

Development Management Sub Committee

Wednesday 11 September 2019

**Application for Planning Permission 19/00844/FUL
At Granton Harbour, West Harbour Road, Edinburgh
Formation of access roads and footways and public realm;
and associated quay edge retention scheme, to serve the
Granton Harbour plot 29 (residential development) and plot
35 (hotel development).**

Item number

Report number

Wards

B04 - Forth

Summary

The proposals to complete the road network, which forms part of the perimeter block layout for the approved street layout, accord in part with the principles of Proposal EW2c and the related provisions of Policy Del 3 in the Edinburgh Local Development Plan (LDP).

The proposals for the strengthening and retention of the relevant section of quayside edge comply with the requirements of condition no. 2 of planning application number 01/00802/OUT and would help safeguard this important heritage asset.

The proposals raise no additional overriding ecological or natural heritage issues and comply with LDP policies Env 13 and Env 14.

However, the proposals are contrary to LDP Policies Des 7 (Layout Design), Del 3 (Edinburgh Waterfront) and Tra 9 (Cycle and Footpath Network) as they fail to provide for a safe, direct and coherent east to west public footpath and cycle route. Furthermore, the proposed parking layout on the shared surface access route, next to the hotel, is contrary to LDP Policy Des 7, as the layout fails to provide for adequate priority to the safety of cyclists and pedestrians. The provision of these parking spaces is also contrary to LDP Policy Tra 2 (Private Car Parking) as their requirement has not been justified.

The proposed design of the public realm fails to comply with the relevant provisions of LDP Policy Des 8 (Public Realm and Landscape Design), as it is uncoordinated in form and layout and not fit for the purposes required under the LDP Policy Del 3 (Edinburgh Waterfront) and the related Edinburgh Waterfront Development Principles.

Links

<u>Policies and guidance for this application</u>	LDPP, LDEL03, LDES02, LDES07, LDES08, LDES10, LEN03, LEN08, LEN09, LEN13, LEN14, LEN15, LEN16, LEN21, LTRA01, LEN04, NSGD02, LTRA09, LTRA02,
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Report

Application for Planning Permission 19/00844/FUL At Granton Harbour, West Harbour Road, Edinburgh Formation of access roads and footways and public realm; and associated quay edge retention scheme, to serve the Granton Harbour plot 29 (residential development) and plot 35 (hotel development).

Recommendations

1.1 It is recommended that this application be Refused for the reasons below.

Background

2.1 Site description

The application site is located at the northern end of West Granton Harbour. The site lies to the north and east of Plot 35 and fronts onto Granton Harbour quayside on its east side and the Forth estuary to its north. The application site has an area of 4,821 square metres in total. There is some road infrastructure in place around the site perimeter.

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

2.2 Site History

Relevant history to the site:

20 June 2003 - Outline planning permission granted for the Granton Harbour Village, mixed use development comprising residential units, hotel and serviced apartments, shops and retail /services, restaurants /cafes, public houses, general business, leisure facilities and marina. (Application reference 01/00802/OUT).

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

31 January 2014 - Application approved for matters specified in condition 2 as attached to outline permission 01/00802/OUT: covering siting and height of development; design and configuration of public and open spaces; access, road layouts; footpaths and cycle routes. The application was subject to a number of conditions requiring further details to be submitted for approval regarding: car parking, landscaping, and the shared cycle way on Western Harbour Road. (Application reference 13/04320/AMC).

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

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

31 May 2017 - Application submitted for approval of matters specified in condition 2, covering siting and height of development, design, and configuration of public and open spaces, access, road layouts, footpaths and cycle routes at Grantor Harbour, West Harbour Road (Application reference 17/02484/AMC). This application is pending determination.

29 April 2019- Application refused for approval of matters conditioned under application number 2 of outline planning application reference 01/00802/OUT regarding the erection of buildings containing residential flats, hotel and serviced apartments; formation of road access, parking, and open space at plots 29 and 35. (application number 17/05306/AMC). This application is now subject to appeal procedures and the decision is pending.

Other recent applications within Granton Harbour plots:

6 March 2019 - Application refused for approval of matters for plots 7b a,b,d and 8c under application ref; 01/00802/OUT, (for erection of buildings containing perimeter block residential flats, formation of road access, basement parking and open space) refused (Application reference 18/02812/AMC).

6 March 2019 - Application for Approval of Matters specified in Conditions on outline 01/00802/OUT regarding a proposed marina office with associated retail, cafe space and community boatyard on Plot 8B, approved (application number: 18/02833/AMC).

