

Development Management Sub Committee

Wednesday 18 November 2015

Application for Approval of Matters Specified in Conds 15/04234/AMC

At Site 100 Metres West Of 17-21, Portobello High Street,
Edinburgh

Proposal for 52 affordable housing units on a vacant
brownfield site on Fishwives Causeway, Portobello. Part of a
wider site master plan granted planning permission in
principle in June 2015.

Item number	7.5
Report number	
Wards	A17 - Portobello/Craigmillar

Summary

The development is in accordance with the planning permission in principle and the North West Portobello Development Brief. The design, scale, layout, access and parking arrangement are acceptable. The proposed development will not give rise to any adverse impacts on amenity for existing or future residents.

Links

Policies and guidance for this application	LPC, CITD1, CITD2, CITD3, CITD4, CITD6, CITE6, CITH2, CITH3, CITH4, CITH7, OTH, NSGD02,
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Report

Application for Approval of Matters Specified in Conds 15/04234/AMC

At Site 100 Metres West Of 17-21, Portobello High Street, Edinburgh

Proposal for 52 affordable housing units on a vacant brownfield site on Fishwives Causeway, Portobello. Part of a wider site master plan granted planning permission in principle in June 2015.

Recommendations

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

Background

2.1 Site description

This application relates to part of a larger redevelopment site covered by planning permission in principle 14/03736/PPP.

This phase of the development site occupies a total area of approximately 0.35 hectares and is relatively flat. It is bounded by Fishwives Causeway to the south, a Kwik Fit garage to the east, and the remainder of the Baileyfield development site to the west and north. The site sits immediately to the south of the Aldi foodstore approved on 21 October 2015 (application reference: 15/02624/AMC).

The character of the wider area is varied with residential properties to the east of the site and industrial and commercial uses to the south and west.

Portobello Conservation Area lies to the south east beyond Fishwives Causeway and Portobello High Street.

2.2 Site History

25 May 2005 - Planning Permission in Principle was refused (at appeal for non-determination) for the erection of superstore, petrol filling station and associated parking, landscaping and access roads (application reference: 03/03021/OUT. Appeal references: P/PPA/230/631 and P/PPA/230/632). The reason for refusal was:

- The development is part of a larger proposal which will not make a positive contribution to the overall quality of the local environment and will not integrate with the character of Portobello town centre.

25 May 2005 - Planning Permission in Principle was refused for the formation of car parking, bus stop and landscaping, ancillary to proposed superstore (this planning permission was also appealed for non-determination. The reason for refusal is set out above) (application reference: 04/00188/OUT).

10 June 2010 - Full Planning Permission was refused for development comprising residential, commercial, office, community use, Royal British Legion, health and well being centre, exhibition space, retail, demolition of existing buildings on site, parking, landscaping and access arrangements (application reference: 09/01029/FUL). The reason for refusal was:

- The proposal is contrary to Policies Hou 4 - Housing Density and Des 3 - Development Design of the Edinburgh City Local Plan by way of its overall height, scale, form and choice of materials resulting in development, detrimental to the character and appearance of the surrounding townscape and local amenity.

18 February 2011 - Advertisement Consent was refused for the erection of two commercial backlit advertising displays (application reference: 10/03634/ADV).

13 October 2011 - Advertisement Consent was refused for the erection of two backlit advertising displays (application reference: 11/02505/ADV).

16 June 2015 - Planning Permission in Principle was granted for demolition of buildings and development for residential, retail, sui generis and retirement apartments, detailed matters for retail store (siting, design, access and landscaping) detailed matters of residential (max no. of heights of units, layout) and points of vehicular/pedestrian access and egress (application reference: 14/03736/PPP).

22 June 2015 - Application for matters specified in conditions submitted for proposed development of sheltered housing, comprising a 42 sheltered apartments (20 x 1 bed and 22 x 2 bed) communal facilities, landscaping and car parking. This application is currently pending consideration (application reference: 15/02910/AMC).

