

Development Management Sub Committee

Wednesday 12 August 2015

**Application for Planning Permission 15/00322/FUL
At 62 Morrison Street, Edinburgh,
Demolition of redundant Skyparks car park building and
proposed development of new grade A offices, multi-storey
car park to include demolition and re-location of two
Scottish Power substations and Capital House generator,
public realm and associated works (as amended).**

Item number	4.6(a)
Report number	
Wards	A11 - City Centre

Summary

The proposed demolition and new development is acceptable in principle and is acceptable in terms of design, form, choice of materials and positioning. The proposal will not have any detrimental impact on neighbourhood character or amenity, on the character and appearance of the conservation area or on the character and appearance of any listed building, or its setting.

Links

<u>Policies and guidance for this application</u>	CITCA1, LPC, CITEM1, CITD1, CITD3, CITD5, CITD6, CITD10, CITE2, CITE3, CITE5, CITE6, CITE12, CITE17, CITT1, CITT3, CITT5, CITT4, CITT6, CITT14, NSG, NSDCAH, CRPWEN, NSGD02, NSLBCA,
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Report

Application for Planning Permission 15/00322/FUL At 62 Morrison Street, Edinburgh, Demolition of redundant Skyparks car park building and proposed development of new grade A offices, multi-storey car park to include demolition and re-location of two Scottish Power substations and Capital House generator, public realm and associated works (as amended).

Recommendations

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

Background

2.1 Site description

The site is located off Morrison Street, on the site of the disused 'Skypark' building and the adjacent surface car park, which serves Capital House. The site can be approached from the south off Morrison Street (and Chuckie Pend) and from the north from Festival Square or Conference Square. To the immediate north of the application site lies the Sheraton Grand Hotel and to the north east Capital House which both front onto Festival Square, Atria One is located immediately to the west of the site. These are contemporary modern buildings. To the east and south are typical Georgian tenements with ground floor shops turning the corner of Lothian Road and Morrison Street.

The local area is characterised by a mix of uses with a commercial character dominated by business, office, retail and restaurant uses.

This application site is located within the West End Conservation Area.

2.2 Site History

There is no relevant planning history for this site.

Main report

3.1 Description Of The Proposal

Scheme 2 as amended

The application is for the demolition of the existing car park building and proposed development of new grade A offices and a multi-storey car park.

The proposal includes the re-location of two existing electricity substations and backup generator, public realm and associated improvement works to Chuckie Pend. The proposal also incorporates the creation of a new link from Festival Square to Conference Square via a proposed pedestrian walkway at the north of the building.

The proposed development would deliver 14,113m² gross of grade 'A' office space, 224 underground parking spaces and four surface disabled parking spaces and is eight storeys in height. The actual height of the building is approximately 103.17m AOD at roof parapet level and 105.63m AOD at its highest point including plant and machinery.

Scheme one as submitted on 28 January 2015 promoted a building height similar to that of scheme two. The upper two storeys, however, had considerably more mass and bulk. Additional ground level parking, beyond that in scheme two, was also proposed.

The visual information provided in support of the scheme demonstrated that as designed the proposed two upper levels of accommodation and plant enclosure would have a detrimental impact on views and the established townscape, particularly from Lothian Road, Cambridge Street, the Castle and Semple Street. Views from the west were less affected due to the positioning and comparable height of the Atria building.

Supporting Statement

The following documents have been submitted in support of the application and are available to view on the Planning and Building Standards Online Services:

- Planning Support Statement;
- Pre-Application Consultation Report (PAC Report);
- Design and Access Statement including Landscape Strategy;
- Addendum to Design and Access Statement including Landscape Strategy;
- Noise Impact Assessment;
- Transport Statement;
- Drainage Strategy and Surface Water Management Plan;
- Daylighting and Sunlight Report;
- A Sustainability Statement S1 Form; and
- Tree Survey.

3.2 Determining Issues

Do the proposals harm the character or appearance of the conservation area? If they do, there is a strong presumption against granting of permission.

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 proposed demolition of an unlisted building in the conservation area and the proposed development, are acceptable in principle;
- b) the proposal will be of a suitable high quality in terms of design and form, choice of materials and positioning which will preserve or enhance the character and appearance of the conservation area;
- c) the proposal will have a detrimental impact on the setting of listed buildings;
- d) the proposal will result in an unreasonable loss of privacy or natural light to neighbouring properties;
- e) the proposal will have a detrimental impact on pedestrian or road safety;
- f) the proposed development meets the sustainability requirements of the Edinburgh Design Guidance;
- g) there are any other material considerations;
- h) the proposal will have any detrimental impact on equalities and human rights;
and
- i) comments raised have been addressed.

a) Principle

Demolition of Unlisted Buildings

The proposed demolition of buildings on the site is the subject of a separate application for Conservation Area Consent (Ref 15/00323/CON). In summary the demolition of an unlisted building within a conservation area, in accordance with policy Env 5: Conservation Areas - Demolition of Buildings, of the Edinburgh City Local Plan (ECLP), will only be allowed in exceptional circumstances. The proposal must be considered against the tests set out in policy Env 2: Listed Buildings - Demolition, in conjunction with Env 5, essentially meaning that it is assessed in the same manner as the demolition of a listed building.

The building to be demolished is of little architectural merit, in that it presents an unattractive opaque metal clad mass which is void of glazing, and does not make a positive contribution to the character or appearance of the conservation area.