6 August 2019 - Planning application for formation of access roads and footways serving proposed residential development at plots 7B and 8C refused. (Application reference 18/10481/FUL).

Main report

3.1 Description Of The Proposal

The proposals include the provision of the following roads and infrastructure, serving the Granton masterplan site and in particular, the proposed hotel and flatted development at plots 29 and 35, which border on to the site:

- The provision of a 6 metre wide, shared access route in front of the proposed hotel at plot 35.
- The provision of an approximately 20 metre wide band of public realm, situated between this shared access route and the quayside edge. This area, which includes hard surfacing and soft landscaping, and seating walls, adjoins the proposed marina site at plot 8a, to the south and is at the location identified for the proposed Edinburgh waterside promenade and cycle route, provided for under condition number 8 of the relevant master plan (application number 16/05618/AMC).
- The provision of a new distributor road to the north west, with a footway on its north side, which connects to the existing roads layout.
- The proposals further include details of the quayside wall retention scheme, as proposed under the relevant AMC (application number 16/05618/AMC). These details comprise the application of primary and secondary layers of rock armour to the existing quayside structural wall. The proposals include provision for a guard rail, with pre-cast concrete edge, incorporating a bird ledge and reed bed at surface level.

It is of note that the drawings for the shared access area next to the hotel, contain conflicting information. The proposed plan for the shared access route next to the proposed hotel frontage incorporates end-on parking spaces on the landscape drawings. These spaces are not present on the drawings of the proposed road layout or site plan.

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

a) Principle of development

The site is located within the Granton Harbour Area at Granton Waterfront, as identified in the Edinburgh Local Development Plan (LDP). It is covered by Proposal EW2c for housing led mixed use development across Granton Harbour.

LDP Policy Del 3 (Edinburgh Waterfront) supports proposals which meet a number of requirements including the provision of a series of mixed-use sustainable neighbourhoods that connect with the waterfront and proposals for a mix of house types, sizes and affordability. These proposals specifically seek to address the principles relating to the completion of the approved street layout and perimeter block urban form, as well as the relevant section of the Edinburgh Waterfront Promenade.

The proposals to complete the road network, which forms part of the perimeter block layout for the approved street layout, accord in part with the principles of Proposal EW2c and the related provisions of LDP Policy Del 3. This infrastructure would provide for the missing sections of public road and footway serving plots 29 and 35 to be implemented.

The proposals for the public realm and pedestrian access on the Waterfront edge have the potential to address the provisions of LDP Policy Del 3 (f) in respect of completing this section of the city wide, coastal promenade, as proposed in LDP Proposal EW2c. However, as demonstrated in section 3.3 b) below, the proposal fails to make adequate provision for a direct and coherent east- west path for both pedestrians and cyclists, and in this respect fails to fully address the terms of this LDP policy.

Furthermore, the proposed provision of on-street parking on the shared access route in front of the hotel at plot 35 is not considered acceptable in road safety terms, or in terms of encouraging active travel modes, as explained in section 3.3b) below.

b) Transport Matters

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

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

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

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

The wide stretch of public realm proposed, on the quayside, has the space available to accommodate both the proposed waterfront cycle route and promenade. However, this route, which contains fragmented areas of landscaping and no obvious desire lines, would be hazardous to cyclists. Furthermore, there are similar concerns for pedestrian circulation, especially for people who have mobility difficulties or visual impairment, who are likely to experience great difficulty navigating this poorly defined route safely. The proposed irregular spaced planting beds, containing seating walls, are likely to cause obstructions and impede movement through the site.

As no cross sectional information is available, it is not been possible to establish the full visual impacts of the proposals, or to fully predict the likely effects on public safety and convenience. However, based on the information provided, it has been found that the proposed area of public realm fails to provide for a direct and coherent active travel connection through this site, to connect with the existing and proposed cycle and pedestrian network.

The proposed road on the west side of the site incorporates a 5.5 metre wide footway on its north side, west of the site. This connects with the proposed public realm area on the waterfront. However, no provision is identified for cycle traffic on that part of site, which is also part of the safeguarded route for a cycleway, as identified in LDP Proposal T7. It is also not clear how any proposed pedestrian or cycle route on this area of public realm would connect with the relevant network at the marina site, to the east (application reference 18/02833/FUL).

