

Development Management Sub Committee

Wednesday 23 October 2019

**Application for Planning Permission 19/03245/FUL
At Land 80 Metres West and East Of, Saltire Street,
Edinburgh**

**Application under Section 42 of the Planning Act for the
removal of condition 2 of planning consent ref
17/02477/FUL (noise protection measures) from the
approved decision notice.**

Item number

Report number

Wards

B04 - Forth

Summary

Condition number 2 of planning permission reference 17/02477/FUL is not required in order to protect the amenity of future occupiers. The replacement of this condition with an appropriately worded condition will allow for the amenity of future occupiers of the development to be suitably safeguarded.

As the provisions of the condition number 2 of the original application have been erroneously applied by the Council, it is not justifiable to require additional payments towards infrastructure, as would be required under the current draft version of the Developer Contributions and Infrastructure Delivery Guidance.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDEL03, LDES01, LDES02, LDES04, LDES05, LDES06, LDES07, LDES08, LEN09, LEN20, LEN21, LEN22, LHOU01, LHOU02, LHOU03, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA04, LTRA08, LRS06, NSG, NSGD02, SGDC,

Report

Application for Planning Permission 19/03245/FUL At Land 80 Metres West and East Of, Saltire Street, Edinburgh

Application under Section 42 of the Planning Act for the removal of condition 2 of planning consent ref 17/02477/FUL (noise protection measures) from the approved decision notice.

Recommendations

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

Background

2.1 Site description

The application site, has an area of approximately 1.15 hectares. The topography of the site is relatively flat, gently sloping towards the north. Most of the site is vacant with the exception of an electricity substation located to the west at the end of Saltire Street.

To the north of the site, the land falls steeply. This area comprises vacant land leading to West Shore Road and associated industrial uses. Directly to the east is the public footpath/cycleway 'The Walk', which provides access from Saltire Square, and beyond, down to West Harbour Road.

This application relates to the third phase of a four phase development. The first phase to the west and south of the site at Saltire Street comprises four storey apartment blocks and an 11 storey tower building and was completed in 2006. Phase two, to the east, is a mix of three to four storey townhouses and two seven storey apartment buildings. Phase four will be developed at a later date and lies to the west, beyond phase one.

The site is accessed via Saltire Street. Pedestrian access is also provided along The Walk which runs along the south east site boundary.

2.2 Site History

24 April 2002 - outline planning permission was granted for a mixed use development at West Granton Road and West Shore Road/ West Harbour Road, east of Caroline Park Avenue together with land to the north west of the junction between Caroline Park Avenue and West Granton Road (planning reference 01/02109/OUT).

14 March 2019 - planning permission granted for proposed residential development and associated infrastructure. The proposed development included the provision of 89 residential units in three blocks. The housing mix comprised 19 one bedroom units, 64 two bedroom units, and six three bedroom units. The proposed development formed the third phase of housing within a four phase master-planned development. A total of 33 units of affordable housing would be provided in Block A. (planning reference 17/02477/FUL).

17 June 2019 - Request for non-material variation for changes to plans approved under application number 17/02477/FUL. The request for this variation is currently pending (planning reference 17/02477/VARY).

Adjacent Site

24 March 2004 - approval of reserved matters for the erection of residential/ commercial development referring to height, massing, number and parking (planning reference 03/04608/REM).

14 April 2004 - approval of reserved matters for erection of residential/ commercial development comprising 130 flats, associated roads and temporary car parking on land at Waterfront Avenue (planning reference 03/03665/REM).

30 March 2017 - planning permission granted for 100 residential units on land west of 14 Kingsburgh Crescent (planning reference 16/00155/FUL).

Main report

3.1 Description of the Proposal

The application is a request under Section 42 of the Planning Act for the removal of condition number 2 of planning application number 17/02477/FUL for the development of 89 residential units in three blocks on this site. The provisions of condition number 2 are as follows:

The following noise protection measures to the proposed development, as defined in the RMP 'Environmental Noise Impact Assessment' Technical Report No. R-7297A-CL1-RGM 16 May 2017, shall be carried out in full and completed prior to the development being occupied. The glazing performance requirements are annotated on the site layout shown on Appendix C of the above report.

