

Development Management Sub Committee

Wednesday 8 September 2021

Application for Approval of Matters Specified in Conds 21/02203/AMC

**At Western Harbour, Western Harbour Drive, Edinburgh
Approval of matters specified in condition 3 of planning
permission 20/03225/PPP for residential and commercial
development providing for use classes 1, 2, 3 and 4 and
associated infrastructure.**

Item number

Report number

Wards

B13 - Leith

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 proposal is in accordance with the planning permission in principle (PPP) and the Revised Design Framework. The proposal will contribute to the wider regeneration of the area. This application complies with the requirements of PPP condition 3.

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

[Policies and guidance for this application](#)

LDPP, LDEL01, LDEL03, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LEN14, LDES10, LEN08, LEN13, LEN16, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LHOU10, LRET05, LTRA02, LTRA03, LTRA04, LTRA07, LTRA08, LTRA09, LRS06, NSG, NSGD02, NSOSS,

Report

Application for Approval of Matters Specified in Conds 21/02203/AMC

**At Western Harbour, Western Harbour Drive, Edinburgh
Approval of matters specified in condition 3 of planning permission 20/03225/PPP for residential and commercial development providing for use classes 1, 2, 3 and 4 and associated infrastructure.**

Recommendations

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

Background

2.1 Site description

The site, measuring approximately one hectare, is a relatively flat area of vacant reclaimed land within Western Harbour. It is referred to as Plot P2 and forms part of the wider development area. There is an existing pumping station on the site.

West and north of the site is predominately vacant land earmarked for development. The eastern boundary is formed by Sandpiper Drive, with the Asda supermarket further east. To the south is Sandpiper Road and the existing residential development.

2.2 Site History

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

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

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

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

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

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

Main report

3.1 Description Of The Proposal

The proposal seeks to primarily deal with a number of matters specified in condition 3 of outline planning permission 20/03225/PPP.

The matters specified in condition 3 include siting, design and height of development including design of all external features and materials, design of public and open spaces, sustainability, access and road layouts, car and cycle parking, footpaths and cycle routes, boundary treatments hard and soft landscaping details, ground levels, services, structures, planting details, maintenance and surface water arrangements.

The proposal is for residential-led mixed-use development comprising 205 build to rent (BTR) residential units split into five studios, 42 units with one bedroom, 128 units with two bedrooms, and 30 units with three bedrooms.

Along the Sandpiper Drive frontage there are seven commercial ground floor units proposed for a potential mix of uses. These provide a total floorspace of 866 sqm:

- Unit 1 - 124 sqm for class 1, 2, 3 or 4 use
- Unit 2 - 165 sqm for class 1, 2, 3 or 4 use
- Unit 3 - 189 sqm for class 1, 2, 3 or 4 use
- Unit 4 - 102 sqm class 1, 2 or 4 use
- Unit 5 - 137 sqm class 1, 2 or 4 use
- Unit 6 - 69 sqm class 1, 2 or 4 use
- Unit 7 - 80 sqm for class 1, 2, 3 or 4 use

As part of the BTR proposals there is also a ground floor multi-purpose amenity space covering 115 sqm. This sits adjacent to unit 2 and has the capability of being interlinked to add more flexibility.

A communal plant room for an air source heat pump is proposed.

The proposed development forms a perimeter block set around a central landscaped courtyard. The existing pumping station is incorporated into the development and screened by a timber pergola.

Along the principal Sandpiper Drive elevation, the development is six storeys in height. On the northern and southern sections, the development drops to five storeys and then four storeys along the new western street.

The Sandpiper Drive and the northern and southern elevations are broken vertically by variations in the brick colours to reference traditional feu plots and the design incorporates brick soldier courses and recessed areas. The windows are generally set in a uniform manner with a mixture of balconies and Juliet balconies proposed.

The design of the secondary street along the western section differs with the introduction of pitched roofs and although brick continues to be utilised, including at the base level, corrugated metal cladding is also used on the elevations.

Access is from the existing streets with a new segregated cycle way proposed along Sandpiper Drive.