The proposals, therefore, conflict with the requirements of LDP Policy Des 7 (Layout Design) (c) and (e) as the proposed pedestrian and cycle route fails to make adequate provision for safe and convenient access around the site, especially for those with limited mobility, or special needs and the design does not sufficiently encourage active travel modes. The proposals also fail to fully address the provisions of LDP Policy Des 7 (f) as they fail to provide connections with the wider pedestrian and cycle network.

The proposals, which fail to provide a safe, direct and coherent active travel route through the site for pedestrians and cyclists, are also contrary to the provisions of LDP Policy Tra 9 (Cycle and Footpath Network) as they would effectively prevent the satisfactory implementation of the proposed cycle path and footpath shown on the proposals plan. The proposals would effectively prevent the implementation of an extension to the cycle route on Hesperus Broadway, or for the completion of this part of the proposed Waterfront Promenade.

The proposed end-on, parking spaces, indicated on the submitted landscape plans, would give rise to potential conflict between cycles, pedestrians and cars on this quayside frontage route. The design of this area fails to demonstrate that adequate priority is given to cyclists and pedestrians over cars, or for the minimising of potential conflict between pedestrians, cyclists and vehicles. In these respects, the proposals are contrary to the requirements of LDP Policy Des 7, as well as the relevant Edinburgh Street Design principles, set out in the Edinburgh Street Design Guidance.

The proposed hotel and residential development at the adjoining plots 29 and 35 included a higher level of vehicle parking provision than that required under the Council's maximum requirements for this area of the city, (as set out in the Edinburgh Design Guidance). Insufficient justification was given for the proposed level of provision, as was identified in the reasons given for the refused application (ref: 17/05306/AMC), which is currently subject to appeal.

The current application, which provides for a number of on-street parking spaces on the quayside road, would add further to the surplus provision of vehicle parking in this area, in conflict with the Council's aims of encouraging the use of sustainable transport modes. There has been no justification put forward by the applicant in support of the proposed on-street parking spaces. It is assumed that these are to be used in conjunction with adjacent developments. The proposals are therefore contrary to the provisions of LDP Policy Tra 2 (Private Car Parking) and fail to comply with the Council's wider strategy of encouraging sustainable, non-car transport modes.

In summary, the proposals are contrary to LDP Policies Des 7 (Layout Design) and Tra 9 (Cycle and footpath Network) as they fail to provide for a safe, direct and coherent, east to west public footpath and cycle route. Furthermore, the proposed positioning of end-on parking spaces in the shared surface access route, next to the hotel, is contrary to LDP Policy Des 7, as the layout fails to demonstrate that adequate priority is given to cyclists and pedestrians. The provision of these spaces is also contrary to LDP Policy Tra 2 (Private Car Parking) as their requirement has not been justified.

c) The design of the proposed public realm is acceptable

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

As indicated above, the design of the proposed landscape scheme is not suitable for use at this location on the proposed cycleway and promenade, where it would result in a safety hazard and impede pedestrian and cycle movement.

The proposed hard surfacing materials, which include granite and sandstone, are of a high quality. However, the proposed pattern of the granite banding conflicts with the desire lines on this designated waterfront route and is not co-ordinated with the layout of the proposed planting scheme. This visually cluttered area of public realm would be unsuitable for its purposes and fails to contribute in a meaningful way to the area's sense of place. It is therefore contrary to the provisions of LDP Policy Des 8 (Public Realm and Landscape Design).

There are also insufficient details available to allow an assessment of the scheme's full impacts, in terms of enhancing the public realm at this location. The proposals for tree planting on this route would be beneficial in terms of public realm enhancements. However, no formal plans are provided of tree pits or other suitable planting infrastructure, in order to demonstrate that suitable provisions are made to allow for their long term viability. Furthermore, a fully detailed, landscape planting and maintenance schedule has not been submitted.

If Committee is minded to grant the application, conditions would be necessary, requiring fully detailed drawings, showing the dimensions and design of the proposed planters, tree pits and the associated seating walls. A condition would also be required, requiring full details of the planting schedule and maintenance regime. Full details of the proposed external lighting columns on the areas of public realm would also be required by planning condition.

The proposed design of the public realm fails to comply with the relevant terms of LDP Policy Des 8, as it is un-coordinated in form and layout and not fit for the purposes required under the LDP Policy Del 3 (Edinburgh Waterfront) and the related Edinburgh Waterfront Development Principles.

d) Impacts on Listed Building

The application site overlies the category B-listed, western arm of the harbour's Victorian breakwater completed in 1851. The proposals for the strengthening and retention of the relevant section of quayside edge comply with the requirements of condition no. 2 of planning application number 01/00802/OUT and would help ensure the safeguarding of this important heritage asset and the contribution it makes to the area's local identity and sense of place at this quayside location.

