

Development Management Sub Committee

Wednesday 17 April 2013

**Application for Planning Permission 12/04568/FUL
At Land 42 Metres East Of 40, Waterfront Park, Edinburgh
Erection of 32 flatted properties over four storeys with
associated parking, landscaping and drainage.**

Item number	4.11
Report number	
Wards	A04 - Forth

Links

[Policies and guidance for this application](#)

LPC, CITWA1, CITH1, CITH2, CITH3, CITH4, CITH7, CITCO2, CITD1, CITD2, CITD3, CITD4, CITD5, CITD6, CITT2, CITT3, CITT4, CITT5, CITE18, NSG, NSP, NSDCAH, NSDOP, NSGD01, NSESBB,

David R. Leslie

Acting Head of Planning and Building Standards

Contact: Kevin Ryan, Principal Practitioner
E-mail: kevin.ryan@edinburgh.gov.uk Tel: 0131 529 3721

Executive summary

Application for Planning Permission 12/04568/FUL At Land 42 Metres East Of 40, Waterfront Park, Edinburgh Erection of 32 flatted properties over four storeys with associated parking, landscaping and drainage.

Summary

The proposed development is in accordance with the development plan. It is an opportunity to deliver much needed new residential development on a site in the Granton regeneration area. This will require some compromise in terms of the detailed design compared with the local masterplan design guidelines. However, any departures from the local masterplan are relatively minor and overall, will not compromise the effective development or regeneration of the wider area including residential amenity or road safety.

Recommendations

It is recommended that this application be Granted subject to the details below (in section 3 of the main report).

Financial impact

Subject to a legal agreement.

Equalities impact

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

This application meets the requirements of the Edinburgh Standards for Sustainable Building.

Consultation and engagement

Pre-Application Process

Pre-application discussions took place on this application.

Publicity summary of representations and Community Council comments

The application was advertised on 18 January and attracted 5 letters of objection from local residents. There were no letters of support.

The letters raised the following material comments/objections:

- Overdevelopment;
- Alternative sites are available for residential development and /or more appropriate uses should be considered for the site;
- Building heights in relation to other properties in the area;
- Quality of design;
- On street parking and congestion;
- Access for construction vehicles.

The letters raised the following non-material comments/objections:

- Loss of views from existing flats.

No comments were received from the Community Council.

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](#)

Application for Planning Permission 12/04568/FUL At Land 42 Metres East Of 40, Waterfront Park, Edinburgh Erection of 32 flatted properties over four storeys with associated parking, landscaping and drainage.

1. Background

1.1 Site description

The site covers some 0.21 Ha of vacant brownfield land at the former Granton Gasworks site. This is a triangular piece of land that is located between the park to the north and the existing flatted developments on the Plots to the west. In the immediate area is also Granton Pond. Access to the site is from West Granton Road to the south.

1.2 Site History

13 October 2003 - outline consent granted for a mixed use development comprising housing (up to 2000 residential units), retail, commercial, leisure, education, hotel, open space and associated landscaping covering a total area of 45 hectares. This consent is valid until 13 October 2013 (00/01169/OUT).

5 October 2004 - application submitted for the proposed erection of 38 no residential units, car parking + associated landscaping (04/03686/REM). This was withdrawn on 9 May 2006 at the request of the applicant.

30 August 2007 - planning permission granted for the proposed erection of 38 no residential units, car parking + associated landscaping. This consent has expired (07/01080/REM).

2. Main report

2.1 Description Of The Proposal

Scheme 2

It is proposed to erect a residential development of 32 x 2 bedroom flats for mid-market rent by a Registered Social Landlord, Link Housing Association.

The 4 storey blocks are some 11 metres high and are arranged in an L shape comprising two separate blocks at right angles to each other. The long block (Block 1) contains three stair cores with 8 dual aspect flats in each. The short block (Block 2) contains a further stair core again with 8 dual aspect flats.

The blocks have a contemporary flat roof design with pop-up corner features. Full height windows, bay windows and entrance features provide articulation to the elevations facing both the street and the park.