9 September 2015 - Application for matters specified in conditions submitted for erection of 61 Dwellings (Terraced Housing, Townhouses & Colony Dwelling) along with 44 No Flats. This application is currently pending consideration. (application reference: 15/04197/AMC).

21 October 2015 - Application approved for approval of matters specified in conditions 2, 4 and 5 of planning permission 14/03736/PPP as relating to detailed matters of phase 1 retail foodstore (as amended) (application reference: 15/02624/AMC).

Main report

3.1 Description Of The Proposal

This application seeks the approval of matters specified in condition 3 of planning permission 14/03736/PPP as relating to detailed design matters of proposed housing on part of the site.

This application seeks approval for the outstanding matters as set out in the conditions of the PPP and proposes the erection of 52 affordable units with associated access roads, parking and landscaping.

All units proposed as part of this development are affordable houses, to be owned and factored by a registered social landlord. The units constitute the overall requirement as set out in the legal agreement of the PPP as providing 25% of the total number of units across the wider site as being affordable.

Condition 3 relates to the approval of specific matters including: the siting, design and height of development; all external materials and finishes; cycle parking; servicing; waste management and recycling facilities; sustainability details; design and configuration of public realm and open spaces; and hard and soft landscaping details. Details have been submitted to address these matters, including layout plans, a landscaping schedule and a sustainability statement.

The proposal comprises a mix of one and two bedroom units, where there are four units with one bedroom and 48 with two bedrooms. These units are arranged in a block of flats fronting Fishwives Causeway that is four storeys in height. The building has a solid frontage punctured by floor-to-ceiling windows with balconies, surrounded by a concrete frame. The roof is configured in an undulating roof pattern. The external materials are proposed to be red facing brick with a patterned effect in the brick at ground and first floor levels. Grey recycled uPVC is proposed to be used on the windows and doors, which are proposed to be framed by thin layer of glass reinforced concrete (GRC) which is off-white in colour.

Access into the site is taken from Fishwives Causeway between this site and the adjacent Kwik Fit garage. There is an additional access proposed between this site and the Barratt Homes development site (application reference: 15/04197/AMC). This access is proposed to provide access to a parking area at the rear of the flats, as well as access into the rest of the Baileyfield site.

There is a total of 26 car parking spaces within the site including two disabled spaces, as well as nine additional spaces along Fishwives Causeway.

Cycle parking is provided for the flats in two dedicated cycle stores, which are adjacent to the rear parking area. Within these stores, there is space for 52 cycles (equating to 100% spaces for cycle parking).

A bin store is located adjacent to the parking area at the east side of the development.

Landscaping is proposed in the form of a rear courtyards, where communal 1178 square metres of open space is provided. There is also direct access into private garden areas for the ground floor units into spaces at the front (south) of the building and around the eastern side. The applicant has also indicated that there will be additional areas of planting immediately adjacent to Fishwives Causeway.

The following document was submitted in support of the application:

- Design and Access Statement

This document is available to view on the Planning and Building Standards Online Service.

3.2 Determining Issues

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

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

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

- a) The principle of the development complies with the Development Plan and the North West Portobello Development Brief;
- b) The proposals provide a development of appropriate design, scale and layout;
- c) The proposals provide an acceptable level of amenity for the existing and future residents;
- d) The access and parking arrangements are acceptable;
- e) The proposals address issues of sustainability;
- f) The proposals have any equalities or human rights impacts, and
- g) The representations have been addressed.

a) The Principle of the Development

The principle of the development is established by the planning permission in principle (PPP) to which this application for approval of matters specified in conditions relates. In terms of the proposed residential use, the layout, and routes through the development, the proposal accords with the planning permission in principle.

With regards to the North West Portobello Development Brief, the Brief states that residential development would be appropriate on this site.

Therefore, the principle of the development has been established and is acceptable.

b) Design, Scale and Layout

In assessing the scale and form of the proposal, policies Des 1 to Des 5 of the ECLP provide a robust framework for assessing design quality and relate to layout design and design of external spaces. The site is also covered by the North West Portobello Development Brief, which contains design guidance for the site.

