies with Policy Policies Hou 2 (Housing Mix) and Hou 4 (Housing Density). The proposal also accords with the principles set out in the Granton Waterfront Development Framework.

e) Amenity

LDP Policy Des 5 (Development Design - Amenity) seeks to ensure that the amenity of neighbouring residents is not adversely affected by development and that future occupiers of residential properties have acceptable levels of amenity.

Noise:

A noise assessment has been provided in relation to the potential impact from the proposed air source heat pump plant. The assessment states that the predicted noise levels will be below NR25 inside the nearest dwellings. The applicant has also confirmed that the ASHP will be controlled by way of a factor allowing any noise issues going forward to be addressed. Environmental Protection does not object to the application.

Privacy:

Privacy distances have been taken into account when setting out the position and orientation of the proposed buildings within the site. The internal street distances are at least 18 metres wide, and the proposed internal courtyards have generous window to window distances.

Block A1 at the south of the site is closest to the existing flatted development. This is 20 metres from the block to the south and 24 metres to the block to the east. Craigroyston House is over 50 metres away and therefore such a distance will be acceptable in terms of privacy.

The privacy distances are acceptable.

Daylighting:

The new blocks have been designed to ensure compliance with the 'no skyline method' where direct sunlight will penetrate at least halfway into the habitable rooms.

Vertical Sky Component (VSC) modelling has been provided to consider the potential impact of the development on the existing residential block to the south of the site.

This considers 61 existing windows. The study notes that pre-development there are 15 existing windows that fail the VSC requirement due to the design and geometry of the block.

Out of the 61 windows, and in addition to the 15 windows that already fail, there are 16 windows that will not meet the VSC test due to the proposed new development. The VSC test also allows for a comparison of the post development scenario against the pre development scenario. This shows that a further 4 windows pass the test, meaning that there are 12 windows that do not meet the VSC criteria. The rooms that fail the VSC test are in the majority either kitchen or bedrooms.

The layout of the proposed development continues the urban block form already put in place by the existing streets and block layout. The proposals match the layout shown within the LDP Development Principles diagram and the GWDF.

The central part of the nearest block sits at four storeys which aids in mitigating daylight loss to the adjacent six storey block, whilst providing a dense urban streetscape.

Overshadowing:

The Edinburgh Design Guidance sets out that new amenity areas should receive two hours of sunlight to at least 50% of their area at the Spring Equinox (March 21).

Shadow path analysis has been provided to demonstrate that the proposed garden areas meet this requirement.

Open space:

LDP Policy Hou 3 (Private Green Space) sets out that for flatted developments there should be 10 sqm of open space provision per flat except where private space is provided. A minimum of 20% of the site should be greenspace.

Private and communal gardens should be designed for use by residents for a range of functions, including space for play, seating, food growing, tree planting and drying laundry.

The flatted blocks all have access to open space. The perimeter blocks are arranged around central courtyards. The ground floor flats have direct access to a private garden area within the courtyards. A number of flats have also been provided with balconies.

The courtyards have been designed with to allow for a range of functions to take place including landscape planting and grassed areas, drying areas, garden spaces and areas to allow for play. The size of the open space meets the Council's policy and the areas have been designed for a range of uses.

The information provided with the application states that the residential amenity areas amount to 5,195 sqm of open space. This added to the area of re-landscaped open space at the south of the site equates to 13,860 sqm. Taking the development area of the site to be 4.38 hectares, this is above the 20% requirement at approximately 30% of the development site area.

A comprehensive landscape plan and maintenance schedule has been provided detailing the proposed plants within the scheme. The area of existing open space has been designed with areas for play (including the re-utilisation of felled tree trunks), seating and new paths through the site alongside planting. Planting will be used to soften and screen the ASHP.

In summary, the development will provide an acceptable level of residential amenity in accordance with LDP Policy Des 5 (Development Design - Amenity) with some limited infringements on daylighting. The proposal also meets the requirements of Hou 3 (Private Green Space).

f) Transport

The transport objectives set out in the Local Development Plan (page 126) state that development should:

- Minimise the distances people need to travel;
- Promote and prioritise travel by sustainable means, i.e. walking, cycling and by public transport; and
- Minimise the detrimental effects of traffic and parking on communities and the environment.

Access and Traffic Generation:

A Transport Assessment (TA) has been provided. This provides an assessment of the transport considerations associated with the proposal.

Vehicular access is proposed from the existing residential area to the south from Colonsay View and from an access point to the west from West Shore Road.

The TA has been assessed by the Roads Authority and it concludes that it is an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The Roads Authority response indicates that the nearby junctions are to function within capacity. Though a number of contributions to transport improvements within the local area are recommended (see section 3.3f).

The site is also accessible by public transport with good footway connections to the external footway network (Lothian service 8, 14, 16, 24, 27, 200)

The proposals include new paths and cycle link upgrades with links to the adjacent park. The proposals will also deliver a new cycle way around the perimeter of the site.

Parking:

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 supporting text to Policy Tra 2 sets out that a purpose of the policy is to generally fulfil the wider strategy of encouraging sustainable, non-car modes.

The parking standards contain no minimum amounts for car parking. The standards for zone 2 allow for a maximum of one car parking space per unit. The proposed 110 car parking spaces are within the Council's standards.

LDP Policy Tra 3 (Private Cycle Parking) requires that cycle parking and storage within the development complies with Council guidance.

A total of 978 cycle parking spaces are proposed and distributed throughout the blocks. This complies with the Council's minimum standards.