Underground bin storage is proposed.

Car parking has been kept to a minimum with one on-street electric vehicle charging space and two car club spaces. Eleven motorcycle spaces are proposed.

A total of 460 cycle parking spaces have been proposed.

Supporting Documents:

- Design and Access Statement;
- Landscape and Management Report;
- Sustainability Statement;
- Flood Risk Assessment and Drainage Strategy;
- Ecological Assessment; and
- Transportation Statement.

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

3.2 Determining Issues

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

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 development complies with the planning permission in principle;
- b) the details of the development are acceptable;
- c) there are any other material considerations; and
- d) the representations have been addressed.

a) Principle

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

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

Residential:

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.

Planning permission in principle (PPP) reference 20/03225/PPP extended the previous outline permission (application number 09/00165/OUT) by an additional year. The permission also limited the site area for where new approval of matters specified in conditions (AMCs) applications can be submitted.

This AMC submission forms part of the narrow site area at Western Harbour and the 205 units proposed is within the limit of 938 units consented under the PPP.

The proposed uses, block structure and hierarchy of development follows that within the previously approved Revised Design Framework and the general framework set out in the LDP.

Housing use on the site is acceptable in principle and accords with the PPP.

Other uses:

The LDP Proposals Map identifies the area adjacent to the existing Asda superstore as proposal S3 for a new local centre as part of the overall regeneration of the area, which has been partly implemented by the superstore.

The proposal provides seven units adjacent to the superstore totalling 866 square metres. The proposed location of these units meets the requirements of the LDP and the mix of use classes (class 1, 2, 3 or 4) will allow for appropriate local centre uses to come forward, including small business units.

A previously approved application contained space for a health centre within this plot. There is presently no proposal to deliver a health centre at this location and the Design and Access Statement shows land available at an alternative location within the Western Harbour area for a future phase of development, incorporating a health centre.

The site is part of a longstanding regeneration area and the proposed development will deliver housing and other uses on this part of the site. The principle of the development therefore accords with the Local Development Plan, as well as the planning permission in principle and the Revised Development Framework.

b) Acceptability of the Details

Layout, Design, and Scale:

Condition 3(a) relates to siting, design and height of development, including design of all external features, public and open spaces, and all external materials and finishes, including their colour.

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

Layout:

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

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 a number of new flatted developments recently completed to the south of the site. The layout of these dictate the pattern of the roads to the south and west. The proposed development links in with these streets.

As noted in the informatives of the PPP, the previous design brief and design principle conditions have been dealt with by the approved Revised Design Framework (RDF) (October 2018) and that development should be in line with the principles that it established.

The proposal establishes a perimeter block urban form, as set out in the LDP development principles and then refined in the RDF.

The layout forms part of a co-ordinated regeneration of the site that will allow for other phases of development to dovetail with the proposal. The application complies with LDP Policy Des 2 (Co-ordinated Development).

The incorporation of ground floor commercial uses on Sandpiper Drive will provide activity onto this main frontage. The proposal also includes direct access to the majority of the ground floor flats. At two of the gaps within the blocks small pocket parks are proposed whilst street trees are proposed along Sandpiper Drive. These combined elements will create an attractive townscape and safe environment to move through.

The proposed layout is acceptable.

Design and Materials:

The proposal has been designed in line with the parameters set out in the Revised Design Framework. It sets out character zones. The application site is within the areas described as the Central Street and Shared Streets.

The design of the Central Street elevations are relatively simple with ordered fenestration, using grey uPVC windows to match any metal work. Various proposed brick colours consisting of a mix of red, brown and buff tones break up the elevations vertically, whilst the use of brick detailing, either with recessed bays or the use of soldier courses, provides subtle variation. A grey brick is proposed to define the base of the buildings and corten panels are used at the entrance points as a reference to the port heritage. The commercial 'shop fronts' are modern in appearance using dark grey surrounds and they are integrated into the design of the blocks.