A simple palette of materials is proposed. This includes off-white render finish with contrasting feature panels in grey cladding or render for the walls, grey single ply membrane for the roof with aluminium flashings and grey UPVC for the openings including the framed glazed screenings, stair entrance doors and windows.

The blocks are set within 1030 sq m of landscaped open space. This includes a communal rear courtyard (475 sq m) and private front and rear gardens (555 sq m) for the ground floor flats. The communal courtyard provides access to the park and is separated from the footpath in the park by a line of trees. The private gardens are enclosed by hedges.

There are 15 parking spaces in the Mews Court between the site and Plot 19 to the West. The proposals will provide a further 12 parking spaces and a turning area.

Cycle stores have been incorporated into the common stairwell.

A communal bin store is proposed in single storey extension on the side of Block 2. This bin store would serve all the flats.

Scheme 1

The original scheme was revised to improve the appearance of the elevations facing the park and have introduced French doors from the living room of each ground floor flats to provide a more active frontage. The proposals were also revised to include a detailed landscaping scheme.

Supporting Statement

Design Statement

This document is available to view on the Planning and Building Standards online service.

2.2 Determining Issues

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?

2.3 Assessment

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

- a) the principle of development is acceptable in this location;
- b) the proposed scale, design and materials are acceptable;
- c) the proposal is detrimental to the amenity of neighbours;
- d) the proposal provides sufficient amenity for the occupiers of the development;
- e) the proposed parking, access and road safety arrangements are acceptable;

- f) the proposal meets sustainability criteria;
- g) the proposal has any equalities or human rights impacts; and
- h) the representations raised have been addressed.

a) Principle of Development

This is an application for residential development on Plot 29 at the Forthquarter, part of the former Granton Gasworks site. The local plan identifies this site as part of a major regeneration area, Granton Waterfront Area (WAC 2), and the plot itself is identified for residential development through related masterplans and planning consents including the Forthquarter Western Residential Neighbourhood - Local Masterplan and outline consent which is valid until 13 October 2013 (00/01169/OUT).

The outline consent stipulated no more than 2000 residential units on the whole gasworks site. The total number of residential units either approved to-date or under consideration including this site is approximately 800 units and as such there is ample capacity remaining for further residential development at the Forthquarter.

The proposal is for 100% affordable housing (mid-market rent) for a Registered Social landlord, Link Housing Association. The level of affordable housing exceeds the 15% required under the outline consent and the 25% required set out in the current affordable housing policy. The introduction of this type of affordable housing will increase the mix of housing tenures across the wider area and contribute to the city's housing need. As such the proposal is welcomed.

The Granton Waterfront Masterplan seeks a variety of tenures, dwelling types and density across the area including larger family housing which is defined as three bedrooms or more. The intention is to offer a variety of tenure, type and density to help create a socially diverse community with a strong mix of housing tenures and types in each phase.

Although the proposal is for two bedroom units only, the units will serve different housing needs in as much as they will comply with Housing for Varying Needs guidance and include ground floor units with private garden areas which are attractive to smaller family households. This is a reasonable mix for such a tight, awkward shaped site and there will be more suitable sites for larger family units elsewhere in the area. Overall, the mix of dwelling types is acceptable and is consistent with policy ECLP 2 - Housing Mix which seeks a mix of house types and sizes, where practical, to meet a range of housing needs having regard to the character of the area.

The existing legal agreement on the outline consent places a burden on the individual developers making them responsible for pro-rata contributions towards educational infrastructure. As this is a separate full application, the existing legal agreement is not enforceable against the current application. As consequence, if permission is granted, it will be necessary to impose an appropriate legal agreement to secure the education contribution in accordance with Children and Families recommendation. This is consistent with ECLP policy Com 2 - School Contribution.

The site is within the vicinity of Tram line 1b and Transport recommends that a tram contribution of £62,000 should be sought in line with ECLP policy Tra 3 - Tram Contributions. The applicant has submitted information setting out that a request for tram contributions is unwarranted. In this case it would be unreasonable to request a contribution given there is no realistic timescale to deliver the project or current

commitment to fund this part of the project. Consequently it is recommended that the tram contribution should be waived. This is consistent with the relevant guidance in Circular 3/2012 in relation to planning obligations.