The significance of the building is such that its demolition will not adversely affect the character or appearance of the conservation area, and that the demolition of the unlisted building can be supported. This view is also supported by Historic Scotland.

Office and Car Park Development

The application site is located within the Central Area as defined on the ECLP Proposals Map. ECLP Policy Emp 1 'Office Development' states that *"High quality, office developments, including major developments, will be permitted in the Central Area where developments may be required to form part of mixed use schemes, if necessary to maintain city centre diversity, especially retail vitality on important shopping frontages..."*.

As such the proposed development of approximately 14,113m² gross of office space is supported in principle by policy Emp 1. The nature of the site, in terms of size and location, limits the extent of mixed uses that can be provided. The proposal does not front onto a street and is not located on an important shopping frontage, instead the site is essentially a back land location.

The proposed development will incorporate a new public car park. ECLP policy Tra 14 'City Centre Public Parking' states *'Planning permission will be granted for well-designed short-stay public off-street car parks at suitable locations in the Central Area to meet the needs of shoppers and leisure visitors, provided there will be no adverse effects for the historic environment'*. The site is located within the Central Area and in light of its back land location, and its current use as a multi storey car park, the proposed public car park use is appropriate and supported in principle.

The principle of both office and public car park development is acceptable at this site.

b) Design, Form, Materials and Positioning, Conservation Area

The application site is within the West End Conservation Area. The development must therefore maintain or enhance the character and appearance of the conservation area.

The West End Conservation Area Character Appraisal identifies the following distinctive elements of the central area of the West End Conservation Area, within which the application site is located:

The north western corner of Lothian Road, which is occupied by Georgian tenement buildings, with a former church that closes this small tenement group on Lothian Road. The remainder of the area has been extensively developed over the last decade on former railway ground in a number of modern styles. The layout consists of a large scale hotel fronting Festival Square overlooking Lothian Road, with the "entrance" to the West Approach Road flanked by similar office buildings for financial institutions. The overall layout of the modern developments was an urban rationale in creating two new squares linked by a pedestrian route. The area is generally characterised by modern buildings linked by a curved block and anchored by a square at each end.

With the exception of the south west corner of this area, which consists of a typical Georgian tenement with ground floor shops turning the corner of Lothian Road and Morrison Street, the remainder of the buildings all date from the 1980s. The area is harmonious stylistically and in its use of high quality materials, particularly stone. It is somewhat of a counter point to the rest of the conservation area. Further developments should carefully examine the historic context within which they are located, particularly in relation to heights....

Landmarks include the office buildings flanking the entrance to the West Approach Road which are between nine and ten storeys, and splayed on their entrances. The Conference Centre on Morrison Street, designed as a drum, is approximately six storeys in height. The curved link block between Festival and Conference Squares is five storeys with a sixth floor set back....

Pedestrian access through the area is good and linkages in a variety of directions are catered for.

As the site is located within the West End Conservation Area and the scale, massing, architectural treatment, roofscape, and choice of materials are of fundamental importance and the potential for public realm improvements are also important considerations.

Architecture and Materials

The architectural character of the immediate area surrounding the site is of large commercial buildings which are generally clad in stone and glass, with varying proportions of solidity and transparency. The exception to this is the four storey tenement block located to the immediate south on Morrison Street and the stone buildings that sit between Chuckie Pend and Lothian Road.

The proposed office and car park building is of a contemporary design with a limited pallet of high quality materials. The proposed building generally consists of a masonry element of pre-cast concrete cladding which frames areas of glazed curtain walling. The proportion of masonry to glazing is significantly reduced on the top two floors to achieve a lighter appearance. Although the site is within a conservation area it is located behind the street frontage and as such the contemporary architectural expression, beyond the typical constraints of a conservation area, is appropriate. The proposed modern design and will not have any detrimental impact on the character or appearance of the conservation area.

Height and Mass

The height of the building is similar to the neighbouring Atria office. The scheme, as amended, includes a redesign of the top most storeys of the building at its northern and eastern elevations. This redesign has allowed the proposed building to sit more comfortably in local views from Festival Square/Lothian Road.

The building does not have any adverse impact on key views to landmark features as it does not sit within the sky space surrounding those features. The height and mass of the building is appropriate.

Landscape and public Realm

The main entrance, both vehicular and pedestrian, is via the existing access of Morrison Street. It is proposed to create a wide footway and setted road, with planting on the eastern edge to provide visual amenity and to create a ground level screen to the adjacent tenement gable.

The courtyard proposed provides surface disabled/visitor parking and is designed as a formal 'court' and arrival space for those visiting the proposed building. In response to concerns regarding this space and the level of surface parking proposed the applicant reduced the number of parking spaces from the nine proposed by Scheme 1 to four disabled/visitor spaces as proposed by Scheme 2. This reduction in car parking spaces gives increased priority to pedestrians, creating a more user friendly space and a higher quality arrival space for those visiting the proposed building or passing through to/from Festival Square, via the proposed steps linking the court to Chuckies Pend.

Public realm improvements are proposed to Chuckies Pend including re-surfacing and new lighting. The improvements will enable the pend to become a more desirable and safe pedestrian route linking Morrison Street to Festival Square.