The secondary shared street introduces a change in the designs introducing more variation in line with the RDF. Alongside the use of brick as the primary material, variety is introduced through the profiled metal cladding and the pitched roofs which will aid in giving the street its own character.

There is a variety of materials within the area, with flatted schemes near to the site using stone cladding and render, whilst the larger flatted blocks on West Harbour Drive use a wide range of materials. The proposed use of brick as the primary material ties the building styles throughout the development together. Brick is reflective of a number of buildings within the dock area and echoes the historical uses.

The materials proposed are to be robust and durable. They are appropriate for a modern development at this location and are reflective of the approach advocated within the RDF. However, as exact specifications have not been provided a condition requiring the specification and samples is recommended.

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

The proposal contains a range of house/flat types and sizes. The Edinburgh Design Guidance (EDG) expects that 20% of units should be homes for growing families with at least three bedrooms.

The proposal contains 15% three-bedroom units.

This plot forms part of the local centre and therefore ground floor space, which usually suits three bedroom units, has been used for alternative uses. The site is also part of a much larger development area where there will be opportunities for more three bedroom units to come forward. Given this context, the infringement of the non-statutory guidance is acceptable in this instance.

The Edinburgh Design Guidance recommends that no more than 50% of the total units should be single aspect. The proposal contains 90 flats that are dual or triple aspect which equates to 44%.

Like the consideration above, the requirement for commercial units and the pumping station has some impact on the design of the block.

The block is proposed to be BTR and the EDG does indicate that open plan layouts have the ability to increase useable space and improve light penetration, which can justify a slight reduction in the proportion of dual aspect units. Furthermore, the flat sizes meet minimum size standards required in the EDG.

The design and the proposed materials are suitable for the context and the mix of building forms and elevational treatment provides interest.

Height, Scale and Density:

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

The heights are similar to the previous approval, although the heights along Sandpiper Drive are all now six storeys rather than the previous mix of five and six, and an additional storey has been added to part of the Sandpiper Road elevation.

The RDF sets out that the southern blocks should have a range of three to five storeys, aside from the local centre block rising up to six. The proposed heights are generally within the scope of this.

In terms of roofscape, variance is achieved through the changes in height and inclusion of pitched roof elements on the secondary streets.

Consideration has also been given to the low views, with the alterations in heights not providing any significant changes to the previously approved scheme and the height envelope considered in the RDF.

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 205 dwellings per hectare (dph). As the development forms and creates part of a local centre, such a density is appropriate for the site.

The height, scale and density are acceptable.

Privacy and Daylighting:

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.

Privacy Distances:

The distance from the proposed block to the flatted developments across Sandpiper Road is approximately 17 metres. The distance from P2 to the adjacent plot P1 is approximately 17.5 metres. Internally, the across the courtyard there is a minimum distance of 20 metres. These are all acceptable distances for an urban area.

Daylighting

A Daylight and Sunlight Assessment has been submitted using the methodologies outlined in the Edinburgh Design Guidance and the BRE Guide.

Vertical Sky Component (VSC) modelling has been used to demonstrate if there would be any impact on the existing and proposed buildings opposite the site from the development.

The study considers the impact on the existing residential block to the south on Sandpiper Road. This shows that the windows will be above the recommended 27% or 0.8 of its former value as set out in the Edinburgh Design Guidance.

Plot P1 to the west also shows the similar results from the previous approval and there will be no impact when comparing the pre- and post-development results.

The daylighting information provided in relation to the proposed plots O1 and O2 to the north of the site shows that the proposed development will only have an additional impact one of the windows within the Plot O1 block. However, this will meet the requirements when considered against its former value as per the guidance.

VSC has also been undertaken on the proposed blocks to consider daylighting on future occupiers of the block. This demonstrates that the majority of the windows achieve the VSC requirement.

Further analysis has been provided using the Average Daylighting Factor (ADF) on the remaining rooms. This shows that there are eight out of 205 open plan living/dining room/ kitchens that do not achieve the required ADF of 2% (as set out in the EDG for kitchens. However, they all meet the required figure of 1.5% for living rooms. Such a small infringement is considered acceptable in the context of creating a high density urban development.