Overall, the principle of residential development on this plot is acceptable subject to an appropriate legal agreement to secure education contributions.

b) Scale, design and materials

The Forthquarter Western Neighbourhood - Local Masterplan sets out key design components in terms of perimeter block development, building heights, palette of materials and parking requirement. It also contains specific guidelines for the individual plots.

The guidelines recommend that this plot "should receive special design consideration due to its commanding corner position within the new quarter." The masterplan establishes a build zone and advocates a 5-8 storey building arranged parallel to the boundary with the park. It also seeks basement or undercroft parking and a substantial degree of planting and amenity in the courtyard areas.

In this case the proposed development is unable to meet the design guidelines in full. The building is arranged in an L shaped block parallel to the road and the height is limited to 4 storey. In addition parking for residents is all on-street. The applicant has intimated that buildings over 4 storeys with lifts or underground parking areas would make the scheme unviable given current financial constraints surrounding the delivery of affordable housing.

While the proposal does not satisfy all the guidelines, the proposal will not compromise the effective development or regeneration of the wider area as provided for in the local masterplan. The detailed design responds to its location and will provide a strong frontage to both the road and park. The height also reflects the minimum building height for development across the Forthquarter and is not a particular issue in this location. The form and design of the building is contemporary and includes modern materials which are either the same as, or complement, those proposed for the adjoining plots. Samples of the materials will need to be agreed but this can be dealt with by means of a condition.

In design terms the parking arrangements are acceptable and will not detract from the quality of the street or other public spaces. The level of parking is discussed separately under section e) below.

In all other respects the design is acceptable. The Police have raised issues regarding issues of personal and community safety. These matters will largely be addressed by the Housing Association who will need to comply with Secure by Design standards. However, the plans have also been revised to create more active frontages and improve community safety through the introduction of passive surveillance of public areas.

Overall, the design is appropriate to the evolving character of this part of Granton Waterfront. Any infringements in the local masterplan guidelines are relatively minor and will not compromise the effective development or regeneration of the wider area.

c) Amenity of neighbours

The resultant building is far enough from the neighbouring buildings to ensure that reasonable levels of privacy, outlook, daylight and sunlight can be achieved.

Local residents have raised issues regarding amenity concerns from on-street parking congestion, construction works and associated noise and air pollution. Environmental Assessment has considered the proposals and has raised no concerns with the scheme. There are no other amenity issues.

The proposal will not harm the amenity of neighbours.

d) Amenity of occupiers

The layout includes substantial areas of private and communal open space. There is a clear definition between public and semi private space within the site. The gardens to the ground floor flats are delineated with hedge planting forming the boundary. In addition the site offers direct access to the adjoining park and the amenity space at Granton Pond. A full detailed landscaping plan has been provided which is acceptable.

As the site was previously developed, Environmental Assessment recommends that a site investigation is undertaken including where appropriate remediation measures to ensure that the development will not pose a threat to human health or the wider environment. This is a matter than can be dealt with by condition.

There will be an acceptable level of amenity for future occupiers.

e) Parking, access and road safety arrangements

The proposal contains a total of 12 car parking spaces for 32 affordable mid-market rent flats. Current parking standards for 32 private flats in this area would require 32 spaces while 32 affordable flats would require 8 spaces.

ECLP policy Tra 4 - Private Car Parking requires that parking provision "complies with and does not exceed the parking levels set out in supplementary planning guidance." Transport has advised that the current parking standards do not include a specific standard for mid-market rent. In the circumstances Transport has assessed the proposals on its own merits and has concluded that as the flats will be managed in perpetuity by an affordable housing provider the proposed parking provision would be acceptable if a car club space and a travel plan are provided in mitigation. These are matters that can be secured by an appropriate legal agreement.

The proposals include space for secure cycle parking for each flat in accordance with ECLP policy Tra 5 - Private Cycle Parking. However Transport are seeking further details of the precise specification and design of the facilities. These are matters that can be dealt with by way of an appropriate condition.

There are no other parking, access or road safety concerns.

f) Sustainability

The applicant has submitted a sustainability statement in support of the application. The proposal complies with the requirements of Part A of the Edinburgh Standards for Sustainable Buildings.