- *For the southern facade facing Waterfront Avenue, and side facade to the east; external glazing units with minimum insulation value of 10/12/6 should be installed: Rating $R_w + C_{tr}$, 32 dB with ventilators providing a minimum performance of $D_{ne,wopen} + C_{tr}$, 38dB*
- *For the western façade; external glazing units with a minimum insulation value of 8/12/6 should be installed: Rating $R_w + C_{tr}$ 29 dB, with ventilators providing a minimum performance of $D_{ne,wopen} + C_{tr}$, 35dB.*

- *For the southern-eastern façade and nearest section of north-western façade; external glazing units with a minimum insulation value of 6/12/4 should be installed: Rating $R_w + C_{tr}$ 27 dB, with ventilators providing a minimum performance of $D_{ne, wopen} + C_{tr}$, 33dB.*

The applicant contends that this condition has been erroneously applied as the measures identified for acoustic attenuation included in the noise impact report relate to phase 2 of the overall development proposals for the wider masterplan site and are therefore not relevant to the development which relates to phase 3 only.

As further evidence that the clauses of condition number 2 are irrelevant in the case of this particular development phase, the applicant has also highlighted that the noise impact report further states:

there are no specific acoustic facade requirements in relation to the proposed West side development (phase 3) in relation to road traffic noise.

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) Condition number 2 of the original planning permission is relevant to the current proposals, or necessary to protect residential amenity
- b) Other material considerations have been addressed and
- c) Matters raised in objections have been addressed.

a) Condition number 2 - relevance and necessity

A noise impact assessment was submitted by the applicant's consultants in relation to the proposed residential development subject to the approved application number 17/02477/FUL. However, the scope of the submitted noise impact report also includes mitigation measures to address impacts relating to the development of phase 2, which was approved under application number 16/00155/FUL.

The Council's Environmental Protection team has now confirmed that the specifications included in the consultant's report for noise protection measures, including acoustic glazing and ventilators, (as specified under condition number 2 of the 2017 application), apply to the phase 2 development only. As the phase 3 development was deemed to be significantly distant from the source of traffic noise, such mitigation measures were not required. Environmental Protection has therefore advised that it has no objection to this condition being removed. However, it has requested that an alternatively worded noise condition is applied instead, as recommended in paragraph 5.19 of the environmental Noise Impact Assessment report, in order to provide sufficient protection from noise disturbance at this location:

1. All windows to be fitted with Trickle Ventilators with minimum acoustic performance $D_{ne,w} + C_{tr}$ 31 dB.

The provisions of condition number 2 of the original planning consent have been erroneously applied and are not relevant to the development under application number 17/02477/FUL. It is thus confirmed that these provisions are not necessary, or justifiable, in order to safeguard the amenity of occupiers of this development.

However, it is recommended that the provisions of the alternatively worded condition, as advised by the Council's Environmental Protection team, are relevant to the development phase 3. The use of this alternatively worded condition would ensure that future occupiers are given protection from the risk of lower level noise disturbance on this part of the masterplan site.

b) Other material considerations

The proposal, which is a request under section 42 of the Planning Act, will require the issuing of a new planning decision, including conditions and any relevant section 75 provisions. There have been no changes made to the statutory development plan since the 2017 application was determined and the relevant policies of the adopted Edinburgh Local Development Plan remain relevant to the current application.

As indicated in the report to the Committee on the 2017 application, a dispensation was allowed at the time of the application's determination for the contribution levels required for infrastructure affecting applications submitted before 18 January 2018, to be set out in accordance with the now superseded Developer Contribution Guidance, approved in 2017. However, the new, draft guidance on Developer Contributions and Infrastructure Delivery, which was approved on 18 January 2018, (after the 2017 application was submitted) is now a material consideration.