The applicant has submitted a tree survey which shows 13 trees on site would be lost, which originate from a landscape scheme established approximately 30 years ago. The trees are mainly Norway Maple with four Lime. Two-thirds of the trees are of moderate quality, with a life expectancy of at least 20-40 years. Approximately one-third are of low-quality, short-term retention value, with a life expectancy of at least 10 years. The proposed loss of these trees is not judged to have a negative impact on the character or appearance of the conservation area and the public realm improvements outlined above will enhance the amenity value of the courtyard.

Conclusion

The proposal, as amended, is appropriate to its setting in terms of design, form, mass and height, and the materials proposed are in keeping with its high quality contemporary design. The proposed building and public realm improvements are an improvement on the site in its current form and as such will enhance the character and appearance of the conservation area.

c) Listed Buildings

The tenement block immediately to the south of the application site is a Category C listed building (Ref: 29376).

The existing building is of little architectural merit and does not make a positive contribution to the setting of this adjacent Category C listed tenement building. The existing car park makes no contribution to the setting of the adjacent listed tenement building.

The proposed office development is of a high quality contemporary design which will not compete with the character of the listed tenement building and its position, to the north and rear of the tenement, will not result in any interference with the principal south facing elevation. The proposed plant storage at the rear of the listed tenement is of a modest scale and design and will not have any significant impact on the setting of the listed tenement.

The replacement of the existing building and car park by the proposal will not have any detrimental impact on the appearance or character of any listed building, or their setting.

d) Privacy and Overshadowing

The applicant has submitted supporting information including a Daylight and Sunlight Report which demonstrates that the proposed development will have no material impact on neighbouring properties in terms of daylight and sunlight amenity. The proposal is in accordance with the Edinburgh Design Guidance with respect to daylighting and sun lighting. The proposal is located to the north of the existing neighbouring residential gardens and this, coupled with the distance from the garden boundary, at approximately 17.5m at the closest point, is sufficient to ensure that there is no unacceptable increased overshadowing of these gardens.

The proposed building is, at its closest point, approximately 23.5m from the neighbouring residential properties to the south and 17.5m from the properties' gardens. The gardens are subject to overlooking and the associated loss of privacy. Notwithstanding this, the Edinburgh Design Guidance states that '*the pattern of development in an area will help to define appropriate distances between buildings and consequently privacy distances*'. The distance between the proposal and the existing residential properties is appropriate to the setting, is not out of keeping with the pattern of development in the area and will not result in an unacceptable loss of privacy to existing neighbouring residential properties.

e) Roads

The proposed development will contain three floors of underground parking (224 spaces) and a surface car parking area (4 disabled spaces, as amended) at ground level. The existing vehicular accesses off Morrison Street and Canning Street will be maintained. The applicant has submitted supporting information, including a Transport Statement, which demonstrates that a range of sustainable transport modes will be available to staff and visitors to the proposed development given the city centre location. The application site is accessible by walking, cycling and public transport.

The proposal and the accompanying Transport Statement have been considered by the Head of Transport, who has raised no objections to the application subject to a financial contribution of £733,876 to the Edinburgh Tram Project. This is to be secured through a suitable legal agreement.

The proposal will not have any detrimental impact on pedestrian or road safety.

f) Sustainability

The applicant has submitted a sustainability statement in support of the application. It states:

Essential Criteria	Available	Achieved
Section 1: Energy Needs	20	20
Section 2: Water conservation	10	10
Section 3: Surface water run off	10	10
Section 4: Recycling	10	10
Section 5: Materials	30	30
Total	80	80

In addition to the above the proposal also scores 26/65 in desirable sustainability criteria and as such, the proposed development score exceeds the sustainability requirements of the Edinburgh Design Guidance.

g) Material Considerations

Archaeology

The site occurs within an area of archaeological interest, relating to the 18th and 19th century expansion of Edinburgh. Excavations undertaken by Headland Archaeology in advance of the construction of the new Conference Centre extension indicated that due to high levels of bedrock that archaeological preservation was generally poor. Given these results, and the modern development history of this site, it is considered unlikely that significant buried remains will be affected. Accordingly CEC's archaeologist concludes that there are no known archaeological implications resulting from this application.

Flooding

The applicants have submitted a drainage strategy and surface water management information. Scottish Water has considered the information and has no objections to the development of the site.

The Council's Flood Prevention team has advised that an impasse has been reached with the developer who does not feel that they can accommodate any further attenuation storage within the site, due to the constrained nature of the site. This is required in order to accord with the Council's guidance in order to limit the discharge to greenfield run-off rates.

The proposed drainage strategy and surface water management scheme is an improvement the current situation and as such the deviation from the guidance is deemed acceptable in this case given the constrained nature of the site and the fact that it will not result in an increased risk of flooding.

The proposal would not increase a flood risk and as such complies with ECLP Policy Env 17 'Flood Prevention'.

Economic Development

It is calculated that the proposed redevelopment has the potential to support between 1,176 and 1,411 full-time equivalent jobs if fully occupied. The development would ameliorate the shortage of grade 'A' office space and raise labour productivity in Edinburgh city centre. The development therefore has the potential to make a significant positive impact on the economy of Edinburgh.

h) Equalities and Human Rights

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

i) Public Comments

Scheme 1

Scheme 1 was advertised on 13 February 2015 and attracted seven letters of representation, six letters of objection and one general comment.

Material Objections

Lack of consideration given to cycle routes/potential for improvement through the site - addressed in section 3.3 e).

Proposed height is too high - addressed in section 3.3 b).