Overall, in terms of daylight and privacy, the proposals will provide an acceptable level of amenity for a relatively high density urban development with only some minor infringements on daylighting.

The information provided adequately deals with the approval matters related to design. The proposed layout continues the perimeter block approach for the site and co-ordinates with the expected development for the area. The design and materials are in line with the RDF and are appropriate for a modern development in this area. The height and density are acceptable. There are some infringements in relation to housing mix and aspect, but the requirement to provide commercial space, and the constraint of the existing pumping station, provide some design challenges. There are no overriding amenity concerns with only minor infringements in relation to daylighting, which are anticipated in a high density urban development.

Transport Matters

Condition 3 (b) relates to transport matters including car (including electric vehicle charging points) and cycle parking, access, road layouts and alignment and servicing areas, and condition 3(c) relates to footpaths and cycle routes.

Access, road layouts and alignments and servicing:

Access to the site is from the existing road network taken from the A901 Lindsay Road /Sandpiper Drive signalised junction.

As considered previously, the site layout follows the perimeter block established in the previous masterplan, LDP and RDF. This will co-ordinate with the adjacent approved plots. The Roads Authority does not object to the application.

The proposed development is to be served by an underground refuse system with a series of storage units spread throughout the public realm. Waste Services has confirmed that the information provided is acceptable.

Footpaths and cycle routes:

There are existing shared cycle paths within the Western Harbour area, along Sandpiper Road, linking through to Newhaven Place and Western Harbour Drive. The application proposes an improvement to the cycle path by providing a 2.5 metre segregated cycle path adjacent to Sandpiper Drive which will then link into future phases of development. This complies with the Council's current guidance

Car and cycle parking:

LDP Policy Tra 2 (Private Car Parking) states planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in Council guidance. The supporting text for Policy Tra 2 sets out that the purpose of the policy is to generally fulfil the wider strategy of encouraging sustainable, non-car modes of travel.

The previous approval for this plot contained 105 undercroft parking spaces. This application removes the landscape deck bringing the courtyard to the ground floor level, creating an improved amenity area.

The proposed three car parking spaces proposed are within the Council's standards and the site is in an accessible location with good access to public transport and local amenities. This includes the existing bus services in the area alongside the proposed tram stop which will be approximately 300 metres away from the site.

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

Cycle parking has mostly been split across two areas, with the majority (324) located adjacent to the existing pumping station and makes use of the immediate offset space around the pumping station. Additional covered spaces (36) have also been provided to at a southern part of the site. There are 90 visitor spaces distributed between the courtyard area and on the street. The proposals also contain 10 dedicated lockers for cargo/nonstandard bikes. The cycle parking complies with the Council's standards.

These transport matters are acceptable.

Open Space and Landscaping:

Condition 3(d) relates to boundary treatments and condition 3(e) relates to hard and soft landscaping details and associated matters.

LDP Policy Hou 3 (Private Green Space) sets out that for flatted developments there should be 10 square metres of open space provision per flat except where private space is provided.

The courtyard garden is 2300 square metres . This exceeds the minimum requirement of 2050 square metres for 205 apartments. The removal of the car parking and landscape deck contained within the previous approval has led to a benefit in the communal open space provided.

The communal space has been designed for a range of uses with open green space for recreation alongside areas of seating and raised beds to enable future residents to grow their own produce. Trees and plants are proposed to provide structure to the spaces. Patios are proposed for the units with direct access to the communal area, and these are divided from the wider space to through the use of buffer planting. A number of properties also have a balcony.

Sun path analysis during the 21st March (Spring Equinox) has been provided. This demonstrates that the proposed Western Harbour Plot P2 development achieves compliance with the sunlight requirements of Policy Des 5a (Development Design - Amenity), with more than 50% of the existing and new garden spaces receiving more than two hours of potential direct sunlight during the spring equinox.

Detailed landscape plans and a maintenance schedule have been provided as part of the application and these are acceptable.