Design

Policy Des 1 states that planning permission will be granted for development where it is demonstrated that the proposal will create or contribute towards a high quality, sustainable living environment. It also states that design should be based on an overall design concept that draws upon the positive characteristics of the surrounding area to reinforce a sense of place, security and vitality.

In terms of assessing this proposal against policy Des 1, the surrounding built environment is a mix of heights, styles and age with varying materials. The current appearance of the site has a negative effect upon the character of the area. The previous industrial/commercial uses on the site contained a mix of buildings with varied heights, style and designs that provided little quality and did not make a positive contribution to the character or appearance of the surrounding area. Most of the uses have now vacated the site and it sits in a derelict state which detracts from the overall appearance of the area as an important entrance into Portobello. The site currently engages poorly with the surrounding streets, particularly along the High Street and Fishwives Causeway, offering little in the way of active frontages or interaction.

This proposal seeks to address these issues by creating a strong frontage along Fishwives Causeway. The brickwork at the ground and first floor levels is varied to create visual interest, and although the design concept is relatively simple, the use of Juliette balconies and off-white coloured frames around the windows adds architectural detailing. In terms of materials, facing brick is proposed for the external walls with grey windows and doors and an aluminium roof. The use of brick is appropriate in this location as it generally has good weathering characteristics when compared with cast stone or render. The proposed use of Birtley Olde English Buff is appropriate as its colour and texture complements the surrounding buildings, including the tenement building opposite on Fishwives Causeway.

Policy Des 3 requires development to have a positive impact on its setting with regards to the positioning of buildings on the site, their height, scale, materials, form and wider townscape impacts.

In terms of policy Des 3, the undulating roofscape helps to provide visual interest from the street, as well as dealing with a change in levels along Fishwives Causeway. Views through the site and along towards Arthur's Seat will be maintained due to the height, form and proportions of the building. When viewing the site from the Conservation Area, there are only glimpse views northwards towards the site. The materials and detailing of the building has been considered so that it will not appear incongruous from viewed from other areas, and the overall visual impact of the site will be improved from what is currently an area of vacant and derelict ground.

The landscaping proposals are robust and will help to change the character of Fishwives Causeway from a predominantly industrial access into more of a residential street. This is due to the inclusion of street trees and grassed areas adjacent to the parking. There is also private garden space for the ground floor flats immediately adjacent to Fishwives Causeway and this helps to soften the streetscape.

Scale

In assessing the scale of the development against policy Des 3, the building height is appropriate as it is commensurate with the tenement across Fishwives Causeway. There are several other examples within the locale (particularly along Portobello High Street) where the heights of the buildings vary and it is not uncommon throughout the wider Portobello area to see a range of building heights in adjacent buildings. Within the streetscape, the existing views to Arthur's Seat would be maintained.

Layout

Policies Des 4 (Layout Design) and Des 5 (External Spaces) require that consideration be given to the layout of buildings, streets, footpaths and public and private open spaces. The North West Portobello Development Brief states that the layout concept will be one of development in the form of traffic reduced shared streets, fronted by terraces of buildings of appropriate scale, linking to and grouped around a central parkland open space. In the event of phased development, this open space should be designed so that it is extendable as further redevelopment takes place, with related road diversions to ensure that the space remains uninterrupted.

The layout of the proposed development would contribute towards the existing quality and character of the immediate and wider environment by having a strong active frontage along Fishwives Causeway. There are areas of defensible space to the front of the units which will provide activity to the street. The layout of the development also allows for landscaped areas of amenity space to the rear of the flats, with tree and shrub planting. There are pedestrian links to the wider site which will provide permeability through the site towards the new central park.

Policy Des 2 seeks to ensure that a coordinated approach is adopted when assessing the redevelopment of land. The adjacent land is also proposed to be redeveloped for residential uses and therefore the frontage along Fishwives Causeway required consideration to ensure a coordinated development.

The adjacent application has detailed measures that include a similar planting and landscaping schedule along Fishwives Causeway, as well as having commensurate building heights and materials. This will ensure coherence and distinctiveness where the current building heights and uses opposite on Fishwives Causeway are fragmented.