Inappropriate architectural treatment - addressed in section 3.3 b).

Non-Material Objections

Potential impacts on neighbouring properties and the public realm, arising from the construction process - this is not a material planning consideration.

Tollcross Community Council

The Tollcross Community Council expressed the view that that the building is too high and that the top two floors are poor, architecturally - addressed in section 3.3 b).

West End Community Council

The West End Community Council supports the comments made by Tollcross Community Council in respect of concerns about height - addressed in section 3.3 b).

Permeability and links to the squares are an important issue and appears to have been taken into account. Pedestrians and cyclists are given consideration. The Community Council do, however, note the concerns raised by CEC Transport Planning, in particular the meeting of standards, for example in Chuckie Pend - addressed in section 3.3 b).

Scheme 2

Scheme 2 was advertised on 29 May 2015 and attracted one letter of support.

West End Community Council

West End Community Council expressed support for the amended proposal.

Tollcross Community Council

Tollcross Community Council expressed support for the amended proposal.

Conclusion

The proposed demolition and new build is acceptable in principle and is acceptable in terms of design, form choice of materials and positioning. The proposal will not have any detrimental impact on neighbourhood character or amenity, on the character and appearance of the conservation area or on the character and appearance of any listed building, or its setting.

The application proposal is acceptable subject to suitable a legal agreement being entered into concerning tram contributions.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.
2. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.
3. The approved public realm scheme shall be fully implemented within six months of the completion of the development.
4. No demolition shall start until the applicant has confirmed in writing the start date for the new development by the submission of a Notice of Initiation.

Reasons:-

1. In order to enable the planning authority to consider this/these matter/s in detail.
2. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
3. In order to ensure that a high standard of public realm is achieved, appropriate to the location of the site.
4. In order to safeguard the character of the conservation area.

Informatives

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded in relation to tram contributions.

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

2. At least one of the following types of charger should be installed. Up to 100% funding can be provided for this type of installation from the Energy Saving Trust, further details can be obtained from the Energy Saving Trust website; <http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

Charging outlets (wall or ground mounted) should be of the following standard:

Type 2 (EN62196-2), Mode 3 (EN61851-1) compliant and be twin outlet. With the ability to supply 22 kW (32 Amps) AC - Three Phase power and have the ability to be de rated to supply 11 kW to each outlet when both are in use. Where this is not possible then 7 kW (32 Amps) AC - Single Phase chargers that have the ability to deliver power of 7 kW capacity to each outlet simultaneously.

3. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
4. 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.
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. This consent is for planning permission only. Work must not begin until other necessary consents, eg listed building consent, have been obtained.

Financial impact

4.1 The financial impact has been assessed as follows:

The application is subject to a legal agreement for developer contributions.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

Scheme 1

Scheme 1 was advertised on 13 February 2015 and attracted seven letters of representation, six letters of objection and one general comment.

Material Objections

Lack of consideration given to cycle routes/potential for improvement through the site - addressed in section 3.3 e).

Proposed height is too high - addressed in section 3.3 b).

Inappropriate architectural treatment - addressed in section 3.3 b).

Non-Material Objections

Potential impacts on neighbouring properties and the public realm, arising from the construction process - this is not a material planning consideration.

Tollcross Community Council

The Tollcross Community Council expressed the view that that the building is too high and that the top two floors are poor, architecturally - addressed in section 3.3 b).

West End Community Council

The West End Community Council supports the comments made by Tollcross Community Council in respect of concerns about height - addressed in section 3.3 b).

Permeability and links to the squares are an important issue and appears to have been taken into account. Pedestrians and cyclists are given consideration. The Community Council do, however, note the concerns raised by CEC Transport Planning, in particular the meeting of standards, for example in Chuckie Pend - addressed in section 3.3 b).

Scheme 2

Scheme 2 was advertised on 29 May 2015 and attracted one letter of support.

Tollcross Community Council

Tollcross Community Council expressed support for the amended proposal.

West End Community Council

West End Community Council expressed support for the amended proposal.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Edinburgh City Local Plan and Rural West Edinburgh Local Plan](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development

Plan Provision

The Edinburgh City Local Plan was adopted in 28 January 2010. Within that Plan the site is identified as being located within the Central Area and the West End Conservation Area. The Proposed Local Development Plan also allocates the site as being located within the Central Area and the West End Conservation Area.

Date registered

30 January 2015

Drawing numbers/Scheme

01a-37a,

Scheme 2

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Links - Policies

Relevant Policies:

Policy Ca 1 (Central Area) sets criteria for assessing development in the Central Area.

Relevant policies of the Edinburgh City Local Plan.

Policy Emp 1 (Office Development) identifies locations and circumstances in which office development will be permitted.

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 3 (Development Design) sets criteria for assessing development 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 Des 10 (Tall Buildings) sets out criteria for assessing proposals for tall buildings.

Policy Env 2 (Listed Buildings - Demolition) identifies the circumstances in which the demolition of listed buildings will be permitted.

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.

Policy Env 5 (Conservation Areas – Demolition of Buildings) sets out criteria for assessing proposals involving demolition of buildings in conservation areas.

Policy Env 6 (Conservation Areas Development) sets out criteria for assessing development in conservation areas.

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

Policy Env 17 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

Policy Tra 1 (Major Travel Generating Development) supports major travel generating development in the Central Area, and sets criteria for assessing major travel generating development elsewhere.