Tree planting is provided within the public realm with nine street trees proposed along Sandpiper Drive.

A range of boundary treatments are proposed to separate the private and public realm. Along Sandpiper Drive, a pre-cast concrete wall with coping and a railing is proposed. Along the secondary street a pre-cast concrete cope is also proposed. This will provide sufficient divisions and by using similar styles, it will provide a unified approach.

Overall, the design and quantity of the open space, the landscaping and proposed boundaries adequately deal with the relevant reserved matters and will form a positive aspect of the development.

Flooding and Drainage:

Condition 3f) relates to surface water arrangements for the attenuation and discharge of surface water.

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 planned 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 no objection to the application, but has provided advisory notes for the applicant in relation to water and waste water capacity.

The proposed arrangements are acceptable.

c) Other Material Considerations:

Noise and Odours:

Noise matters are covered by the existing condition attached to the planning permission in principle.

The commercial units have been designed with space at the rooftop for future plant equipment. Ventilation provision has been made within riser space for internally routed flues that discharge at roof level for the units that are proposed for potential class 3 use. A condition is recommended in relation to ventilation for any class 3 uses that may be taken up.

Ground Conditions:

Part of condition 3 attached to the planning permission in principle relates to matters covering landfill gas and also the requirement for a site investigation.

Information has been submitted (under application 20/03225/PPP) and Environmental Protection are content with the approach taken and that the information deals with the

relevant matters covered by the pre-requisite parts of the condition. An informative has added to note that verification of the works will be required.

Condition 3 attached to the outline permission relates to existing and proposed levels. Adequate drawings have been provided as part of the application. The levels have been developed in line with any flood requirements with the finished floor levels above those recommended in the Flood Risk Assessment.

The information provided at this stage is of a sufficient detail to deal with the relevant points of the conditions.

Ecology:

An Extended Phase 1 Ecology Survey has been submitted in support of the application. This concludes that there are no ecological constraints to the development.

NatureScot has no comments to make on the application

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

Archaeology:

The Archaeology Officer has confirmed that the proposal raises no concerns in relation to archaeology.

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 statement and S1 form in support of the application. Part A of the standards is met through the provision of Air Sourced Heat Pumps (ASHP) which serve communal/district heating. The plant room is integrated into the ground floor of the development.

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 use of neighbourhood recycling and sustainable timber.

Equalities:

The application has been considered in terms of equalities and human rights and there are not significant impacts that require action. Level access is provided to all flats, either via direct street level entrances or via lifts within communal cores. Non-residential units have level access direct from the street.

d) Public Comments

Material Representations - Objection:

- 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. Proposals should reflect this position - considered in section 3.3b)
- Sandpiper Drive continues to show traffic has priority and should be reviewed to reflect the movement hierarchy - considered in section 3.3b)
- note proposal reduces parking provision, but possible to go further as site has good access to walking routes and public transport - limited car parking proposed within the scheme and meets the parking standards.

Material Representations - Support:

- welcome all new improvements, but is it possible to have a paper copy
- welcome thrust of application and that roads will prioritise pedestrians and cyclists, detail of how this is achieved is important.

Non-Material Representations:

- development phases not under consideration
- references to City Plan

Leith Harbour and Newhaven Community Council Comments:

The community council made the following comments:

- the development for this site is acceptable.
- the height and density meet the RDF, but unfortunately results in obscuring the coastal views due to height of buildings - heights considered in section 3.3b).
- the courtyard appears to be well, designed despite being mainly paved area, and having a café and resident's amenity space is a positive inclusion - open space and landscaping considered in section 3.3b).
- use & mix - concerns around BTR and the niche/transient market it might attract. It can also exclude availability to other sectors such as families, elderly and disabled - BTR has the potential to make a positive contribution to the overall housing mix in Edinburgh.
- no apparent provision for disabled/elderly parking - limited parking proposed.
- pleasing to note that the heating arrangements for each property has moved away from the Plot 1 approach of individual condensing gas boilers in every dwelling to an air sourced heat pump district heating scheme. Developers have properly taken into account Policy Des 6 for other areas of design in achieving low and zero carbon proposals - comments noted.