In summary, the site is within an accessible location with good access to public transport. The access to the site is acceptable and the level of parking proposed is within the standards.

g) Other Material Considerations

Air Quality:

LDP Policy Env 22 (Pollution, Air, Water and Soil Quality) aims to ensure that no development will result in significant adverse effects for health, environment or air quality and appropriate mitigation measures can be provided to minimise the adverse impacts. Reducing the need to travel and promoting the use of sustainable modes of transport are key principles identified in the local development plan.

The submitted Air Quality Impact Assessment (AQIA) estimates that the scheme will not have any adverse impact on the air quality of the neighbouring area.

Environmental Protection notes that the site will feed traffic into areas/existing roads already affected by poor air quality and an AQMA is situated 2.65km away on Inverleith Row.

The development proposes a relatively low level of car parking at 25% which is within the Council's standards. There are also four car club spaces, 30 electric vehicle charging points (alongside underground ducting to be installed to balance of car parking spaces for future installation of electrical charging points) and green travel packs. Furthermore, the development is to be served by the central ASHP system and photovoltaics with no gas heating within the development.

Based on the above measures, coupled with the fact that the site is well served by public transport options, Environmental Protection does not object to the application on air quality grounds.

Archaeology:

LDP Policy Env 8 (Protection of Important Remains) seeks to protect archaeological remains from being adversely impacted from development.

The applicant undertook a programme of archaeological works in advance of the development to consider any archaeological implications of developing the site.

The Archaeology Officer has reviewed the information provided and has concluded that there are no significant archaeological implications regarding this application.

Ecology:

In terms of bats, the extended Phase 1 habitat survey identified seven trees on the site with having a low or moderate suitability for roosting bats. Further inspections of the trees were carried out. Four of the trees were assessed to have negligible suitability for roosting bats. A further two were assessed to have low suitability for bats with a recommendation for the trees to be soft felled (the trees are identified for removal as part of the development proposals).

One tree was identified to have moderate suitability for roosting bats. Though the assessment notes that there was no evidence of current or previous bat roosting was found.

No badger setts were identified by the surveys within the site.

The survey work confirmed that there are no great crested newts near to the site.

Across the submitted ecology related reports there are a number of recommendations and these have been added as informatives. An informative for the inclusion of swift bricks within the development is also recommended.

The application will therefore not have an adverse impact on the protected species in accordance with LDP Policy Env 16 (Species Protection).

Flooding and Drainage:

Policy Env 21 (Flood Prevention) states that planning permission will not be granted for development that would increase a flood risk or be at risk of flooding itself, impede the flow of flood water or prejudice existing or planning flood defence systems.

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

Flood Prevention has confirmed the acceptability of the submitted information.

Scottish Water has not objected to the application.

Sustainability:

LDP Policy Des 6 (Sustainable Buildings) requires that developments can demonstrate that the current carbon dioxide emission reduction targets are met (including at least half of the target being met through the use of low and zero carbon generating technologies) and that other sustainable features are included in the proposals. This can include measures to promote water conservation, SUDS, and sustainable transport measures.

The applicant has submitted the sustainability form in support of the application. Part A of the standards is met through the provision of a district heating system comprising of central air source heat pump pavilion. The proposals also contain solar photovoltaics on the roofs. The development is aiming achieve net zero carbon.

The proposal is a major development and has been assessed against Part B of the standards. The proposal meets the essential criteria with additional desirable measures including the inclusion of a green roof and living wall on the energy centre and the use of recycled materials.

The proposal meets the current standards set out in the sustainability form.

Waste:

The proposed development is to be served by an underground refuse system with a series of storage units spread throughout the public realm. Underground systems are promoted by the Granton Waterfront Development Framework.

There have been ongoing discussions with Waste Services regarding the requirements. It is now able to generally approve the waste strategy subject to a final sign off process in terms of final specification, bin supplier and mechanism. An agreement will need to be made between the applicant and Waste Services.

Ground Conditions:

Site investigation information has been provided. Due to the previously developed nature of the site, a condition is required to ensure the appropriate investigation and mitigation is undertaken.

Part of the site is within an area identified by the Coal Authority as a development low risk area. The Coal Authority standing advice has been added as an informative.

Developer Contributions and Affordable Housing:

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) requires that development proposals contribute towards infrastructure provision where relevant and necessary to mitigate any negative additional impact of development. The finalised Developer Contributions and Infrastructure Delivery Supplementary Guidance August 2018 sets out the Council's approach for contributions.

A suitable legal agreement or memorandum of agreement will be required to secure the obligations set out below.

Affordable Housing:

LDP Policy Hou 6 (Affordable Housing) states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing amounting to 25% of the total number of units proposed.

There is the requirement for 111 homes of approved affordable tenures to be provided.

Affordable housing will account for 257 (58%) of the new homes across the site. The applicant has confirmed that of the affordable housing, 75% (195) of homes will be for social rent and the remaining 25% (62) of homes will be for mid-market rent. The affordable housing comprises a mix of 1, 2 and 3 bed homes, which produce a representative mix of the site as a whole.

The level of affordable housing proposed is supported. The Memorandum of Understanding will need to secure 25% affordable housing.

Education:

This site falls within Sub-Area CB-1 of the 'Craigroyston / Broughton Education Contribution Zone'. An assessment based on 365 Flats (excluding 79 one bedroom flats excluded) results in:

- A total infrastructure contribution of £1,290,640 (£3,536 per flat) index linked.
- A total land contribution of £6,935 (£19 per flat)

Healthcare:

The site is within the NWEPC Healthcare Contribution Zone in the Finalised Supplementary Guidance. This identifies a cost of £559 per dwelling.