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

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

Policy Tra 14 (City Centre Public Parking) outlines the circumstances in which car parks in the Central Area will be supported.

Relevant Non-Statutory Guidelines

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.

The West End Conservation Area Character Appraisal emphasises that the area is characterised by mixed, residential commercial buildings. The central section of the conservation area is a major modern financial area consisting of modern offices. The Georgian and Victorian tenements within the area are mainly 4-6 storeys, and constructed of stone with pitched, slated roofs.

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 and landscape, in Edinburgh.

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

Appendix 1

Application for Planning Permission 15/00322/FUL At 62 Morrison Street, Edinburgh, Demolition of redundant Skyparks car park building and proposed development of new grade A offices, multi-storey car park to include demolition and re-location of two Scottish Power substations and Capital House generator, public realm and associated works (as amended).

Consultations

Urban design Panel Pre-Application Advice

The Panel welcomes the opportunity to review the proposal at this early stage of the design process and is encouraged by the proposal so far, particularly its improvement scheme for the public routes from Morrison Street and contemporary design.

The site is an extremely important one for the city and it is essential that the design achieve the highest quality possible. There is much to be done in developing the design to ensure that it meets the standards for quality that are required for the site. However, the Panel were encouraged by the professional approach of the design team and felt that the key issues were being addressed.

Main Report

1 Introduction

1.1 The site is located to the rear of the office at 60 Morrison Street. To the east of the site lies Chuckie Pend, to the west lies the recently completed Atria Office and Conference development and to the north lies the Sheraton Hotel.

There is vehicular access from Morrison Street and from the West Approach Road at a lower level.

There is pedestrian access to the site from Festival Square, Chuckie Pend, Morrison Street and Conference Square.

The site is within the West End Conservation Area and is out with the World Heritage Site.

1.2 Planning Policy

The Edinburgh City Local Plan identifies the site as being located within the Urban Area where there is a presumption in favour of appropriate development where it conforms to other policies in the plan.

The principle of a major office development in this location is supported.

The replacement public car park is supported in this location to service the existing conference centre and retail within the wider area.

1.3 This report relates to proposals for the demolition and formation of an office and public car park development.

1.4 The brief for the current project envisages:

The demolition of the rear section of the building, comprising a multi storey car park (Skyparks)

A major new build office development with three stories of underbuild car park accessed from the West Approach Road.

Public realm upgrade to Chuckie Pend as pedestrian cycle route from Festival Square to Morrison Street.

1.5 This is the first time that the proposals have been reviewed.

1.6 No declarations of interest were made by any panel members in relation to this scheme.

1.7 This report should be read in conjunction with the pre meeting papers which provide an overview, context, concept, plans, sections and 3D visualisations of the scheme.

1.8 This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the Panel forming a differing view about the proposals at a later stage.

2 Building massing and height

2.1 The Panel expressed a split view regarding the height and impact on the wider views and that this has yet to be fully demonstrated by the design team through view analysis.

2.2 The Panel agreed however that care should be taken regarding the level of glazing of the top two stories and further consideration should be given to the elevational design. In particular the impact of the glazed elevation when lit at night upon the skyline.

2.3 Design development should look at the roof forms with the aim of realising a visually richer roofscape that is more responsive to its surroundings.

2.4 The Panel encouraged the stepping back of the top two floors and creating the opportunity to use this for out door space.

3 Architectural Expression

3.1 Although the site is within a conservation area, the site is tucked behind the street frontage and it was felt that there was an opportunity to develop the architectural expression beyond the typical constraints of a conservation area.

3.2 The proposal for a contemporary architectural design which reflects modern office working was supported by the panel. The architectural expression was not considered to link into the architectural history.

3.3 With respect to the above, the mix of new design with older elements of the city was encouraged.

3.4 The design team proposed to use a high quality concrete and this was supported, however, concerns were raised over the finish. Further development of the material specifications would ensure a standard of high quality finish is established.

3.5 The Panel felt that the design of the roof elevation needs to be revisited. The change in proportion from the base level to the upper two stories does not communicate the architectural intent. It was suggested that the elevational treatment follows the pattern of pairs established across the base levels would help to unify the elevation treatment and approach the building as a whole.

3.6 The ideas explored in the roof elevation treatment of the development sketches responded more positively to the site.

3.7 The Panel felt that the elevational treatment of the top elevation does not relate to proportions of the design.

3.8 The level of analysis was commended, however further development of the roof treatment with a view analysis was requested.

3.9 The Panel commented that an alternative material was proposed for the roof elevation and bronze was suggested.

4 Urban Realm

4.1 The increase in permeability and new pedestrian routes through the site was viewed by the Panel as a positive contribution to this part of the city.

4.2 The Panel expressed that further development should be carried out to create a better link between the frontage of the office and the new route to Festival Square through Chuckie Pend, addressing the natural pedestrian desire line to the office entrance.

4.3 The landscaping strategy offers the opportunity to improve the amenity of Chuckie Pend. However, an integrated development of the access routes from Morrison Street to Festival Square, treating it as one design strategy would be an approach supported by the Panel.

4.4 The difference in level from Morrison Street to Conference Square could be utilised and designed to be a positive element. This could be followed through to the materiality of the pend and the use of the wall and steps leading to the main pedestrian routes.

4.5 The Panel felt that the wall and steps could be utilised through the improvement strategy to reflect the historical origins of Chuckie Pend including the reuse of historic materials.