SEPA has advised surface water drainage arrangements should be designed in accordance with sustainable urban drainage (SUDS) principles. This is a matter that can be secured by an appropriate condition.

g) Equalities and Human Rights Impacts

This application was assessed in terms of equalities and human rights. No adverse impacts were identified. An Equality and Rights Impact Assessment Summary is available to view on Planning and Building Standards online services.

h) Public Comments

Material representations -

- Overdevelopment - the site can accommodate the flats and associated open space and parking without harming the amenity of local residents or compromising road safety. There is also ample capacity for further residential development in the area;

- Alternative sites are available for residential development and /or more appropriate uses should be considered for the site - this site is identified for residential development (Plot 29) in the Local Masterplan, it has an existing outline consent (00/01169/OUT) and has previously been the subject of a detailed consent for flatted development (07/01080/REM). As such, the principle of flatted residential development on this site is firmly established;

- Building heights in relation to other properties in the area - the building heights are slightly lower than sought under the masterplan. However the building height will not look out of proportion and by stepping down in height will terminate the development next to the park;

- Quality of design - the design responds to its unique locations and offers frontages to both the park and the street. The elevational treatment is also similar to the adjoining plots (plots 18 and 19). Overall, any departures from the local masterplan guidelines are minor and do not compromise the design quality;

- On street parking and congestion - residents have raised concerns that the proposals will exacerbate on-street parking and congestion problems in the area in particular problems associated with students at the local college parking in surrounding streets. Yellow lines have been introduced to alleviate the problem. Transport has assessed the proposals within this context and has raised no objection to the parking arrangement provided a car club space and travel plan are provided in mitigation.

- Access for construction vehicles - a further concern is that the construction traffic will lead to the road to the south of the site being opened up and will allow more traffic from the direction of the college into the area. The local masterplan shows a through road in this location and with the yellow lines now in place, Transport do not identify the opening up of this road as an issue.

Non-material representations -

- Loss of views from existing flats - the loss of a private view is not a valid consideration.

Community Council Comments -

- No comments were received from the Community Council.

CONCLUSION

Overall, the proposed development is in accordance with the development plan. It is an opportunity to deliver much needed new residential development on a site in the Granton regeneration area. This will require some compromise in terms of the detailed design compared with the local masterplan design guidelines. However, any departures from the local masterplan are relatively minor and overall, will not compromise the effective development or regeneration of the wider area including residential amenity or road safety.

The proposal is acceptable in all other respects and it is recommended that the application is granted subject to a suitable legal agreement and conditions.

3. Recommendations

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

3.2 Conditions/reasons

1. Sample/s of the proposed external walling and roofing materials shall be submitted to and approved in writing by the Head of Planning and Building Standards before work commences on site.
2. The approved landscaping scheme shall be fully implemented within six months of the completion of the development, and thereafter shall be maintained by the applicants and/or their successors to the entire satisfaction of the planning authority; maintenance shall include the replacement of plant stock which fails to survive, for whatever reason, as often as is required to ensure the establishment of the approved landscaping scheme.
3. Prior to the commencement of development, full working details of the method of treatment of surface water and attenuation of flow from the site shall be submitted to and approved in writing by the Head of Planning.

This shall be in accordance with best practice Sustainable Urban Drainage (SuDS)/Sustainable Drainage principles. The development shall not be occupied/brought into use before the approved drainage system has been provided in its entirety.

4. i) Prior to the commencement of construction works on site:
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning and Building Standards, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - b) Where necessary, a detailed schedule of any required remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning and Building Standards.
 - ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning and Building Standards.
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5. No flats hereby permitted shall be occupied until the parking area including any city car club space has been implemented to the satisfaction of the Head of Planning and Building Standards.
 6. Details of cycle parking stores in each stair core including specification and design shall be submitted to and approved in writing by the Head of Planning and Building Standards before work is commenced on site.