Transport:

The Roads Authority has highlighted a number of potential contributions to actions in the LDP Action Programme that it deems relevant to the proposals. These all relate to specific actions and have been worked out on a per unit basis taking into account other potential development within the area.

Circular 3/2012 requires that planning obligations must meet five tests that relate to necessity, a planning purpose, relationship to the development, scale and kind and also reasonableness.

The proposed contributions against the tests of the circular are considered below.

- £47,064 towards replacement of Muirhouse Parkway / Pennywell Road roundabout with signals, to aid pedestrians and cyclists
- £97,724 towards segregated Cycleway (2 way), new toucan/puffin crossings
- on West Granton Road
- £12,965 towards traffic signal on West Granton Road/Crewe Road North junction

The above three actions all relate to active travel measures within a reasonable proximity to the site, so have been considered against the tests together.

Necessity - part of this test is whether the matters could be resolved in another way, such as condition. However, as they relate to issues outwith the application site boundary and require a financial obligation a legal agreement is appropriate in this instance. Otherwise matters relating to necessity are considered in the other tests below.

Planning purpose - justification should be based in the development plan for seeking contributions. Policy Del 1 (Developer Contributions and Infrastructure Delivery) set out the basis for developer contributions including other pedestrian and cycle actions. Policy Del 3 (Edinburgh Waterfront) sets out the requirements in principle for development in the area including transport measures to be agreed that cover a network of paths for pedestrians and cyclists.

Relationship to the development - the improvements are to aid pedestrian and cyclist movement. They are located near to the site and shown within the 400m / 800m isochrones contained within the Transport Assessment (TA). The TA considers walking distances of up to 1,600m, (approximately 20 mins). They are reasonably related to the development.

The measures would aid in promoting the active travel actions close to the site and provide safe and useable features for pedestrian and cyclists. The TA concludes that the site is located in close proximity to well established pedestrian and cycle routes. With 444 units proposed the above actions will aid in enhancing these facilities on a site that has a relatively low (and supported) level of car parking.

Scale and Kind - the obligation has been calculated on a unit cost associated with the number of units that will come forward within the area.

Reasonableness - taking the above into account it is considered that a site that has sought to provide alternative transport provision to the car should make a provision to an identified action within close proximity to the site.

It is appropriate to seek these contributions.

- £65,268 towards Promenade Link to Granton Harbour (upgrade path to 6m tarmac path and sea wall)

Necessity - part of this test is whether the matters could be resolved in another way, such as condition. However, as they relate to issues outwith the application site boundary and require a financial obligation a legal agreement is appropriate in this instance. Otherwise matters relating to necessity are considered in the planning purpose and other tests below. As noted below these tests are not met.

Planning purpose - justification should be rooted in the development plan for seeking contributions. Policy Del 1 (Developer Contributions and Infrastructure Delivery) set out the basis for developer contributions including other pedestrian and cycle actions. Policy Del 3 (Edinburgh Waterfront) sets out the requirements in principle for development in the area including transport measures to be agreed that cover a network of paths for pedestrians and cyclists. Parts of the promenade are also shown as a safeguard on the LDP Proposals Map, but not the section closest to the application site.

Relationship to the development - the action is to the north of the site and the proposed development is not clearly identified with the requirement for the upgrading of the existing promenade for this development.

Scale and Kind - the costs would be split on a per unit basis.

Reasonableness - generally fails the reasonable test. The Promenade Design Code notes in the delivery section that outwith the development sites (such as the harbour areas) the existing paths are largely in public ownership or are part of the public highway, and therefore will not be part of redevelopment sites. It is considered unlikely that proposals for what would amount to off-site improvements and developments could

be funded by developers of adjacent and nearby sites. The likelihood is that the requirement to meet the costs in these areas will need to be borne by a combination of capital funding and grant applications

It is not appropriate to seek this contribution.

- In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;

Necessity - part of this test is whether the matters could be resolved in another way, such as condition. However, as they relate to issues outwith the application site boundary and require a financial obligation a legal agreement is appropriate in this instance. Otherwise matters relating to necessity are considered in the other tests below.

Planning purpose - the submitted Transport Assessment sets out that a contributions towards the city car club forms part of the applicants proposed transport measures for the site which has been considered alongside the level of car and cycle parking proposed and access to the bus services within the area. Four locations have been put forward.

LDP Policy Tra 2 (Private Car Parking) criterion f) provides the policy background for considering alternative measures such as the city's car club. Although the car parking levels meet the Council's standards, it is considered that the car club in this location will aid the aspirations of providing lower levels of parking in this locality which the GWDF sets as a maximum of 25%.

Relationship to the development - the car club spaces are proposed within the site boundary and has been put forward as one of a range of transport measures for the site by the applicant.

Scale and Kind - the provision towards the car club is related to the development site and would contribute to sustainable transport measures as put forward by the applicant.

Reasonableness - the obligation is related to the development, with car club spaces proposed within the development and identified on the submitted drawings.