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 proposal is in accordance with the planning permission in principle (PPP) and the Revised Design Framework. The proposal will contribute to the wider regeneration of the area. This application complies with the requirements of PPP condition 3.

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 Approved subject to the details below.

3.4 Conditions/reasons/informatives

Conditions:

1. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.
2. Prior to any Class 3 Food and Drink use being taken up, details of extract flue and ventilation system, capable of 30 air changes per hour, and terminating at roof levels shall be installed.
3. 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.
4. The footpath upgrade along Sandpiper Drive, as shown on drawing reference 2021-RF-P2-XX-DR-L-002 (CEC reference 29A) shall be implemented in accordance with the approved scheme and completed prior to the occupation of any residential unit or commercial unit adjacent to Sandpiper Drive.

Reasons:-

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In order to protect the amenity of the occupiers of the development.
3. In order to ensure that the approved landscaping works are properly established on site.
4. In order to ensure that the upgraded footpath is properly established on site.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. A Remediation Verification Report shall be submitted detailing the completion of all approved remedial / gas preclusion measures with respect to land contamination /ground gas for each plot or plots.
5. The Roads Authority response raises a number of matters that the applicant should be made aware of:

1. The development may require the following:

- a) The sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;
- b) The sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
- c) 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 City car club, the applicant should contribute the sum of £12,500 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;

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 City Mobility Plan, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, 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. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.

Financial impact

4.1 The financial impact has been assessed as follows:

The proposals are covered by the legal agreement attached to 20/03225/PPP

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 30 April 2021 and attracted two representations. Leith and Newhaven Harbour Community Council also commented 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 within the Edinburgh Waterfront in the Edinburgh Local Development Plan. It is located in the Leith Western Harbour for housing-led mixed use development (site EW 1a). Part of the site is shown as local centre S3.

Date registered

22 April 2021

Drawing numbers/Scheme

01,02A,03C,04A,05-09,10A-12A,13B,14B, 15-17,18B,,
19A,21A-24A,25-27,28,29,

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 Local Development Plan.

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

LDP Policy Del 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 Env 14 (Sites of National Importance) identifies the circumstances in which development likely to affect Sites of National Importance will be permitted.

LDP Policy Des 10 (Waterside Development) sets criteria for assessing development on sites on the coastal edge or adjoining a watercourse, including the Union Canal.

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

LDP Policy Env 13 (Sites of International Importance) identifies the circumstances in which development likely to affect Sites of International Importance will be permitted.

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

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

LDP Policy 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 Ret 5 (Local Centres) sets criteria for assessing proposals in or on the edge of local centres.

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

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

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

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

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.

The Open Space Strategy and the audit and action plans which support it are used to interpret local plan policies on the loss of open space and the provision or improvement of open space through new development.

Appendix 1

Application for Approval of Matters Specified in Conds 21/02203/AMC

**At Western Harbour, Western Harbour Drive, Edinburgh
Approval of matters specified in condition 3 of planning permission 20/03225/PPP for residential and commercial development providing for use classes 1, 2, 3 and 4 and associated infrastructure.**

Consultations

Archaeology Officer response - dated 13 May 2021

Further to your consultation request I would like to make the following comments and recommendations concerning this application for approval of matters specified in condition 3 of planning permission 20/03225/PPP for residential and commercial development providing for use classes 1, 2, 3 and 4 and associated infrastructure

As mentioned in my response to 20/03225/PPP, Leith's Western Harbour occupies a large area reclaimed land situated historically 'offshore' between and no connecting historic harbours at Newhaven and Leith. During the early prehistoric period at various points this area was dry land, however it is considered that the chances of finding early remains of this date given effects of modern harbour dredging is very limited.

However, in 2002 as part of the infilling of the harbour, material was taken to the site from excavations at 21 Graham Street Bonnington. This material the skeletal remains of a 15th-17th century an adult male, removed during the construction of new flats on this site, as only leg bones were recovered by GUARD Archaeology following human-remains call out.