4.6 The Panel felt that the proposal didn't impact on the setting of adjacent pedestrian opportunities.

4.7 The further development of the design of the access routes and desire lines from Morrison Street should address the change in level as part of the strategy.

4.8 The panel felt that the improvement of Chuckie Pend is a very positive contribution to the area; however it must become a legible and useable route where business frontages are encouraged to share this space.

4.9 The Panel were encouraged that the car parking is incidental to the pedestrian spaces and landscape design.

4.10 The Panel felt further thought should be given to how people will approach the site and how the elevational treatment and landscaping strategy should reflect this.

4.11 A strategy should also be investigated regarding the storage of refuse and its collection from site without impacting on the design of the public realm strategy or the use of public areas.

5. Listed Buildings

5.1 The Panel noted that the site is in an area characterised by a number of listed buildings, however the design will not have an impact on the setting of these buildings.

6. Transport

6.1 The panel commended the information regarding the vehicular access to the site and the opportunity for pedestrian routed through the site.

7 Recommendations

7.1 In developing the design, the Panel fully supports the following aspects and therefore advocates that these should remain in the proposals:

Positive reuse of the historic materials.

The impact of improvements to Chuckie Pend on the businesses opens opportunity of utilising this space and creating a business frontage onto the pend.

Positive impact on the vitality of Morrison Street.

The idea of improving the links between Festival Square and Morrison Street.

7.2 In developing the proposals the Panel suggests the following matters should be addressed:

Historic research into the origins of Chuckie Pend could be reflected in the improvement scheme for the pend.

A strategy for the storage of refuse and its collection to minimise impact on the public realm.

The roof elevational treatment and the elevational treatment as seen from the desire lines.

Further consideration of the Integration of the access routes from Morrison Street into one strategy.

Achieving a high quality pedestrian experience.

Tollcross Community Council comment

Scheme 1

Tollcross Community Council is generally supportive of this proposal. We agree with development on this site and with the proposed uses. We are particularly keen on the improved public realm for Chuckie Pend.

We are concerned about permeability through this district and feel that the walkway behind the proposal so as to link Conference and Festival Squares is a positive step and will contribute to the Southern Arc Strategy.

However we have one major reservation. We feel that the building is too high and that the top two floors are poor, architecturally. It is particularly these two floors which are viewed from a variety of locations and appear incongruous within their surroundings. In particular, the view from the Castle ramparts is made poorer. Also from Cambridge Street and Festival Square the views of the corner of Festival Square are diminished by non-matching materials and heights.

We hope that some agreement can be achieved to ameliorate these concerns.

Scheme 2

We have studied the revised plans and undertaken a site visit.

I have canvassed opinions from the Community Councillors. As you know our only concern was the rather over-burdensome top of the building in terms of views from a variety of directions. We are supportive of all other aspects of the development. The consensus view is that the changes in stepping back the upper floors and lightening the materials that have been proposed go a long way to alleviating these concerns. It is felt that the changes make a

sufficient difference, such that the building would be much less obtrusive.

The extra public space at ground floor level is also welcome. Therefore we are able to support the amended proposal and hope that it can go ahead.

Historic Scotland

We have considered your consultation and comment as follows:

Your Council will be able to consider the impact on wider views in more detail but we do not consider that the proposed new building will impact significantly on any of the nearby Category A listed buildings. Notwithstanding our comments above, we confirm that your Council should proceed to determine the application without further reference to us.

Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning the above planning application for the demolition of redundant skysparks car park building and proposed development of new grade A offices, multi-storey carpark demolition and relocation of substations public realm and associated works.

The site occurs within an archaeological potential relating to the 18th and 19th century expansion of Edinburgh. Excavations undertaken by Headland Archaeology in advance of the construction of the new Conference centre extension indicated that due to high levels of bedrock that archaeological preservation was generally poor. Given therefore these results and the modern development history of this site it is considered unlikely that significant buried remains will be affected. Accordingly I have concluded that there are no known archaeological implications upon this application.

Police Scotland

In relation to the proposed development at 62 Morrison Street, Edinburgh, the Police Service of Scotland thank you for the opportunity to comment. The development appears to complement and complete this western section of Edinburgh's Central Business District with a 'prime' office building replacing a defunct car park and should add to the City's economic infrastructure. Whilst this is to be welcomed for the benefits it should bring it should be noted that 'economic generators' can become attractive targets to criminal elements.

We ask that the following points be considered: -

The improvements to Chuckie Pend are noted but should be enhanced further with white lighting and CCTV coverage. The stair from the Pend to the courtyard in front of the building should be gated for further security. Long fixed seating along the Pend should also be avoided to reduce the likelihood of anti-social behaviour and climbing aids to the courtyard in this area are to be avoided.

The new pedestrian walkway to the north of the site will provide a link between Festival Square and Conference Square. The increase pedestrian connectivity in the area is to be encouraged but again we would look to see an increase in lighting to match the predicted footfall. CCTV coverage of the walkway is desirable to prevent criminality. The Sheraton service yard could be vulnerable to somebody dropping down from the walkway and we cannot rule out the possibility of an accident whereby somebody falls from the walkway into the service yard.

All street lighting for both adopted highways and footpaths, private estate roads, footpaths and car parks must comply with BS 5489:2013. Lighting should be matched to use any available surveillance.