The Roads Authority response also identifies the requirement for contributions in relation to suitable orders for redeterminations, waiting and loading and speed limits.

h) Equalities

The application has been considered in terms of equalities and human rights and there are not significant impacts that require action. The proposed affordable housing in blocks A1 and A2 have been designed to comply with the Housing for Varying Needs standards

i) Public Comments

Material Representations - Objection:

Principle

- development site includes a large section of the local park, should not be developed on - assessed in section 3.3b)
- loss of open space - assessed in section 3.3b)
- should not be a development site - assessed in section 3.3b)

Listed Buildings

- impact on setting of B listed Craigroyston House - assessed in section 3.3a)

Design

- too many houses recently built in the area - assessed in section 3.3d)
- overdevelopment of site - assessed in section 3.3d)
- height and size of development - assessed in section 3.3d)
- design of flats - assessed in section 3.3d)
- unimaginative site layout - assessed in section 3.3d)
- no justification for heights - assessed in section 3.3d)

Transport

- traffic impact - assessed in section 3.3f)
- loss of existing car parking spaces - parking levels acceptable and spaces adjacent to Block A1 retained.
- insufficient space for refuse and emergency vehicles - swept path analysis provided.
- will block access to parkland - new paths proposed to parkland
- development should be car free - proposed car parking meets Council standards.
- movement hierarchy dominated by private car SPP, Designing Streets and the National Transport Strategy set policy context for hierarchy for transport modes placing walking, cycling, public transport ahead of private cars. sets out a hierarchy for transport modes - assessed in section 3.3f) no objection from Roads Authority, car park levels at 25% and routes proposed through the site.
- bus service proximity to site should be enhanced - not in the gift of the developer.

Landscape

- lack of play areas - new natural play to be formed in open space and courtyard areas have opportunities for play. No deficiency shown in the open space strategy.
- loss of trees - assessed in section 3.3c)
- impact on Southern Forth Coast Special Landscape Area (SLA) through removal of trees and erection of density development - assessed in section 3.3b)
- impact on Green Belt - assessed in section 3.3b)

- LVIA VP03 demonstrates visually obtrusive building heights - assessed in section 3.3d)
- removal of trees for heating pumps - assessed in section 3.3b) and c)

Ecology

- impact on wildlife - - assessed in section 3.3g)
- swift nest bricks should be included in the development - informative added.

Amenity

- noise implications - assessed in section 3.3e)
- air pollution - assessed in section 3.3g)
- impact on privacy daylighting and overshadowing - assessed in section 3.3e)
- noise from air pumps - assessed in section 3.3e)

Other

- impact on existing services - health, schools etc - developer contributions required towards education and health.
- sustainability strategy focused on energy rather than wider sustainability including walking - proposal includes relatively low car parking levels and increases permeability through and around the site.

Material Representations - Support:

- support in principle - noted.

Non-Material Representations:

- cladding issues on other buildings.
- impact on views.
- construction stage matters.

CONCLUSION

The principle of housing led mixed use development is supported by Local Development Plan Policy Hou 1 (Housing Development) and Policy Del 3 (Edinburgh Waterfront). The impact on the area of open space is justified against LDP Policy Env 18 (Open Space Protection) and although a number of trees are to be removed, substantial replanting is proposed.

The historical assets within the area have been assessed against the relevant legislation, guidance and LDP policies. The site was previously developed and is part of wider longstanding regeneration proposal which has an aim of creating new urban quarters in this part of the city. The setting of the adjacent Category B listed Craigroyston House will be altered but replacement planting will aid in softening any impact and the listed building will not be dominated by the proposals. The proposals preserve the setting of surrounding listed buildings in accordance with Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

The proposal provides an acceptable perimeter block layout that links into the wider area, the design, scale, height and density are appropriate for the location with adequate open space and landscaping provided. The proposals will provide an acceptable level of amenity for existing and future occupants. There are no unacceptable issues in relation to transport measures.

In all other aspects the proposal accords with the Development Plan and generally complies with the relevant Non Statutory Guidance. The proposal is acceptable. There are no material considerations that outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Notwithstanding the information on the submitted drawings a detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing for each development block by the Planning Authority before work is commenced that block.
2. Prior to the commencement of the construction of the superstructure or above ground works for each development block, sample panels, to be no less than 1.5m x 1.5m, shall be produced, demonstrating each proposed external material (including the corten entrance panels) and accurately indicating the quality and consistency of future workmanship for that block and submitted for written approval by the Planning Authority.
3. i) 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.
4. The development shall be carried out in accordance with the approved landscaping scheme. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.
5. Details of the SUDs inlet and outlet structures shall be submitted to and approved in writing by the Planning Authority before work is commenced on site.

6. Prior to the commencement of development, the tree protection measures as defined in Drawings D7963.02.017 and D7963.02.018 (CEC drawing references 89 and 90) and in accordance with BS5837:2012 "Trees in relation to design, demolition and construction" must be implemented in full.

7. The tree protection measures referenced in condition 06 must be maintained during the entire development process and not altered or removed unless with the written consent of the Planning Authority.

8. The following noise protection measures associated with the heat pump plant building, as defined in section 4 of the Sandy Brown Noise Plant Noise Assessment report (ref 20399-R01-B, dated 21 December 2020) (or as otherwise agreed) shall be carried out in full and completed prior to the development being occupied;

- Acoustic louvres providing the octave-band frequency as identified table 1 of the above document.
- The walls and roof of the energy plant building should include a minimum insulation level of Rw 30 dB.
- The air source heat pumps should be fitted with attenuators on top of the units which reduce the noise level emitted by 3 dB.

9. The 30 parking spaces shown on drawing referenced 6245-90-04 Revision A and dated May 2021 shall be served by at least a 13- amp 3Kw (external three pin-plug) with capacity in mains for 32 - amp 7Kw electric vehicle charging sockets. They shall be installed and operational in full prior to the development being occupied.