The proposed methodology for re-inforcing this wall is consistent with that used at the adjoining marina site and is considered acceptable in principle. The proposed works would be largely inconspicuous, as the majority of the affected area of breakwater is situated below sea level. However, the proposed use of rock as a strengthening layer would nevertheless ensure that these alterations are compatible with the character and appearance of the existing structure and safeguard its special interest and setting.

Should this application be approved, a condition would further be required, providing for the undertaking of a programme of archaeological works (including excavation, analysis and reporting), during works adjacent to and affecting this historic breakwater, in order to allow for the recording and safeguarding of this important archaeological heritage.

It is noted that these proposals would also require Listed Building Consent. It is further confirmed that a Geo-environmental Phase I & II reports would be required for the Building warrant application for these works, as they are part of the Granton Harbour infill.

It is concluded that these proposals, which are justified in terms of their purpose, in keeping with other parts of this listed structure and would result in no unnecessary damage, accord with the provisions of LDP Policy Env 4 (Listed Buildings- Alterations and Extensions). It is further concluded that these proposals would not be detrimental to the setting of the listed structure, in compliance with the provisions of LDP Policy Env 3 (Listed Buildings-Setting).

e) Impacts on Natural Heritage and Biodiversity

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

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

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

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

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

f) Flood Prevention

The applicants have provided a fully detailed surface water management plan and flood risk assessment, which have been self-certified in accordance with the Council's relevant requirements. These details demonstrate that the proposals would not result in an increased flood risk, in compliance with LDP Policy Env 21.

g) Equalities and Human Rights

The proposals have been considered in terms of Equalities and Human Rights.

As indicated above, the proposals would give rise to difficulties for those with mobility or eyesight impairment, for whom the poorly structured pedestrian and cycle route, containing random areas of landscaping of undefined heights, would present a particular safety hazard. Furthermore, the design of the proposed end-on parking spaces, is likely to cause a particular safety hazard for those with mobility difficulties or other special needs.

h) Matters Raised in Representations

Material Comments in Support

- i) The proposals provide for safe and convenient access to the waterfront and marina - this is assessed in section 3.3b) and c);
- ii) The proposals will encourage visitors to access this area and use its facilities - this is assessed in section 3.3; and
- iii) The proposals will enable the proposed hotel and marina developments to proceed - this is assessed in section 3.3a).

Conclusion

The proposals to complete the road network, which forms part of the perimeter block layout for the approved street layout, accord in part with the principles of LDP Proposal EW2c and the related provisions of LDP Policy Del 3.

The proposals for the strengthening and retention of the relevant section of quayside edge comply with the requirements of condition no. 2 of planning application number 01/00802/OUT and would help safeguard this important heritage asset.

The proposals raise no additional overriding ecological or natural heritage issues and comply with LDP policies Env 13 (Sites of European Importance) and Env 14 (Sites of Special Scientific Interest).

However, the proposals are contrary to LDP Policies Des 7 (Layout Design) and Tra 9 (Cycle and Footpath Network) as they fail to provide for a safe, direct and coherent east to west public footpath and cycle route. Furthermore, the proposed parking layout on the shared surface access route, next to the hotel, is contrary to LDP Policy Des 7, as the layout fails to provide for adequate priority to the safety of cyclists and pedestrians. The provision of these parking spaces is also contrary to LDP Policy Tra 2 (Private Car Parking) as their requirement has not been justified.

The proposed design of the public realm fails to comply with the relevant provisions of LDP Policy Des 8 (Public Realm and Landscaping Strategy), as it is uncoordinated in form and layout and not fit for the purposes required under the LDP Policy Del 3 (Edinburgh Waterfront) and the related Edinburgh Waterfront Development Principles.

It is recommended that this application be Refused for the reasons below.