The first instalment of the sums required, under the concluded section 75 agreement, in relation to educational infrastructure provision, healthcare and transport have been paid, in accordance with levels set under the 2017 guidance. The second and final instalments are due for payment upon reaching the next trigger point identified in the relevant section 75 agreement.

There would be some increase in contribution levels due in relation to each of these infrastructural provisions if the 2018 developer contribution guidance is applied, as detailed in the consultation responses of relevant consultees. However, it is not considered reasonable to require any such additional sums under the circumstances,

as the application was required in order to rectify an error on the part of the Council in applying the relevant planning conditions. It is therefore considered justifiable to allow for the provisions of the 2017 Developer Contribution guidance to remain relevant in the case of this application.

There have been no other changes to planning policy or guidance, since the original application was approved, which would affect how the section 42 application is determined. However, it is noted that the provisions of other planning conditions applied to planning permission reference 17/02477/FUL will require to be updated, where relevant, to take account of details which have been submitted. In addition, a new legal agreement will be required.

c) Matters Raised in Representations

Material Considerations - Objections

- Insufficient information/ plans, provided on specific measures for acoustic attenuation - addressed in section 3.3a).

Non-material Considerations

- Impacts of proposed height of development on landscape views - this matter was assessed under planning application 17/02477/FUL and falls outwith the scope of the current application.
- Neighbouring amenity - this matter was assessed under planning application 17/02477/FUL and falls outwith the scope of the current application.

CONCLUSIONS

Condition number 2 of planning permission reference 17/02477/FUL is not required in order to protect the amenity of future occupiers. The replacement of this condition with an appropriately worded condition will allow for the amenity of future occupiers of the development to be suitably safeguarded.

As the provisions of the condition number 2 of the original application have been erroneously applied by the Council, it is not justifiable to require additional payments towards infrastructure, as would be required under the current draft version of the Developer Contributions and Infrastructure Delivery Guidance.

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

3.4 Conditions/reasons/informatives

Conditions

1. Prior to the commencement works on site, any required remedial and/or protective measures shall be implemented in accordance with the approved schedule of works, as specified under the site investigation report and Voluntary Action Remediation Statement submitted and approved, in order to address the provisions of parts a) and b) of planning condition number 1 of application reference 17/02477/FUL and documentary evidence to certify that those works have been completed shall be provided, for the approval of the Planning Authority.
2. All windows to be fitted with Trickle Ventilators with minimum acoustic performance $D_{n,e,w} + C_{tr}$ 31 dB.
3. The specifications for the proposed development hereby approved, shall accord with the approved details approved on 4 September 2019, in order to address the relevant provisions of condition number 3 of planning consent number 17/02477/FUL, unless otherwise agreed in writing with the Planning Authority.
4. The approved landscaping scheme shall be fully implemented within 6 months of the completion of the 75th unit in the development. Any trees or plants which within a period of five years from the occupation of this unit that die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.
5. The proposed cycle stores shall be built in accordance with the detailed specifications approved under condition number 5 of planning consent reference 17/02477/FUL, unless otherwise agreed in writing with the Planning Authority. Once approved the relevant storage facilities shall be located on site prior to the occupation of the 75th unit.

Reasons:-

1. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on site.
2. In order to protect the amenity of the occupiers of the development.
3. In order to ensure that the proposed development is implemented in accordance with the approved details.
4. In order to enable the Planning authority to consider this/ these matters in detail.
5. In order to ensure that these facilities are provided, in accordance with the details approved under condition number 5 of planning consent number 17/02477/FUL, and delivered on site in a timely manner.