Reasons:-

1. In order to enable the Head of Planning & Building Standards to consider this/these matter/s in detail.
2. In order to ensure that the approved landscaping works are properly established on site.
3. In order to enable the Head of Planning & Building Standards to consider this/these matter/s in detail.
4. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.
5. In order to ensure that the level of parking is adequate to prevent congestion and to safeguard the interests of road safety.
6. In order to enable the Head of Planning & Building Standards to consider this/these matter/s in detail.

Informatives

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded to secure the following developer contributions:

- a. a financial contribution towards new Craigmoynton High School and for works to address capacity pressures in the surrounding primary schools in accordance with the requirements of Children and Families;
- b. a financial contribution of £7,000 to provide a car club space within the vicinity of the site;
- c. a draft travel plan prior to first occupation and a final travel plan within 12 months of that date;
- d. contribute the sum of £2,500 to promote a traffic order to control disabled parking places within the development if necessary;

2. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.

3. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.

4. For the duration of development, between the commencement of development on the site until its completion, a notice shall be: displayed in a prominent place at or in the vicinity of the site of the development; readily visible to the public; and printed on durable material.

5. 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.

6. Transport informatives:

(a) 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;

(b) All doors to property, refuse or cycle stores must open inwards on to the property;

(c) All disabled persons parking places must 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 Head of Transport if he wishes the bays to be enforced under this legislation. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport;

(d) The applicant should be aware that new road names may be required for this development and they should be asked to discuss this with the Council's Street Naming and Numbering Team at an early opportunity;

(e) The applicant must be informed that the proposed on-street spaces within the site cannot be allocated to an individual property, nor can they be the subject of sale or rent. The spaces 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 parking spaces, whether the road has been adopted or not. The developer will be expected to make this clear to prospective residents and tenants.

7. The developer shall have regard to the Coal Authority Standing Advice Note attached.

8. The developer should include nest sites for swifts in accordance with the information sheet attached.

Statutory Development

Plan Provision

The development plan for the area comprises the Edinburgh and Lothians Structure Plan 2015 and adopted City of Edinburgh Local Plan. The site falls within the City of Edinburgh Local Plan - Waterfront Area of Change - Granton Waterfront Area (WAC2). This is a regeneration area that supports new housing as part of the creation of new urban quarter in the waterfront.

On 30 January 2001 the Council approved the Edinburgh Waterfront Granton Masterplan (Llewelyn Davies) as Supplementary Planning Guidance. It identifies four distinct urban quarters within the area: Granton Village and Harbour; the Park; the Plateau; and the Foreshore. The application site lies on the Plateau (the former gasworks site) which is identified for a mix of residential and business uses, a local centre, a primary school and open space.

A detailed development framework for the former gasworks site is provided by the West Granton Development Plan Design Guidelines Document together with the Western Residential Neighbourhood Local Masterplan for Plots 13 - 22, 29 and 30. These documents have evolved from the Llewelyn Davis masterplan and have been used as the basis for development management decisions in the area.

Date registered

10 January 2013

Drawing numbers/Scheme

01, 02B , 03A, 04A, 05A, 06A, 07, 08A

Scheme 2

David R. Leslie

Acting Head of Planning and Building Standards

Links - Policies

Relevant Policies:

Relevant policies of the Edinburgh City Local Plan.

Policy Wa 1 (Waterfront Areas of Change) sets criteria for assessing development in the Granton and Leith Waterfront Areas of Change.

Policy Hou 1 (Housing Development) supports housing on appropriate sites in the urban area, and on specific sites identified in the Plan.

Policy Hou 2 (Housing Mix) requires the provision of a mix of house types and sizes in new housing developments.

Policy Hou 3 (Private Open Space) sets out the requirements for the provision of private open space in housing development.

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

Policy Hou 7 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

Policy Com2 (School Contributions) sets the requirements for school contributions associated with new housing development.

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

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

Policy Des 3 (Development Design) sets criteria for assessing development design.

Policy Des 4 (Layout Design) sets criteria for assessing layout design.

Policy Des 5 (External Spaces) sets criteria for assessing landscape design and external space elements of development.

Policy Des 6 (Sustainable Design & Construction) sets criteria for assessing the sustainable design and construction elements of development.

Policy Tra 2 (Planning Conditions and Agreements) requires, where appropriate, transport related conditions and/or planning agreements for major development likely to give rise to additional journeys.