3.4 Conditions/reasons/informatives

Reasons:-

1. The proposals are contrary to Edinburgh Local Development Plan Policy Del 3 (Edinburgh Waterfront) and Proposal T7 in the Edinburgh Local Development Plan as they fail to make appropriate provision for a direct and coherent east-west path for both pedestrians and cyclists, on this section of the city wide coastal promenade, as provided for under the Edinburgh Waterfront Development principles for Granton Harbour (Proposal EW2c).
2. The proposed development is contrary to Edinburgh Local Development Plan Policy Tra 9 (Cycle and Footpath Network) and Proposal T7 in the Edinburgh Local Development Plan as it fails to provide a direct and coherent travel route at this Granton Waterfront location, which would effectively prevent the implementation of a fit for purpose extension to the cycle route on Hesperus Broadway, or for the completion of this part of the proposed city wide coastal promenade, as provided for in the Edinburgh Waterfront Development principles for Granton Harbour (Proposal EW2c).
3. The proposals for on-street parking spaces at this location are contrary to the provisions of Edinburgh Local Development Plan Policy Tra 2 (Private Car Parking) and the Council's wider strategy of encouraging sustainable, non-car, transport modes, as no suitable justification has been given for their provision, as required under the Edinburgh Design Guidance.

4. The proposal is contrary to Edinburgh Local Development Plan Policy Des 7 (Layout Design), and the principles set out in the Edinburgh Street Design Guidance, as the proposed road layout, which includes the provision of end-on parking spaces, does not give sufficient priority to the safety of cyclists and pedestrians or for the minimising of potential conflict between pedestrians, cyclists and vehicles. It also fails to provide safe and convenient access around the development site, particularly for those with limited mobility, or special needs, or to demonstrate how this route would be connected to the wider pedestrian and cycle route proposed on this part of the city wide coastal promenade.
5. The proposed design of the public realm fails to comply with the relevant terms of Edinburgh Local Development Plan Policy Des 8 (Public Realm and Landscape Design), as it is uncoordinated in form and layout and is not fit for its required purpose, forming part of the city wide coastal promenade and cycle route, under the LDP Policy Del 3 (Edinburgh Waterfront) and the related Edinburgh Waterfront Development Principles.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been considered in terms of equalities or human rights and the impacts found are addressed in the relevant section of the committee report.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 15 March 2019. Three letters in support of the application were received from individuals.

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 (LDP) proposals map. It is identified as being within the Edinburgh Waterfront.

LDP Policy Del 3 (Edinburgh Waterfront) supports the creation of new urban quarters at Granton Waterfront and includes requirements for maximising the potential development of the site, in accordance with any relevant development principles, development brief or other guidance.

LDP. Proposal EW 2c (Granton Harbour) states that the area is proposed for a housing-led mixed use development. It sets out a number of Development Principles. Those principles relevant to the current proposals include:

- Complete the approved street layout and perimeter block urban form.
- Complete the relevant section of the waterside Edinburgh Promenade.

Date registered

11 March 2019

Drawing numbers/Scheme

01a,02a, 03b, 04- 08.,

Scheme 2

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Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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

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

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

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

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

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

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

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

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

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

LDP Policy Env 15 (Sites of Local Importance) identifies the circumstances in which development likely to affect Sites of Local Importance will be permitted.

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

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

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

LDP Policy Env 4 (Listed Buildings - Alterations and Extensions) identifies the circumstances in which alterations and extensions to listed buildings will be permitted.

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.

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 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.

Appendix 1

Application for Planning Permission 19/00844/FUL At Granton Harbour, West Harbour Road, Edinburgh Formation of access roads and footways and public realm; and associated quay edge retention scheme, to serve the Granton Harbour plot 29 (residential development) and plot 35 (hotel development).

Consultations

City Archaeologist

Further to your consultation request I would like to make the following comments and recommendations concerning this application the formation of access roads and footways and public real and associated quay edge retention scheme to serve Granton Harbour Plot 29.

I refer you to my earlier comments in response to 01/00802/OUT and subsequent AMC applications (06/03636/REM, 13/01013/AMC, 13/04320/AMC, 14/05305/AMC, 17/05120/AMC etc.) which outlined the archaeological significance of the Granton Harbour redevelopment site. In these comments the site has been identified as being of archaeological importance overlying the B-listed Western arm of the harbour's Victorian breakwater, completed in 1851.

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

The Victorian breakwater will be impacted upon by these proposals and therefore the scheme is considered to have a low-moderate, archaeological impact. Therefore, it is recommended that a programme of works is undertaken during works adjacent to and affecting this historic breakwater. This will complement the finding of CFA's earlier 2008 report (CFA report 1581, OASIS Ref cfaarcha1-52857) undertaken during test trenching along the line of the breakwater and recording of its upper superstructure.