10. The 80 parking spaces shown on drawing referenced 6245-90-04 Revision A and dated May 2021 shall be fitted with ducted containment with dry wire system to allow for the future fitting of over ground electric vehicle infrastructure.

Reasons:-

- 1) In order to enable the planning authority to consider this/these matter/s in detail.
- 2) In order to enable the planning authority to consider this/these matter/s in detail.
- 3) In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
- 4) In order to ensure that the approved landscaping works are properly established on site.
- 5) In order to enable the planning authority to consider this/these matter/s in detail.
- 6) In order to safeguard protected trees.
- 7) In order to safeguard protected trees.
- 8) In order to safeguard the amenity of neighbouring residents and other occupiers.
- 9) To encourage sustainable forms of transport.

10) To encourage sustainable forms of transport.

Informatives

It should be noted that:

1. Memorandum of Understanding

A suitable memorandum of agreement will be required to cover the following matters:

Affordable Housing:

25% of the residential units (111) to be of an agreed affordable tenure. Affordable housing will account for 257 (58%) of the new homes across the site. The applicant has confirmed that of the affordable housing, 75% (195) of homes will be for social rent and the remaining 25% (62) of homes will be for mid-market rent. The affordable housing comprises of 1, 2 and 3 bed homes, which produce a representative mix of the site as a whole.

Education:

In line with Sub-Area CB-1 of the 'Craigroyston / Broughton Education Contribution Zone:

- A total infrastructure contribution of £1,290,640 (£3,536 per flat) (to be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment)
- A total land contribution of £6,935 (£19 per flat) (not indexed)

Healthcare:

A sum of £559 per dwelling towards the NWEPC Healthcare Contribution Zone.

Transport:

- £47,064 towards replacement of Muirhouse Parkway / Pennywell Road roundabout with signals, to aid pedestrians and cyclists
- £97,724 towards segregated Cycleway (2 way), new toucan/puffin crossings on West Granton Road
- £12,965 towards traffic signal on West Granton Road/Crewe Road North junction
- In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;

The Roads Authority response also identifies the requirement for contributions in relation to suitable orders for redeterminations, waiting and loading and speed limits:

- Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;

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

The agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6-month period, a report will be put to committee with a likely recommendation that the application be refused.

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. Coal Authority - Standing Advice - Development Low Risk Area

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

6. The SUDS basin should be planted with spring bulbs.

7. Final agreement with Waste Services is required in relation to the final specification/supplier of the bins/mechanisms.

8. The Roads Authority consultee response to the application contains a number of items that the applicant should be aware of.

9. Swiftbricks should be included within the development.

10. The Scottish Water consultee response to the application contains a number of items that the applicant should be made aware of.

11. Details of a bat box scheme should be provided to mitigate for the loss of potential tree roost sites within the site.

12. Prior to commencement of development details of the Reasonable Avoidance Measures Method Statement (RAMMS) during the construction phase and mitigation measures following the completion of the development in respect of amphibians should be submitted. The proposed measures should then be implemented in accordance with the approved details.

13. Prior to commencement of development details of the Reasonable Avoidance Measures Method Statement (RAMMS) during the construction phase and mitigation measures following the completion of the development in respect of foraging or ranging badgers should be submitted. The proposed measures should then be implemented in accordance with the approved details.

14. The construction air quality mitigation measures outlined in the air quality impact assessment provided in support of the application should be followed by the developer during construction.

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

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 advertised on 12 February 2021. A total of 12 representations were received, ten objections and two comments.

The community council did not comment on the application.

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 located within the Urban Area as shown on the Local Development Plan proposals map. The land is identified as being within Edinburgh Waterfront. Proposal EW2A (Forth Quarter) states that the area is for a housing-led mixed use development. It sets out a number of Development Principles. An eastern section is designated as open space as shown on the Local Development Plan Proposals Map.

Date registered

29 January 2021

Drawing numbers/Scheme

01, 02, 03, 04A - 07A, 08-50, 51A, 52A, 54A, 55A, 56, 57B,, 58B, 59, 60A, 61B-66B, 67-70, 71B, 72-91,

Scheme 1

David Givan
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 Edinburgh City Local Plan.

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

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

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

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

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

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

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

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

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

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

LDP Policy Des 9 (Urban Edge Development) sets criteria for assessing development on sites at the Green Belt boundary.

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 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 11 (Special Landscape Areas) establishes a presumption against development that would adversely affect Special Landscape Areas.

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

LDP Policy Env 16 (Species Protection) sets out species 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 Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

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

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

LDP Policy Hou 4 (Housing Density) sets out the factors to be taken into account in assessing density levels in new development.

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

LDP Policy 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 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 8 (Provision of Transport Infrastructure) sets out requirements for assessment and mitigation of transport impacts of new development.

LDP Policy RS 1 (Sustainable Energy) sets criteria for assessing proposals for environmentally sustainable forms of energy systems.

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

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 - on affordable housing gives guidance on the situations where developers will be required to provide affordable housing.

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

Relevant Government Guidance on Historic Environment.

The Historic Environment Policy for Scotland 2019 outlines Government policy on how we should care for the historic environment when taking planning decisions.

Appendix 1

Application for Planning Permission 21/00457/FUL At Land 220 Metres North East Of , 25 Marine Drive, Edinburgh Residential flatted development with associated roads, parking and landscaping works.