Therefore, the development is in accordance with policies Des 1 to Des 5 and the North West Portobello Development Brief.

c) Amenity for Existing and Future Residents

Existing Residents

The residents most affected by the proposals are located on the corner of Fishwives Causeway and Portobello High Street. Due to the distance between these properties and the proposed flats, there are no issues with privacy, overlooking or loss of sunlight/daylight.

Therefore, the impact of the proposal on existing residents is acceptable.

Future Residents

Sunlight and Daylight

There are 12 flats which are single aspect within the flatted block. Consideration has been given to the orientation of these flats to ensure that they are south-facing and therefore will benefit from generous amounts of sunlight and daylight for most of the day. The remaining units are all dual-aspect with living spaces similarly facing southwards. All units benefit from floor-to-ceiling windows and therefore the flats will obtain the required levels of sunlight and daylight as per the Edinburgh Design Guidance.

In addition, the units meet the required sizes as set out in the Edinburgh Design Guidance as they contain at least 52 square metres of internal space per one bedroom unit and 66 square metres per two bedroom unit.

Privacy

The proposed flats are at least 18 metres from the nearest properties, including those proposed under the adjacent development (15/04197/AMC). Therefore there will be no issues of privacy to future residents.

Housing mix

Of the 52 flats proposed, four are one bedroom and 48 have two bedrooms. There are no three or four bedroom units and subsequently the development does not meet the 20% of homes for growing families that the Edinburgh Design Guidance seeks. However, these flats have been designed to comply with Housing For Varying Need standards, and within the wider redevelopment of the site, there is a substantial number of units with three or more bedrooms. Taking this site within the context of the wider redevelopment, the housing mix is acceptable.

The overall development therefore meets the policy requirements of Hou 2 - Housing Mix.

Open Space

Policy Hou 3 - Private Open Space - requires 10 square metres of open space to be provided each flat. The ground floor flats have access to private amenity spaces and there are 26 square metres of communal open space. The landscaping around the flats has been designed in order to provide good levels of privacy and amenity, as well as softening the edges of the building.

The level of open space proposed is therefore in accordance with policy Hou 3 (Private Open Space) and the Edinburgh Design Guidance and is acceptable.

d) Access and Parking

Access is proposed to be taken from two points on Fishwives Causeway. The first provides access to 16 parking spaces and an electricity sub-station. The second is the main access into the rest of the Baileyfield site, as well as an additional 10 spaces. These accesses raise no issues in terms of road safety and are acceptable.

Cycle parking is provided at a rate of 100% and is provided in two enclosed cycle stores. Access to these stores is via a separate footpath/cyclepath at the rear of the development. Transport has raised no issues with cycle access across the site and has not identified any requirement for a separate cycle link across this site.

With regards to parking, there are 26 spaces provided for residents (including two disabled spaces). This level is acceptable.

Transport has no objection to this application.

e) Sustainability

A Sustainability Statement was submitted in support of the application.

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 points	80	80

In addition to the essential criteria, the applicant has provided a commitment to further sustainability measures as set out in the desirable elements sections, including the use of sustainable timber and the provision of a City Car Club parking space.

The sustainability measures are therefore acceptable.

f) Equalities and Human Rights

An Equalities and Rights Impact Assessment has been carried out. There are no issues of equalities and rights due to the fact that the buildings have been designed to accommodate a wide range of users. The open space on site is also fully accessible. A copy of the full assessment can be viewed on the Planning and Building Standards Online Service.

g) Representations

Following neighbour notification and press advertisement, a total of 29 letters of representation were received, including one from Alison Johnstone MSP. Of this number, there were three letters of support, 25 letters of objection and there was one letter of general comment.

The material issues raised are:

- There should be a segregated cycle link along Fishwives Causeway (addressed in 3.3(d) above);
- Height, design and massing is inappropriate (addressed in 3.3(b), above); and
- Impact on views, particularly from the Conservation Area and towards Arthur's Seat (addressed in 3.3(b) above).

The letters of support indicated support for affordable housing on the site, as well as support for the design.