Informatives

It should be noted that:

1. The works hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
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. Consent shall not be issued until a suitable legal agreement has been concluded in order to address the outstanding obligations of the section 75 legal agreement concluded for planning application number 17/02477/FUL.
4. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
5. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details.
6. The applicant should provide a suitable ramp to link to 'The Walk' in addition or replacement of the proposed steps. Whilst it is acknowledged that the opportunity to provide such a ramp within the site is constrained by level differences and the extent of land ownership, a suitable ramp for wheel chair and pram use is required. It is expected that this matter can be addressed through discussion with the neighbouring land owner and through the Road Construction Consent process.
7. A Quality Audit, as set out in Designing Streets, has been submitted to the Council for this development (the Quality Audit workshop took place on 22 August 2017).
8. Any proposed on-street car 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.

9. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), 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.

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

11. Clearance of vegetation has the potential to disturb nesting birds; therefore clearance should take place outside the bird nesting season (March to August inclusive). Should it be necessary to clear ground during the bird nesting season, the land should be surveyed by a suitably qualified ecologist and declared clear of nesting birds before vegetation clearance starts.

12. In support of the Council's LTS Cars1 policy, the applicant should consider making provision for car club vehicles within the site.

Financial impact

4.1 The financial impact has been assessed as follows:

The drafting of a new legal agreement will be required, in order to ensure that the obligations required under the 2017 planning application, for financial contributions which remain outstanding, will remain in force.

As noted in section 3.3 of this report, there will be some financial shortfall arising, as a result of the continued application of the provisions of the now superseded, 2017 Developer Contribution guidance. However, as also noted in section 3.3, it is not considered reasonable or justifiable to apply the increased level contribution rates, where relevant, as the application has been made in order to rectify an error made by the Council in the provisions of condition number 2.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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 10 July 2019.

A total of 4 letters of representation were received from neighbouring occupiers, all of which were objections. However, two of these representations referred to matters outwith the scope of the current application.

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 Waterfront Area of Change in the adopted Edinburgh Local Development Plan. A safeguarded tram route is identified to the south of the site, along Waterfront Avenue, with a proposed tram stop adjacent to Saltire Square.

Date registered

5 July 2019

Drawing numbers/Scheme

01,02,

Scheme 1

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

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

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

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

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

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

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

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

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

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

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

LDP Policy RS 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.

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

Appendix 1

Application for Planning Permission 19/03245/FUL At Land 80 Metres West and East Of, Saltire Street, Edinburgh

Application under Section 42 of the Planning Act for the removal of condition 2 of planning consent ref; 17/02477/FUL (noise protection measures) from the approved decision notice.

Consultations

Response Environmental Protection

Environmental Protection has no objections to this application subject to the recommended condition recommended below:

1. *All windows to be fitted with Trickle Ventilators with minimum acoustic performance $D_{ne,w} + C_{tr}$ 31 dB.*

Assessment:

The section 42 application relates to a noise condition that was incorrectly recommended and applied in planning consent 17/02477/FUL. Therefore, Environmental Protection has no objection to this condition being removed. The correct noise condition has been recommended.

Response from Council as Roads Authority

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

1. *The applicant will be required to*
 - a. *Contribute the sum of £19,580 (based on 89 residential units) to the West Granton Road Cycleway in line with the LDP Action Programme. The sum to be indexed as appropriate and the use period to be 10 years from date of payment (See note IV for further information);*
 - b. *Contribute the sum of £1,246 (based on 89 residential units) to the Granton North South Route in line with the LDP Action Programme. The sum to be indexed as appropriate and the use period to be 10 years from date of payment (See note IV for further information);*
 - c. *Contribute the sum of £13,083 (based on 89 residential units) to the Promenade link to Granton Harbour in line with the LDP Action Programme. The sum to be indexed as appropriate and the use period to be 10 years from date of payment (See note IV for further information);*
 - d. *Contribute the sum of £37,558 (based on 89 residential units) to the Lower Granton Square Public Realm in line with the LDP Action Programme. The sum to be*

indexed as appropriate and the use period to be 10 years from date of payment (See note IV for further information);

e. Contribute the sum of £2,000 per order to progress suitable orders to: re-determine footways and carriageways; introduce waiting and loading restrictions; and control on-street disabled parking spaces; all as necessary for the development;