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

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

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

Scottish Natural Heritage

We have already responded to the marine elements of this proposal through the Marine Scotland licensing procedure, responding to the EIA that was produced, including provision of HRA advice. This proposal included the construction of the revetment harbour wall and associated backfilling. We would make reference to our response for information, including required mitigation, and the resulting licence from Marine Scotland with requirements for mitigation measures in a CEMP (to be produced).

See attached for a copy of our response to Marine Scotland, and a copy of the issued licence can be found here: <http://marine.gov.scot/ml/edinburgh-marina-granton-harbour-redevelopment>

We have no comments to make on the rest of this proposal.

Roads Authority response 25 March 2019

The application should be refused.

Reasons:

- 1. The proposals within this application are considered contrary to LDP policy Tra 9 - Cycle and Footpath Network for the following reasons:
 - a. The proposals do not include an extension of the cycle route on Hesperus Broadway, as per the masterplan approved February 2017 (Ref: 16/05618/AMC);*
 - b. The extension of the Hesperus Broadway cycle route would also form part of the proposed Edinburgh Waterfront Promenade. The proposed development does not provide a direct and coherent active travel connection between existing and proposed infrastructure;**
- 2. The proposals within this application are considered contrary to LDP policy Des 7 - Layout Design, as the proposed layout does not appear to comply with the street design principles set out in Edinburgh Street Design Guidance. The following Local Transport Strategy Policies are also relevant:
 - a. Thrive 2*
 - b. Streets 1*
 - c. Walk 6*
 - d. Cycle 1**
- 3. It is considered that the proposed layout is designed primarily for motorised vehicular movements, and whilst these movements need to be considered the primary focus should be pedestrians and cyclist movements and desire lines. The following Local Transport Strategy Policies are relevant:*

- a. *Walk 1*
- b. *Walk 2*
- c. *Cars 1*
- 4. *The proposed level of on-street car parking is considered to be overprovision for this area (see note I for further info). The following Local Transport Strategy Policies are relevant:*
 - a. *Park 4*
 - b. *Park 8*
 - c. *Park 10*
 - d. *Park 24*
 - e. *Park 25*
 - f. *Park 27*

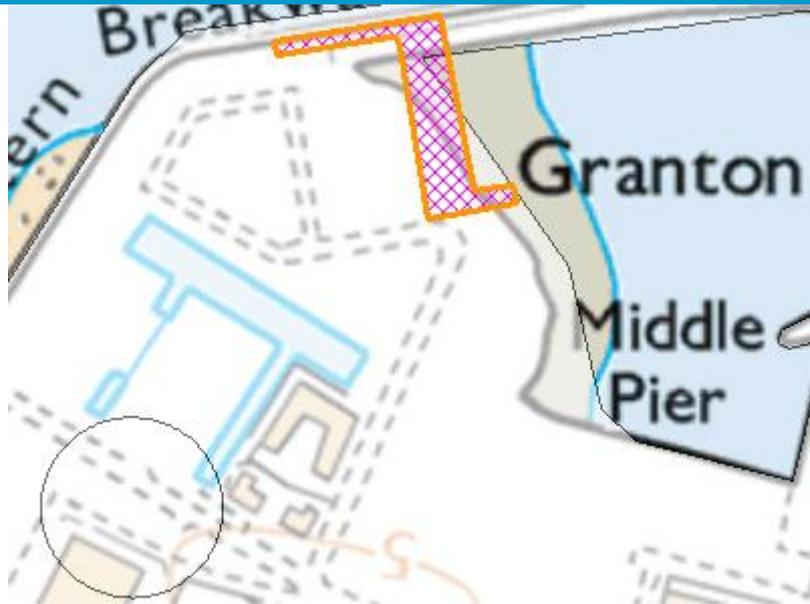
Note:

I. It is not clear what the Applicant is actually proposing. There have been a number of drawings submitted with this application showing very different layouts. One such drawing shows a significant amount of on-street car parking which is not included in the other layouts. The Applicant should note that a detailed justification would be required in relation to this proposed level of on-street car parking.

II. With Regards to the Street Design Guidance the following Fact Sheets are also relevant:

- a. *C1 - Design for Cycling*
- b. *F2 - Seating*
- c. *G1 - Street Geometry and Layout*
- d. *G6 - Speed Reduction and Traffic Management*
- e. *P1 - Street as a Place*
- f. *P2 - Promoting Pedestrian Movements*
- g. *P3 - Footways*

Location Plan



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