Conclusion

The development is in accordance with the planning permission in principle and the North West Portobello Development Brief. The design, scale, layout, access and parking arrangement are acceptable. The proposed development will not give rise to any adverse impacts on amenity for existing or future residents.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. The materials to be used on the external walls of the building shall be Ibstock Birtley Olde English Buff.
2. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.

Reasons:-

1. To ensure the use of appropriate materials.
2. In order to ensure that the approved landscaping works are properly established on site.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.

2. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details.
3. A Stage 2 (Detailed Design) Road Safety Audit is required in support of the application for Road Construction Consent. Subsequent stage 3 and stage 4 Road Safety Audits are to be carried out prior to adoption and/or return of the Road Bond. Any recommendations contained within the reports to be carried out at no cost to the Council.
4. Any works to the existing road network, including footways, must be carried out under permit and in accordance with the specifications. See Road Occupation Permits.
http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point
5. Any proposed on-road car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-road spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Following neighbour notification and press advertisement, a total of 28 letters of representation were received. Of this number, there were three letters of support, 25 were objections and there was one letter of general comment.

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](#)
- [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 site is within the Urban Area in the Edinburgh City Local Plan where general housing and retail policies apply.

The site is also part of the North West Portobello Development Brief 2008.

Date registered

15 September 2015

Drawing numbers/Scheme

1-13,

David R. Leslie

Acting Head of Planning and Building Standards

Contact: Lesley Carus, Senior Planning Officer

E-mail:lesley.carus@edinburgh.gov.uk Tel:0131 529 3770

Links - Policies

Relevant Policies:

Relevant policies of the Edinburgh City Local Plan.

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

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

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.

Other Relevant policy guidance

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.

Appendix 1

Application for Approval of Matters Specified in Conds 15/04234/AMC

At Site 100 Metres West Of 17-21, Portobello High Street, Edinburgh

Proposal for 52 affordable housing units on a vacant brownfield site on Fishwives Causeway, Portobello. Part of a wider site master plan granted planning permission in principle in June 2015.

Consultations

Archaeology 29 September 2015

Further to your consultation request I would like to make the following comments and recommendations concerning application proposal for 52 affordable housing units on a vacant brown field site on fishwives causeway, part of a wider Masterplan granted planning permission in principal in June 2015.

As stated in my response to application 14/03736/PPP, this site is an area of archaeological significance principally relating to the nationally significant Industrial Pottery and Ceramic Industries at Portobello. Accordingly this application must be considered therefore under terms the Scottish Government Historic Environment Policy (SHEP), Scottish Planning Policy (SPP), PAN 02/2011 and also Edinburgh City Local Plan (2010) policy ENV9.

Given the potential significant archaeological impacts of development it was and is considered that a phased excavation strategy be undertaken, the first phase being the undertaking of a programme of archaeological evaluation. To date archaeological works relating to condition 5 of the PPP application have as has yet to be undertaken. As this application does not seek to discharge this archaeological condition (5) no further action is required as the terms of this PPP condition still remain live and must be agreed to prior to development commencing on site.

SEPA consultation response 13 October 2015

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

Advice for the planning authority

1. Flood Risk

1.1 *We have no objection to the proposed development on flood risk grounds. Notwithstanding this we expect the City of Edinburgh Council to undertake its responsibilities as the Flood Prevention Authority.*

1.2 This planning application is for the erection of sheltered housing on the former Scottish Power site at Portobello High Street, Portobello (NGR NT 30050 74320). The site is approximately 350 metres south-west of the shoreline of the Forth Estuary where the Figgate Burn discharges to the Forth.

1.3 The site is bounded to the north-east by Portobello High Street and a topographic survey shows the site to be generally above a level of 10.8 mAOD.

1.4 The SEPA Flood Map indicates that the application site is outwith the functional floodplain of the nearby Figgate Burn and outwith the 0.5% AEP (1:200) coastal risk area.