2. To comply with the 2017 Parking Standards the applicant is required to provide 184 cycle parking spaces in a secure and covered location;

3. 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;

4. The applicant should be required to provide a suitable ramp to link to "The Walk" in addition or replacement of the proposed steps. Whilst it is acknowledged that the opportunity to provide such a ramp within the site is constrained by level differences and the extent of land ownership, a suitable ramp for wheel chair and pram use is required. It is expected that this matter can be addressed through discussion with the neighbouring land owner and through the Road Construction Consent process;

5. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent (a Quality Audit workshop took place on 22 August 2017);

6. The applicant must be informed that any proposed on-street car 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;

7. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), car club space, 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. Provision of car club spaces will require a contribution of £1,500 per order plus £5,500 per car;

8. The applicant should note that new road names may be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;

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

10. Electric vehicle charging outlets should be considered for this development including dedicated parking spaces with charging facilities and ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.

Notes:

I. This planning application has been assessed under the 2017 Parking Standards which allows the following:

a. A maximum of 89 car parking spaces (1 space per unit for zone 2). The proposed 128 spaces for 89 units is therefore in excess of the current standards. However as this application is Phase 3 of a 4 phase development and provides replacement parking for the temporary car park which will be lost as part of Phase 4. The total build out of all 4 phases will result in approximately 430 units with approximately 405 spaces. This is within the permitted level of parking and is considered acceptable;

b. A minimum of 184 cycle parking spaces are required (based on 1 space per 1 room unit, 2 spaces per 2/3 room unit and 3 spaces for a 3+ room unit, based on habitable rooms), 89 cycle parking spaces are proposed;

c. Accessible parking is required at a minimum of 8% of total spaces, i.e. 10 spaces;

d. Motorcycle parking provision is required at a minimum of 1 space per 25 units, i.e. 4 spaces;

e. Electric vehicle charging points are required at a minimum 1 in 6 spaces, i.e. 21 spaces;

f. Car club initiatives are encouraged to promote car use as a shared resource and reduce pressure for parking (see section 2.4 of the Edinburgh Design Guide).

II. The submitted Transport Assessment dated May 2017 is considered appropriate and does not raise any particular concerns with regard to transport impacts;

III. Saltire Street is generally 3.5m in width with parking places providing opportunities for vehicles to pass. The road is clearly not to a standard normally expected to provide motor vehicle capacity to serve the proposed number of units (131 existing and 89 proposed) and is likely to result in vehicles having to wait to pass at times. However, the Edinburgh Design Guidance gives priority to creating "Welcoming, attractive and sustainable places [which] balance the needs of pedestrians, cyclists and motorists effectively with priority given to creating walkable and cycle friendly environments." Saltire Street is therefore considered a suitable access to the proposed development. The design of the future road access to Phase 4 will require careful consideration;

IV. The transport contributions have been calculated by identifying the relevant actions from the LDP Action Programme and finding a per unit rate by dividing each action cost by the estimated housing capacity of the relevant LDP areas and then multiplying by the proposed number of units. The LDP areas and estimated housing capacity is as follows are as follows:

- Forth Quarter - 1,800 residential units
- Central Development Area - 2,050 residential units
- Granton Harbour - 1,980 residential units
- North Shore - 850 residential units
- Total Estimated Housing Capacity - 6,680

The identified transport actions and total cost are as follows:

- West Granton Road Cycleway: Total action cost - £1,470,000
- Granton - north south route through National Galleries to the shore: Total Action Cost - £91,875
- Promenade Link to Granton Harbour: total Action Cost - £980,000
- Lower Granton Square Public Realm: Total Action Cost - £2,817,500

The cost per unit is as follows:

- West Granton Road Cycleway = $£1,470,000 / 6680 = £220$ per unit $\times 89 = £19,580$
- Granton - north south route = $£91,875 / 6680 = £14$ per unit $\times 89 = £1,246$
- Promenade Link to Granton Harbour = $£980,000 / 6680 = £147$ per unit $\times 89 = £13,083$

- Lower Granton Square Public Realm = £2,817,500 / 6680 = £422 per unit x 89 = £37,588

- Total contribution required = £71,497

V. Assessment of parking under the 2009 Parking Standards as per PA ref - 17/02477/FUL:

a. these require a minimum of 1 space per dwelling for housing for sale or rent and between 0.1 and 0.5 for affordable housing. The proposed application provides 128 spaces for 89 units which is considered over-provision. However, this application is Phase 3 of a 4 phase development and provides replacement parking for the temporary car park which will be lost as part of Phase 4. The total build out of all 4 phases will result in approximately 430 units with approximately 405 spaces. This is considered acceptable;

b. Disabled parking provision is required at 5% of total spaces, i.e. 6 spaces. The proposed 6 spaces are therefore adequate;

c. Motorcycle parking provision is required at 1 space per 25 units, i.e. 4 spaces. On-street provision is not normally acceptable;

d. Electric vehicle charging points are not required under the 2009 parking standards but developers are required to consider their provision;

e. Car club provision is required where parking provision is lower than required under the parking standards. However, as stated in the 29 September 2017 memorandum, the applicant should consider provision of car club spaces. This will require a contribution of £1,500 per order plus £5,500 per car.

Response Children and Families - Education

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

In areas where additional infrastructure will be required to accommodate the cumulative number of additional pupils, education infrastructure 'actions' have been identified. The infrastructure requirements and estimated delivery dates are set out in the Council's Action Programme (January 2018).

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

Assessment and Contribution Requirements

Assessment based on:

70 Flats (19 one bedroom flats excluded)

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

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme, as set out in the Action Programme and Supplementary Guidance.

The Education Appraisal considered the impact of potential new housing sites allocated in the LDP, such as the application site. Appropriate education infrastructure actions to mitigate the cumulative impact of development are identified. The required contribution will therefore be based on the established 'per house' and 'per flat' rates for the appropriate part of the Zone.

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

Total infrastructure contribution required:

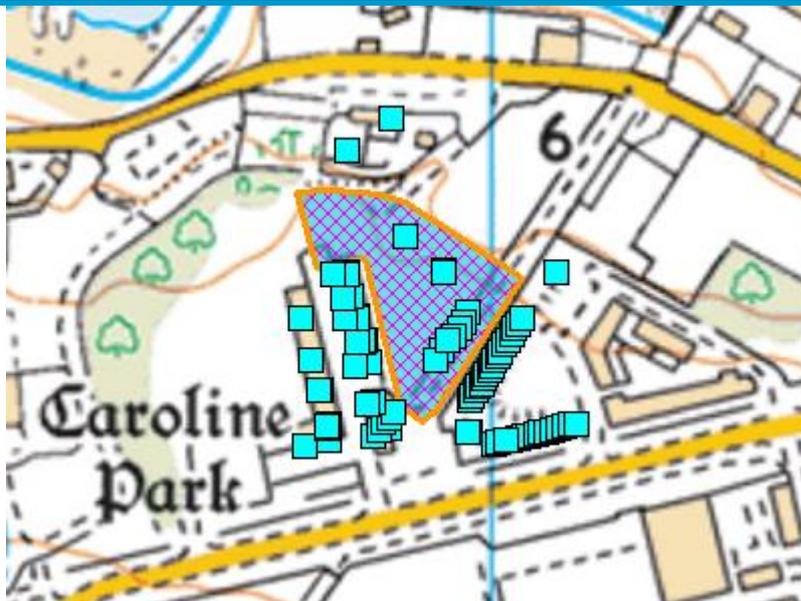
£247,520

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

Total land contribution required: £1,330

Note - no indexation to be applied to land contribution.

Location Plan



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END