Policy Tra 3m (Tram Contributions) requires contributions from developers towards the cost of tram works where the proposed tram network will help address the transport impacts of a development.

Policy Tra 4 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in supplementary planning guidance, and sets criteria for assessing lower provision.

Policy Tra 5 (Private Cycle Parking) requires cycle parking provision in accordance with levels set out in supplementary guidance.

Policy Env 18 (Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

Relevant Non-Statutory Guidelines

Non-statutory guidelines on 'PARKING STANDARDS' set the requirements for parking provision in developments.

Non-statutory guidelines on Developer Contributions and Affordable Housing gives guidance on the situations where developers will be required to provide affordable housing and/or will be required to make financial or other contributions towards the cost of, providing new facilities for schools, transport improvements, the tram project, public realm improvements and open space.

Non-statutory guidelines 'DAYLIGHTING, PRIVACY AND SUNLIGHT' set criteria for assessing proposals in relation to these issues.

Non-Statutory guidelines Draft 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 and landscape, in Edinburgh.

NSESBB Non-statutory guidelines Part B of 'The Edinburgh Standards for Sustainable Building' sets principles to assess the sustainability of major planning applications in Edinburgh

Appendix 1

Consultations

Archaeology comment 16/01/2013

The site historically occurs within the grounds of the former Granton House (overlying part of the access road) and adjacent to the site of the important early 20th century Grant Gasworks. As such it occurs within an area archaeological interest. However given the sites modern development history it has been concluded that it is unlikely that significant archaeological remains will survive across this area.

Therefore I have concluded that there are no known archaeological constraints upon this particular application.

Lothian and Borders Police comment 16/01/2013

I would recommend the development seeks 'Secured by Design' accreditation.

All windows and doors should be PAS 24, with ground floor or accessible windows having 6.8mm laminate glass.

In terms of the design proposal, I would fence in the rear garden area, so that this is 'private' for residents use only and cannot be used as a 'wish path' heading to or from Edinburgh College and Forth Quarter Park, I can highlight a number of examples in the area where anti-social behaviour and criminality have occurred due to such areas being readily accessible. The area should be fenced, which should be placed on the building line, so that it is not recessed and allow areas that would not be seen by residents or passing pedestrians or drivers. A 1.8 metre weld mesh fence would allow visibility and increase natural surveillance, if a 1.8 metre wooden fence line is used, then this has to be re-enforced with planting to create 'stand-off' and discourage people attempting to get close to the fence line. Any proposed gates into the area need to have plenty of natural surveillance

In terms of planting, low level planting should be maintained below 1 metre, whilst trees are crowned above 2.2/2.4 metres. Low level planting along the building line can grow to the height of window sills - this can create 'stand-off' along the building line.

If the rear garden becomes a private area, then the bin store entrance has to be moved, preferably facing onto the street, so that the rear garden does not have to be accessed by people emptying bins etc.

The cycle storage provision has to be strongly commended and the reporting officer hopes that this will encourage residents to use the stores. The entrance door needs to be 44mm solid core or PAS 24, even if the door width is wider than a house entry door, it should be a single leaf door - on many occasions the bolts securing the second 'leaf' of the doors are not used and it is easy to enter even if the door is locked. On a solid

core door the lock should be at least to BS 3621:2007. If access control can be considered, then there is the added benefit of an audit trail for users. Again alarming the area with individual user codes can add an extra layer of security. It is appreciated that all residents have use of the facility, but keys to the cycle store should only be given to users that request them, so that only properties using the store to keep cycles have access. Ideally the store should have cycle stands that allow a cycle to be securely attached to it, if the storage is going to use a rack system, then this has to be one that allows cycles to be secured not just holding the cycle upright.

Post Delivery to flats - either by means of a mail box which allows delivery of mail from outside the premises and collected by residents inside or creating an 'airlock' with an outer door with an access control button and an inner door with no access control button but mail delivery boxes located between the two doors.

Ideally metre reading should be done by service providers electronically (remotely) or from outside the stair so that access is not required into the premises.

SEPA comment 24/01/2013

We have no objection to this planning application. Please note the advice provided below.