Consultations

Affordable Housing response - dated 29 April 2021

1. Introduction

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

Housing Management and Development are the consultee for Affordable Housing. Housing provision is assessed to ensure it meets the requirements of the city's Affordable Housing Policy (AHP).

-Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.

-25% of the total number of units proposed should be affordable housing.

- The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:

<https://www.edinburgh.gov.uk/affordable-homes/affordable-housing-policy/1>

2. Affordable Housing Provision

This application is for a development consisting of up to 444 homes and as such the AHP will apply. There will be an AHP requirement for a minimum of 25% (111) homes of approved affordable tenures. The applicant (The City of Edinburgh Council) has stated that the affordable housing will account for 257 (58%) of the new homes across the site.

The applicant has confirmed that of the affordable housing, 75% (195) of homes will be for social rent and the remaining 25% (62) of homes will be for mid-market rent. The affordable housing comprises of 1, 2 and 3 bed homes, which produce a representative mix of the site as a whole.

The City of Edinburgh Council will be the landlord for the social rented homes and Edinburgh Living will be the landlord for the mid-market rented homes.

The affordable homes have been designed to be tenure blind. They have also been designed to housing for varying needs standards and to The City of Edinburgh Council housing design requirements.

3. Summary

The applicant has made a commitment to provide 58% on site affordable housing and will issue a memorandum of understanding to the planning authority, to commit to the delivery of the affordable homes.

This approach which will assist in the delivery of a mixed sustainable community:

- o The applicant has submitted an "Affordable Housing Statement", setting out their approach to the following points and which is a public document available on the City of Edinburgh Council's Planning Portal*
- o The applicant has agreed the tenure type and location of the affordable homes prior to the submission of a planning application*
- o The City of Edinburgh Council will be the landlord for the social rented homes and Edinburgh Living will be the landlord for the Mid-market rented homes*
- o The applicant has made provision for a minimum of 70% of the affordable housing on site to be social rent*
- o The affordable housing includes a variety of house sizes which are representative of the provision of homes across the wider site and which will be identical in appearance to the market housing units, an approach often described as "tenure blind"*
- o The affordable homes have been designed to The City of Edinburgh council's design requirements*
- o The applicant will issue a memorandum of understanding to the planning authority, to commit to the delivery of the affordable homes*

The provision of affordable housing proposed in the scheme is acceptable to Housing Management and Development.

Archaeology Officer response - dated 18 February 2021

Further to your consultation request I would like to make the following comments and recommendations concerning this application for residential flatted development with associated roads, parking and landscaping works.

The site was considered to be of archaeological potential due to its location principally along the edge of a former raised beach and close proximately to several historic houses and estates. In line with CECF Policy ENV9 the site was subject to a programme of pre-application evaluation, undertaken Headland Archaeology in January 2021 (report accompanies the application).

The results of this work demonstrated that the area has been significantly affected by modern truncation and activities. As such it has been concluded that the chances of significant insitu remains surviving is minimal. Accordingly, it has been concluded that there are no significant archaeological implications regarding this application.

Communities & Families response - dated 16 February 2021

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (August 2018), taking account of school roll projections. To do this, an assumption has been made as to the amount of new housing development which will come forward ('housing output'). This takes account of new housing sites allocated in the LDP and other land within the urban area.

In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (February 2020).

Residential development is required to contribute towards the cost of delivering these education infrastructure actions to ensure that the cumulative impact of development can be mitigated. In order that the total delivery cost is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established. These are set out in the finalised Supplementary Guidance on 'Developer Contributions and Infrastructure Delivery' (August 2018).

Assessment and Contribution Requirements

Assessment based on:

365 Flats (79 one bedroom flats excluded)

This site falls within Sub-Area CB-1 of the 'Craigroyston / Broughton Education Contribution Zone'.

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed.

The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

If the appropriate infrastructure and land contribution is provided by the developer, as set out below, Communities and Families does not object to the application.

Total infrastructure contribution required:

£1,290,640

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

Total land contribution required:

£6,935

Note - no indexation to be applied to land contribution.

Per unit infrastructure contribution requirement:

Per Flat - £3,536

Note - all infrastructure contributions shall be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment.

Per unit land contribution requirement:

Per Flat - £19

Note - no indexation to be applied to land contribution.

Scottish Water response - dated 8 February 2021

Audit of Proposal

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water Capacity Assessment

Scottish Water has carried out a Capacity review and we can confirm the following:

- There is currently sufficient capacity in the MARCHBANK WTW NT165645 Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

- There is currently sufficient capacity for a foul only connection in the EDINBURGH PFI WWTW NT286759 Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Please Note

- The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Asset Impact Assessment

According to our records, the development proposals impact on existing Scottish Water assets.

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team via our Customer Portal to apply for a diversion.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction. Please note the disclaimer at the end of this response.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

- Scottish Water asset plans can be obtained from our appointed asset plan providers:*
- Site Investigation Services (UK) Ltd*
- Tel: 0333 123 1223*
- Email: sw@sisplan.co.uk*
- www.sisplan.co.uk*

- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area, then they should write to the Customer Connections department at the above address.

- If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.

- Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.

- The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

- Please find information on how to submit application to Scottish Water at our Customer Portal.

Next Steps:

- All Proposed Developments*

All proposed developments require to submit a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water via our Customer Portal prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

-Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

- Trade Effluent Discharge from Non Dom Property:

- Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

- If you are in any doubt as to whether the discharge from your premises is likely to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?".

Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found [here](#).

- Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

- For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas, so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

- The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com

I trust the above is acceptable however if you require any further information regarding this matter please contact me on 0800 389 0379 or via the e-mail address below or at planningconsultations@scottishwater.co.uk.

Scottish Water Disclaimer:

"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."

Roads Authority Issues - dated 24 May 2021

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

1. The applicant will be required to;
 - a. Contribute the sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;
 - b. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
 - c. Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;
 - d. In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;
 - e. Contribute the sum of £47,064 towards replacement of Muirhouse Parkway / Pennywell Road roundabout with signals, to aid pedestrians and cyclists (TR-SA-NWLOC-8);
 - f. Contribute the sum of £65,268 towards Promenade Link to Granton Harbour (upgrade path to 6m tarmac path and sea wall) TR-SA-NWLOC-9;
 - g. Contribute the sum of £97,724 towards segregated Cycleway (2 way), new toucan/puffin crossings on West Granton Road (TR-SA-NWLOC-11);
 - h. Contribute the sum of £12,965 towards traffic signal on West Granton Road/Crewe Road North junction (TR-SA-NWLOC-12);Items e to j above as per the 2020 LDP Action Programme. Contributions based on No. units;
2. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;
3. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;
4. A Quality Audit, as set out in *Designing Streets*, to be submitted prior to the grant of Road Construction Consent;
5. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;
6. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;
7. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be

the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;

8. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;

9. The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.

Note

a) A transport assessment has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The submitted document is generally in line with the published guidelines on transport assessments. The 2015 base traffic flows have been projected to 2023 design year flows using Low Growth NRTF factors. A total of 143 vehicular trips (two-way) associated with the entire residential development are predicted during the weekday AM peak hour and 158 vehicular trips during the weekday PM peak hour. Surveyed vehicle trip rates for the Waterfront Gait residential area during the weekday AM peak hour and the TRICS trip rates for Flats Privately Owned during the weekday PM peak hour were used.

- The modelling shows that the priority site access from West Shore Road and Marine Drive/West Shore Road junction will both operate within capacity in the morning and evening peak hours;

- With the development traffic, the West Granton Road/ Pennywell Road/ Muirhouse Parkway/ Marine Drive roundabout is predicted to operate within capacity with a maximum

- RFC of 0.71 and a 2 PCU queue on Muirhouse Parkway approach during the morning peak hour;

- West Granton Road/ Waterfront Gait traffic signals - the modelling shows that with the proposed development traffic, a maximum DoS of 76.1% and corresponding maximum mean queue of 5.7 PCUs is predicted to occur on the Waterfront Gait approach during the weekday AM peak hour whilst a maximum DoS of 51.5% and corresponding maximum mean queue of 9.4 PCUs is predicted to occur on the West Granton Road (east) approach during the weekday PM peak hour;

- West Harbour Road/ Waterfront Avenue/ Chestnut Street crossroads - with the proposed development traffic, the junction is predicted to operate within capacity with maximum RFC rises to 0.45 and a 1 PCU queue on the Waterfront Avenue right turn movement in the evening peak hour

b) A total of 978 cycle spaces including 45 visitor cycle spaces being proposed complies with the Council's minimum cycle parking of 978 for the proposed development in Zone 2 (Block A1 - 197 spaces, A2 - 247 spaces, A3 - 208 spaces, A4 - 112 spaces, A5 - 214 spaces);

a) The applicant proposes 110 car parking spaces including 16 accessible bays and 19 EV charging spaces and complies with the Council's parking standards for the proposed development in Zone 2;

b) Site is accessible by public transport with good footway connections to the external footway network (Lothian service 8, 14, 16, 24, 27, 200)

c) As part of an Active Travel brief, a new cycleway is proposed along the eastern side of Marine Drive (between Pennywell roundabout and West Shore Road) and then along West Shore Road until Gipsy Brae Recreation ground;

d) Vehicular access from West Shore Road and Colonsay View (existing priority access to be stopped);

e) Transport contributions have been calculated by firstly identifying the relevant actions within the LDP Action Programme (February 2020) that are considered to mitigate the transport impact of this development. These are as follows (total action cost is included):

a. Muirhouse Parkway / Pennywell Road roundabout replacement (£704,375);

b. Promenade Link to Granton Harbour Upgrade (£980,000);

c. Segregated Cycleway (2 way), new toucan/puffin crossings on West Granton Road (£1,470,000);

d. Traffic signal on West Granton Road/Crewe Road North junction (£194,716)

To determine a reasonable level of contribution, a per residential unit rate was determined for each action by dividing by the housing capacities of the surrounding development sites identified in the LDP and the Land Housing Audit. These are as follows:

- Forth Quarter - 1,800

- Central Development Area - 2,050

- Granton Harbour - 1,980

- North Shore - 850

- Total = 6,680

Transport Contribution per residential unit calculated as follows;

- Muirhouse Parkway / Pennywell Road roundabout replacement (£704,375/6,680) =£106

- Promenade Link to Granton Harbour Upgrade (£980,000/6,680) =£147

- Segregated Cycleway (2 way), new toucan/puffin crossings on West Granton Road (£1,470,000/6,680) =£220.1

- Traffic signal on West Granton Road/Crewe Road North junction (£194,716/6,680) =£29.2

- Each of the residential unit contribution above is multiplied by 444 residential units to achieve transport contribution for this development;

e. (No transport contribution cost given in the LDP action programme) towards Waterfront Avenue to Granton Rail path T7(TR-SA-NWLOC-10);

f. It is understood that the applicant is delivering this action programme and hence contribution was not sought for this action- (£91,875 to widen footway along West Shore Road for a shared segregated path (widen by 2m) above as per the 2020 LDP Second Action Programme (Ref. No. TR-SA-NWLOC - 5).