Underground car parks have not been impervious to crime and extra footfall to the development could lead to an increase in thefts from motor vehicles and thefts of motor vehicles. Consideration should be given to a separation of public and private car parking. Public car parking should be subject to a time constraint e.g. 06.00 - 20.00 hrs. Private car parking could be on a secured access controlled level with delineated spaces secured by individual bollards.

Vehicle mitigation measures such as bollards should be used to defend the courtyard area from vehicle incursion. A security barrier should be placed at the public car park entrance

The car park should be limited to cars and should exclude larger vehicles.

CCTV incorporating number plate recognition technology could be employed.

All ground floor and accessible windows and doors on terraces or walkways, must meet the PAS 24 standard.

Consideration should be given to the use of laminated glass throughout, however should this prove to be out with cost constraints then it should be used around entrance points and other human concentration points

All communal entry doors should be access controlled, preferably with a magnetic lock and fob/card system that any lost or stolen cards can be immediately removed from the system.

All planting in the grounds should be kept below a metre in height, any trees should be crowned above 2.2 metres. This will allow for a clear window of vision across the site.

I note from the plan that there is provision for 55 cycle racks on one side of the building with no cycle store as such but the hope that natural surveillance will provide a degree of security. It is unknown what kind of stands/racks are to be used. Cycle racks only support the front or rear wheel, offer no real way to secure the cycle and would not meet SBD requirements. A bike stand will offer an opportunity to secure the cycle.

For Secured by Design accreditation, the cycle store has to be within a fully enclosed room. The main entrance should be a single leaf entrance door (PAS 24 or 44mm solid core door with a mortise lock to BS3621). Ideally access into the cycle store should be access controlled using a fob or card

On completion of the development, residents should be required to 'opt in' to receive a key/fob for the cycle store. This practice will enhance the security of the area and reduce the likelihood of it being used for storage or disposal of other property.

Transport

I have 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 contribution of £733,876 to the Edinburgh Tram (based on 14,113m² in Zone 2);*
 - b. *A draft Travel Plan prior to first occupation and a final Travel Plan within 12 months of first occupation;**
2. *The works to Chuckie Pend will be required to be carried out under permit.*

Note:

Whilst Transport supports the proposed link from Festival Square to Conference Square, and linking to Chuckie Pend, it is unclear as to the proposed status of this route. Both Squares are 'roads' under the meaning of the Roads (Scotland) Act 1984 and it would appear desirable to similarly establish the proposed link as a 'road'. However, it is unclear as to the proposed design, standards, widths etc., nor is it clear whether road construction consent is required. In addition, Transport would wish the route to be useable by both cyclists and pedestrians. The applicant should be asked to discuss this matter directly with Transport;

Current Council parking standards for office development in this area (Zone 1) allow a maximum of 1 space per 500m² gross floor area, i.e. 29 spaces for the 14,113m². The development proposes to provide 29 spaces, including 2 disabled spaces, for the office development. There will be an additional 172 public parking spaces replacing the former Autosafe Skypark provision of 610 spaces, and a further 32 spaces displaced from the current office car park;

It is noted that the existing access to the car park area to the east of No.60 Morrison Street does not currently form part of the adopted road and is a private access. Transport would wish to discuss the resolution of this with the applicant with a view to adding it to the list of roads. It is assumed that the applicant is the land owner for this section;

It is noted that there appear to be a number of doors opening outwards into the proposed car park spaces within the building.

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 Head of Transport 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. 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.

Environmental Services

I've had a look at the noise report and it seems ok.

As the development includes car parking provisions Environmental Assessment recommends the applicant includes an electric vehicle charging point within the car parking area. At least one of the following types of charger should be installed. This should be included in amended drawings/plans. Up to 100% funding can be provided for this type of installation from the Energy Saving Trust, further details can be obtained from the [Energy Saving Trust website;](http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding)
<http://www.energysavingtrust.org.uk/scotland/Organisations/Transport/Electric-vehicles/Electric-Vehicle-Charge-Point-Funding>

Charging outlets (wall or ground mounted) should be of the following standard:

Type 2 (EN62196-2), Mode 3 (EN61851-1) compliant and be twin outlet. With the ability to supply 22 kW (32 Amps) AC - Three Phase power and have the ability to be de rated to supply 11 kW to each outlet when both are in use.

Where this is not possible then 7 kW (32 Amps) AC - Single Phase chargers that have the ability to deliver power of 7 kW capacity to each outlet simultaneously.

Environmental Assessment will also require details of the proposed power supply to ensure that it will comply with the Clean Air Act.

Scottish Water

Scottish Water has no objection to this planning application. Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandon tap.gov.uk. Glencorse Water Treatment Works currently has capacity to service this proposed development. Edinburgh PFI Wastewater Treatment Works - at present there is limited capacity to serve this new demand. The Developer should discuss their development directly with Scottish Water. In some circumstances it may be necessary for the Developer to fund works on existing infrastructure to enable their development to connect. Should we become aware of any issues such as flooding, low pressure, etc the Developer will be required to fund works to mitigate the effect of the development on existing customers. Scottish Water can make a contribution to these costs through Reasonable Cost funding rules. A totally separate drainage system will be required with the surface water discharging to a suitable outlet. Scottish Water requires a sustainable urban drainage system (SUDS) as detailed in Sewers for Scotland 2 if the system is to be considered for adoption. Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements installed, subject to compliance with the current water byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address. An appropriate water storage system Water storage equivalent to 24 hours usage is recommended for commercial premises. Details of such storage installations must be forwarded can be discussed to Scottish Water's Customers Connections department at the above address. If the connection to public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s). This should be done through a deed of servitude. Should the developer require information regarding the location of Scottish Water infrastructure they should contact our Property Searches Department, Tel 0845 601 8855.