Despite initial searching of the dumped material at the time no further human discovered in western harbour due to the significant quantities dumped material. It is unlikely that these remains will be discovered, however it is worthy of note and this should be brought to the attention of the developer as an informative.

Outwith this there are no known archaeological implications in relation to this specific application

Leith Harbour and Newhaven Community Council response - dated 28 May 2021

Grounds for Comment

I am submitting this response on behalf of LHNCC, in my role as nominated consultee. This application have been discussed by our Planning Team and recommendations have been accepted by members. The development for this site is acceptable and

understand this project represents the next stage of a larger initiative to develop Western Harbour and meets the Revised Design Framework (RDF), approved by the Council in October 2018.

The height and density also meet this framework, but unfortunately the statement that 'the vision is to grow the place into a vibrant waterfront community which will deliver much needed new homes and can act as a catalyst for the wider regeneration of Edinburgh's waterfront' results in obscuring the coastal views due to height of buildings. The courtyard appears to be well, designed despite being mainly paved area, and having a café and resident's amenity space is a positive inclusion.

Comments:

Design and Access Statement 1

Use & Mix

Pre-application Feedback Build to Rent (BTR) pages 19, and pages 30 & 34

Concerns that BTR attracts a niche, possibly transient, market that may not encourage residents to contribute to and connect with the local community. It can also exclude availability for other sectors including families (page 30), elderly and disabled who are currently included in ELDP under Affordable Housing tenure.

Car & Cycling (page 31)

No apparent provision for disabled/elderly parking

SWECO. Transport Statement Western Harbour Plot 2 (page 17): 4: 4.5.3 Parking Strategy: A total of 8% of parking will be accessible, in line with Council standards. These will be located across the site, with spaces also proposed near the neighbourhood facilities in P2.

Energy & Sustainability Statement.

The above report confirms that the proposals for the design of the building largely meet the requirements set out in ELDP: DES 6 (pages 95-96) Sustainable Buildings it is pleasing to note that the heating arrangements for each property has moved away from the Plot 1 approach of individual condensing gas boilers in every dwelling to an air sourced heat pump district heating scheme.

It is also pleasing to note that the developers have properly taken into account DES 6 for other areas of design in achieving low and zero carbon proposals.

NatureScot response - dated 17 May 2021

Thank you for the above consultation on 26 April 2021. We have no comments to make to this application.

Scottish Water response - dated 10 May 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 MARCHBANK 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 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.

- This site is part of a wider Strategic Drainage Impact Assessment which has not yet been concluded. Scottish Water will be in contact with the customer to advise of any mitigation required as part of their impact on the local network

- Scottish Water is also undertaking a Strategic Water Impact Assessment for the Marchbank WOA to determine the impact of planned developments within this catchment. In line with the wastewater model process, Scottish Water will be in contact with the customer to identify any strategic mitigation measures associated with this development.

- The customer has demonstrated that they have taken cognisance of the existing sewer pumping station and rising main and we are satisfied that this does not need to be highlighted further.

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.

Drinking Water Protected Areas

A review of our records indicates that there are no Scottish Water drinking water catchments or water abstraction sources, which are designated as Drinking Water Protected Areas under the Water Framework Directive, in the area that may be affected by the proposed activity.

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

To find out more about connecting your property to the water and waste water 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.

Waste Services response - dated 11 August 2021

i As this is to be a residential development waste and cleansing services would be expected to be the service provider for the collection of any household domestic and recycling waste (Only).

Waste strategy agreed at this stage - Y

I have been in contact with the architect for this development and I can confirm that they have provided the information for the waste collections and these are shown to be in line with our instruction for architects guidance and the developments waste and recycling requirements have been fully considered (guidance available [here https://www.edinburgh.gov.uk/wasteplanning](https://www.edinburgh.gov.uk/wasteplanning)).