Advice for the planning authority

1. Foul Drainage

1.1 Foul drainage from the site should be discharged to the public sewerage network. The applicant should consult Scottish Water in this regard. We confirm that it is the responsibility of Scottish Water to ensure that the additional flow arising from this development will not cause or contribute to the premature operation of consented storm overflows.

2. Surface Water Drainage

2.1 The discharge of surface water to the water environment should be in accordance with the principles of the SUDS (Sustainable Drainage Systems) Manual (C697) published by CIRIA. The design of the drainage system must be site specific and dependent upon the presence of any contaminants at the site, the remediation strategy and the risks posed by any residual contamination, in addition to the normal design considerations.

2.2 Comments from Scottish Water and, where appropriate, the Local Authority Roads Department and the Local Authority Flood Prevention Unit should be sought on the SUDS strategy in terms of water quantity/flooding and adoption issues.

2.3 Surface water drainage from the construction phase should also be dealt with by SUDS. Such drainage should be in accordance with C648 and C649, both published by CIRIA. It should be noted that oil interceptors are not considered SUDS in their own right but are beneficial as part of the treatment train.

Environmental Assessment comment 28/01/2013

The application site is located adjacent to a modern flatted development with open land to the north and Waterfront Parkway to the south. It is on a former industrial area, therefore a condition will be recommend to ensure that any land contamination is addressed.

Therefore, Environmental Assessment has no objections to this proposed development subject to the following condition:

1. *Prior to the commencement of construction works on site:*

(a) *A site survey (including intrusive investigation where necessary) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and*

(b) *Where necessary, a detailed schedule of any remedial and /or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning.*

Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided to the satisfaction of the Head of Planning.

Children + Families comment 22/02/2012

This site is located within the catchment areas of:

- *St David's RC Primary School;*
- *Craigroyston High School; and*
- *St Augustine's RC High School.*

The proposed housing site currently has no defined non-denominational primary school catchment, as the area was previously industrial.

This site is located within the Granton Waterfront development and the area is covered by a Section 75 Agreement relating to application Ref 00/01169/OUT that set out a required developer contribution of £1,366 per dwelling (there is no distinction between houses and flats)

The contribution comprises £978 toward a new Waterfront Primary School to serve the area and £388 as the secondary school contribution. The secondary school contribution has been met by the provision of a new Craigroyston High School but developer contributions are still sought line with the Section 75 Agreement. These contributions will help cover the ongoing PPP costs of providing the new school. Based on 21 dwellings a contribution would be sought for £8,148. Payment of this contribution is linked to the retail price index from July 2002

In respect of the proposed Waterfront Primary School, while there is still an expectation that this will be needed in the longer term, there are no current plans to take this proposal forward. As an interim solution to address capacity pressure it is proposed to use capacity in existing schools in the area and make extra provision as necessary to accommodate pupils from the development. Developer contributions of £8,600 are

sought for works to address capacity pressures in the surrounding primary schools that could expect to serve the development.

Payment of these contributions will be index linked to the BICS All in Tender Price Index with a base date of October 2009.

Transport comments 07/02/13

Whilst Transport has no objections to the application in principle, I am concerned at the proposed level of parking provision.

Current Council parking standards for private sale residential units in this area would require a minimum of 1No. space per unit, a total of 32No spaces. It is understood that the proposed units will be 'mid-market rent'. Whilst current parking standards do not include a specific standard for mid-market rent if it is to be managed by the RSL in perpetuity a lower standard would be applicable. Our current standards do not have a ratio between 25% for social rent and 100% but it is considered that a higher value would be appropriate given that a higher car ownership could be anticipated.

It is considered that this development should be providing 50% parking for residents , (i.e. approximately 16 spaces) plus visitors parking at 20% of the total number of units (approx 6). 22 spaces should be achievable on the site although I understand that this will impact on the green space provision. I would therefore be willing to accept 20 spaces

The previous proposal provided off-street parking for residents with the on-street parking, as part of the neighbouring development, apparently for visitors. The current proposal omits the off-street parking and proposes to use what appears to be the previously consented visitor allocation for residents for these units. It would therefore appear that the proposed development will only provide an additional 12No. parking spaces for 32No. residential units.