Economic Development

Strategy for Jobs

Edinburgh's economic strategy, "A Strategy for Jobs 2012-17" aims to achieve sustainable economic growth through supporting the creation and safeguarding of jobs in Edinburgh. A key element of delivering jobs-driven economic growth is the provision of an adequate supply of workplaces.

The site currently comprises a surface level car park, a disused multi storey car park and vacant land to the rear of the Sheraton Hotel. The site therefore currently does not directly support any jobs.

The site is in a highly strategic location within the Exchange District, close to the offices of numerous financial and professional services firms; 670m² (2,200 ft) from Haymarket station and tram halt; and within a short distance of the Edinburgh International Conference Centre.

Commentary on Proposed Uses

Business (class 4)

The proposed development would deliver 14,113m² (151,900 sq ft) of grade 'A' office space. Given average employment densities, this could be expected to support between 1,176 and 1,411 full-time equivalent jobs if fully occupied.

In the second half of 2014, the office vacancy rate in Edinburgh stood at 6.3% (source: JLL). The vacancy rate for grade 'A' office space in the city centre is considerably lower. Per the office market paper presented to the Economy Committee on 12 December 2014, the office pipeline is currently weak. Although construction is now underway in a number of locations - The Haymarket; Quartermile; New Waverley; 3-8 St Andrew Square - the scale of development remains slow by historical standards, with much of this space expected to be pre-let (with 3-8 St Andrew Square already pre-let). A shortage of office space would constrain expansion and inward investment by businesses and drive up rents, reducing affordability. There is therefore a need for further office development, particularly within the city centre. It is anticipated that there would be strong demand for a development of this nature.

The site of the proposed development lies within Edinburgh's central office district (as reported to the Economy Committee on 12 December 2014). Morrison Street is an established office hub and has recently seen development at 145 Morrison Street and Atria, with development ongoing at The Haymarket Edinburgh and potential for future office development at Dewar Place.

As set out in the 2011 Edinburgh City Region Economic Review, employment densities in Edinburgh city centre are relatively low. The City of London and La Défense in Paris have employment densities more than six times higher than Edinburgh city centre. This low employment density impacts on productivity in Edinburgh's central business district, with evidence highlighted in the Economic Review showing that higher employment densities lead to higher productivity (Professor Dan Graham of Imperial College London has calculated that a 100% increase in employment density is associated with a 22.1% increase in labour productivity in the service sector) and that productivity in Edinburgh is modest by international standards and compared to London. The development of additional high occupancy office buildings in Edinburgh city centre therefore has the potential to boost productivity in Edinburgh.

Sui generis

The proposed development would deliver 224 underground parking places, along with nine surface parking places. This replaces 42 spaces in the existing surface car park and 600 spaces in the multi storey car park.

However, as the multi storey car park has been inoperable for over a decade, in practice the site provides just 42 spaces at present. This therefore represents a net increase in parking spaces of 182.

Summary response to consultation

It is calculated that the proposed redevelopment has the potential to support between 1,176 and 1,411 full-time equivalent jobs if fully occupied, ameliorate the shortage of grade 'A' office space and raise labour productivity in Edinburgh city centre. The development therefore has the potential to make a significant positive impact on the economy of Edinburgh.

Flood Prevention

Through further discussion on the phone between the developer and the CEC Flood Prevention unit an impasse has been reached.

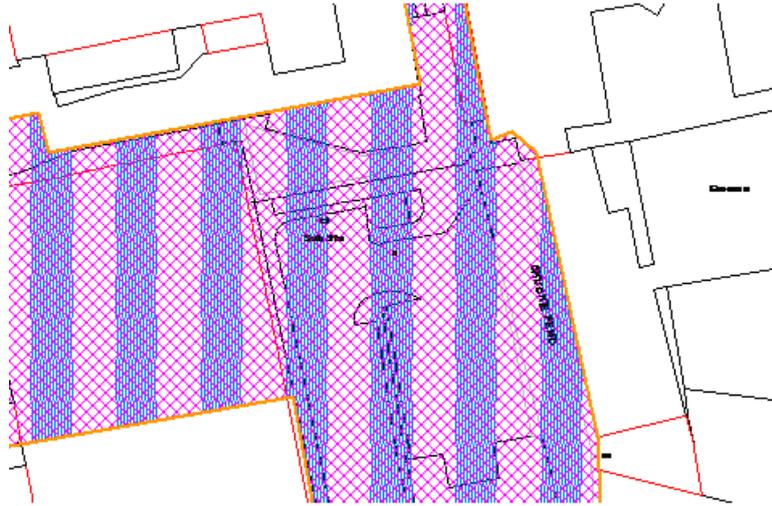
The following requirements have not been met:

- o Attenuation to Greenfield runoff rates*
- o No SUDS treatment has been provided*
- o Pre and post development flow routes have not been supplied.*

The developer does not feel that they are able to accommodate any further attenuation storage within the site in order to limit their discharge to greenfield runoff rates due to the constrained nature of the site.

To ensure that this development is designed in a sustainable manner the applicant should address the outstanding issues.

Location Plan



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