I would ask that the architect passes my contact information to the developer/builder and to stress that they will need to contact this department a minimum of 12 weeks

prior to any collection agreement to allow us time to arrange a site visit and to add these to our collection systems.

A site visit will be conducted to ensure that this has been constructed in line with our agreement. Any waste produced on site by the residents/occupants will be the responsibility of the developer/builder until such times as the final part of our agreement and waste collections are in place.

Roads Authority Response - dated 17 August 2021

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

1. *The development may require the following:*
 - a. *The sum of £2,000 to progress a suitable order to redetermine sections of footway and carriageway as necessary for the development;*
 - b. *The sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
 - c. *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 City car club, the applicant should contribute the sum of £12,500 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;*
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 City Mobility Plan, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, 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. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.

Note:

I. The application has been assessed under the current parking standards. These permit the following for the 205 residential units, 700m² of class 1, 2 or 4 use and 165m² of class 3 use proposed:

a. A maximum of 205 car parking spaces (1 space per unit). 3 car parking spaces are proposed;

b. A minimum of 460 cycle parking spaces (1 space per studio, 2 spaces per 2/3 room unit, 3 spaces per 3+ room unit, 1 space per 50m² of class 1, 2 or 4 use and 1 space per 14m² of class 3 use). 460 cycle parking spaces are proposed;

c. Due to the level of car parking proposed there is no requirement for EV or accessible car parking spaces. 1 EV car parking space is proposed;

d. 8 motorcycle parking spaces (1 space per 25 units). 11 dedicated motorcycle parking spaces are proposed;

II. The justification for the proposed level of car parking centres around the sites access to public transport and dedicated active travel routes which will be further enhanced with the completion of the Tram to Newhaven Project. The applicant also provided details of the site's accessibility in terms of walking and cycling to existing local service and amenities, again highlighting how well connected the site is in terms of sustainable transport. The proposed level of car parking complies with the current parking standards and based on the justification provided is considered acceptable.

III. The proposed cycle parking is made up of various different styles, these are as follows:

a. 360 spaces within two dedicated residential cycle stores;

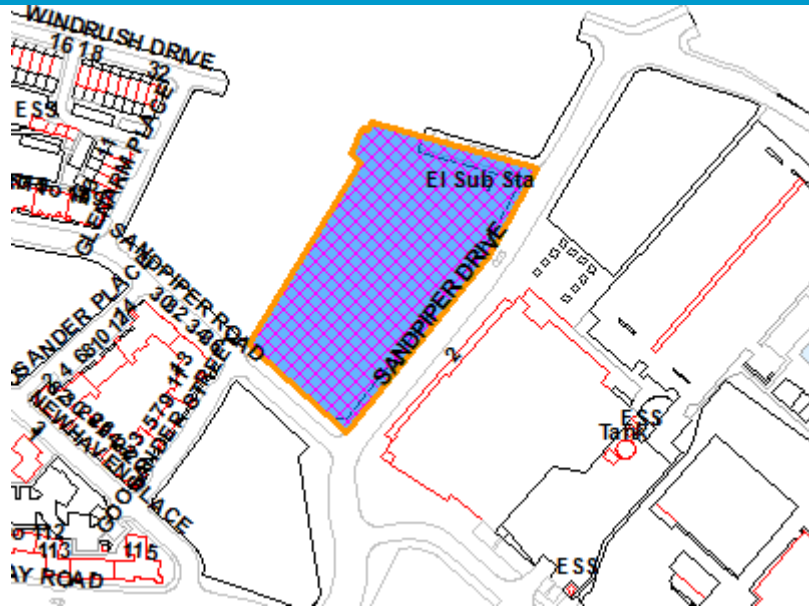
b. 90 visitor spaces distributed between the courtyard and on-street;

c. 10 dedicated lockers for cargo / non-standard bikes;

The design of the proposed cycle stores has been assessed and are considered adequate and acceptable in terms of accessibility, usability, weatherproof and security.

IV. The proposed bi-directional cycle route complies with the current street design guidance and will link in with existing and proposed cycle infrastructure on Sandpiper Drive.

Location Plan



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