I would therefore ask that the application be continued to give the applicant an opportunity to resolve the parking issues- specifically to confirm the tenure status of the housing. I would also request clarity on the status of the lay-by parking.

Transport further comments 27/03/13

I refer to my memorandum of 7 February 2013 concerning the above.

I confirm that Transport has no objections to the application subject to the following being included as conditions or informatives as appropriate:

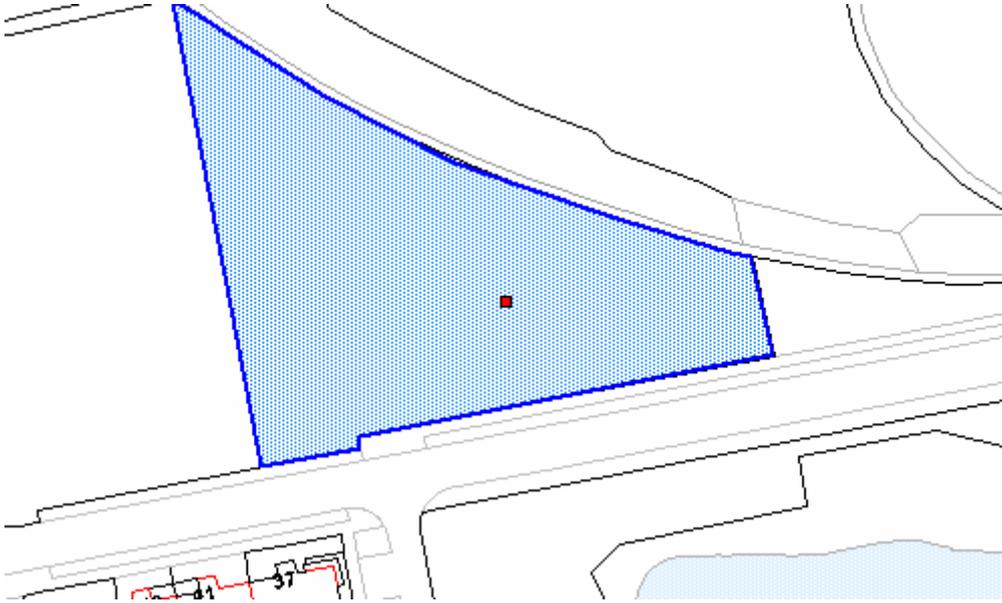
1. Consent should not be issued until the applicant has entered into a suitable legal agreement to provide:
 - a. a financial contribution of £7,000 to provide a car club space within the vicinity of the site;
 - b. a financial contribution to the Edinburgh Tram of £62,000 in line with the approved Tram Line Developer Contributions report (based on 32 residential units in zone 2);
 - c. a draft travel plan prior to first occupation and a final travel plan within 12 months of that date;

- d. contribute the sum of £2,500 to promote a traffic order to control disabled parking places within the development if necessary;
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;
3. All doors to property, refuse or cycle stores must open inwards on to the property;
4. Cycle parking location, specification, numbers and design to be to the satisfaction of the Head of Planning;
5. All disabled persons parking places must 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 Head of Transport if he wishes the bays to be enforced under this legislation. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2002 regulations or British Standard 8300:2009 as approved by the Head of Transport;
6. The applicant should be aware that new road names may be required for this development and they should be asked to discuss this with the Council's Street Naming and Numbering Team at an early opportunity;
7. The applicant must be informed that the proposed on-street spaces within the site cannot be allocated to an individual property, nor can they be the subject of sale or rent. The spaces 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 parking spaces, whether the road has been adopted or not. The developer will be expected to make this clear to prospective residents and tenants.

Note:

Current Council parking standards for private sale residential units in this area would require a minimum of 1No. space per unit, a total of 32No spaces. It is understood that the proposed units will be 'mid-market rent'. The applicant has confirmed that the development will be managed by a RSL in perpetuity and it is therefore my opinion that the proposed parking provision (12No. spaces) is appropriate with a car club space and travel plan provided in mitigation.

Location Plan



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