Environmental Protection response - dated 27 May 2021

I refer to the above and would advise that Environmental Protection has no objections to the proposed development.

The proposal is for the development of Western Villages, a residential project, with 444 homes in the form of flats and apartments.

Air Quality

The application proposes 110 car parking spaces for 444 properties which amounts to less than 25%. Initially, Environmental Protection was of the opinion that 110 spaces would introduce a considerable number of vehicular trips onto the Edinburgh roads, increasing congestion. The nearest Air quality Management Area (AQMA) (Inverleith Row) is at a distance of 2.65km from the site. An air quality impact assessment was provided with the application which advised that the development would have limited impacts upon localised air quality. However, there were some exceedances which indicated that there would be minor impacts in some parts of the city.

Whilst this team would prefer to see a car free development, it is accepted that the applicant has gone some way to reduce the air quality impacts of the proposal. In this regard, the applicant has confirmed that a number of measures have been included within the proposal including the following:

- 1. 25% take up of parking spaces allowed under the parking standards.*
- 2. The development is net zero and sustainably innovative including the central ASHP system, photovoltaic panels and no gas is proposed.*
- 3. 4 Car Club spaces are proposed.*
- 4. Cycle and motorcycle parking provision.*
- 5. 30 electric vehicle (EV) charging points to (incorporating 15 double charging points).*
- 6. Underground infrastructure for EV charging at the other 80 parking spaces to allow cheaper retrofitting of modern EV points in the future.*
- 7. Green travel plans provided to future residents.*

Therefore, as the development includes a number of sustainable measures, has reduced car parking, includes suitable mitigation measures to reduce the impacts of the parking space numbers proposed (including future proofing the development to include further mitigation when EV charging infrastructure further modernises) and that the site is on the outskirts of the city, reasonably far from the nearest AQMA, this team will not object to the parking numbers proposed.

Noise

The application proposes an external plant area consisting of twelve air source heat pumps and eight water to water heat pumps are to be installed inside a dedicated plant building. A noise impact assessment (NIA) has been provided which confirms that the external heat pumps will be fitted with attenuators which reduce the noise emitted. The plant building will have 300 mm deep acoustically attenuating ventilation louvres on the west and south facades. The walls and roof will also be fitted with suitable sound insulation. Environmental Protection has raised the issue with the applicant with regards to who will be responsible for the external plant area should noise begin to impact upon the surrounding residential properties. The applicant has confirmed that the external

plant area will be covered under a factored system which will address the issue of noise should it arise in the future. A condition is recommended below which prescribes the sound attenuation measures for the plant and associated room.

Therefore, Environmental Protection offers no objection to the application subject to the following conditions:

Conditions

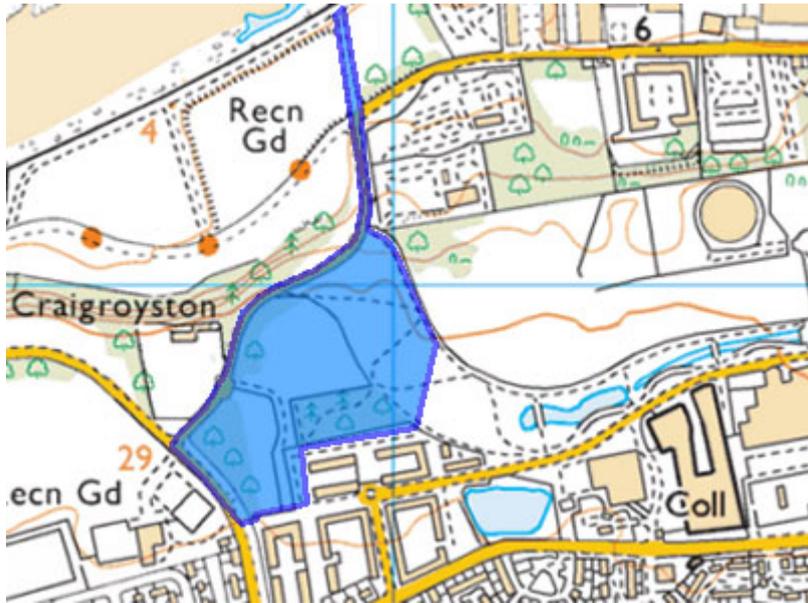
- 1. The plant building should be fitted with acoustic louvres providing the following octave-band frequency reductions and should be installed prior to the occupation of the development.*
- 2. The walls and roof of the energy plant building should include a minimum insulation level of Rw 30 dB.*
- 3. The air source heat pumps should be fitted with attenuators on top of the units which reduce the noise level emitted by 3 dB.*
- 4. The 30 parking spaces shown on drawing referenced 6245-90-04 Revision A and dated May 2021 shall be served by at least a 13- amp 3Kw (external three pin-plug) with capacity in mains for 32 - amp 7Kw electric vehicle charging sockets. They shall be installed and operational in full prior to the development being occupied.*
- 5. The 80 parking spaces shown on drawing referenced 6245-90-04 Revision A and dated May 2021 shall be fitted with ducted containment with dry wire system to allow for the future fitting of over ground electric vehicle infrastructure.*

Informative

Air Quality

The construction air quality mitigation measures outlined in the air quality impact assessment provided in support of the application should be followed by the developer during construction.

Location Plan



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