1.5 To support the application for planning permission in principle (14/03736/PPP) a stage 1 flood risk assessment (FRA) was undertaken by consultants to identify any potential flood risk issues of a larger site that included the current application site. The consultants drew their conclusions from modelling studies for the Figgate Burn and details of the flood prevention scheme that it received from the City of Edinburgh Council. Estimates of 0.5% AEP (1:200) flood levels, including an allowance for climate change impacts, for the nearby Bypass Culvert, Rosefield Park footbridge and the outfall from the culvert beneath the Portobello High Street are 8.04 mAOD, 9.15 mAOD and 6.02 respectively. These estimated flood levels are well below the lowest ground level of approximately 10.8 mAOD at the application site. SEPA is satisfied that there is not a significant risk of fluvial flooding to the application site from the Figgate Burn.

1.6 The Coastal Flood Boundary estimate of the 0.5% AEP (1:200) coastal flood level in the Forth Estuary at this location is 3.97 mAOD. This is significantly below the existing ground levels of the application site. SEPA is satisfied that there is not a risk of flooding to the application site from coastal flooding.

1.7 In summary SEPA is satisfied that there is no significant fluvial or coastal flood risk to the proposed sheltered housing development.

Detailed advice for the applicant

2. Flood Risk

2.1 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess, flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit

<http://www.sepa.org.uk/environment/water/flooding/flood-maps/>.

2.2 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

2.3 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to City of Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice inline with the phases of this legislation and can be downloaded from <http://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/>.

Housing and Regeneration 23 October 2015

1. Introduction

I refer to the consultation request from the Planning Department about this planning application.

Services for Communities have developed a methodology for assessing housing requirements by tenure, which supports an Affordable Housing Policy (AHP) for the city.

The AHP makes the provision of affordable housing a planning condition for sites over a particular size. The proportion of affordable housing required is set at 25% (of total units) for all proposals of 12 units or more.

This is consistent with Policy Hou 7 Affordable Housing in the Edinburgh City Local Plan.

2. Affordable Housing Requirement

This application is proposing a development for 52 housing residential units, and as such the AHP will apply. However, the development is part of a masterplan area which was granted permission in June 2015 and the affordable housing requirement for the masterplan has been agreed to be provided through this application. The masterplan required 25% of the 208 homes within the masterplan area to be affordable and this application consists of the 52 (25%) affordable homes required through the AHP.

The 52 homes will be managed by Port of Leith Housing Association and will consist of social rent and mid market rent flats, with a mix of one and two bedroom flats.

3. Summary

An existing signed Section 75 legal agreement is in place which applies to the original consent 14/03736/PPP. 25% of the units will be required to be of approved affordable housing tenures, as those set out in PAN2/2010 and within the Council's Affordable Housing Policy. That would equate to a minimum of 52 affordable housing units being required which are being delivered through this application.

This Department is supportive of the application and would be happy to assist with any queries around the affordable housing being delivered for this development.

Transport Planning 29 October 2015

I have no objections to the application subject to the following being included as conditions or informatives as appropriate:

1. The masterplan application, Ref.14/03736/PPP, required a number of contributions and works. This proposal is expected to make suitable contributions to the following:

- a. Provision of 2 bays for car club and vehicles as appropriate within or in the vicinity of the development (£18,000). Supporting Local Transport Strategy Cars2;
- b. £3,000 to cover the Council's processing costs associated with the amendment of the Traffic Regulation Order required to accommodate this development;
- c. Provision of a remote monitoring unit (£3,000) to the toucan crossing on Sir Harry Lauder Road adjacent to the development. Supporting Local Transport Strategy Streets 1;
- d. Provision of a remote monitoring unit (£3,000) to the puffin crossing on Portobello High Street adjacent to the development;
- e. A contribution to transport promotion measures, including contributions to or provision of public transport season tickets. The provision of a public and sustainable transport information pack, in order to help embed public transport habits and encourage modal shift.

Consent should not be issued until the applicant has entered into a suitable legal agreement to make proportional contributions to the above;

2.All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;

3.The internal layout of the development should be designed in accordance with Designing Streets and Quality Audits will be required. Note that Designing Streets states that a Stage 2 Quality Audit should be provided as part of the detailed /reserved matter planning applications in order that no major matters are raised during the Road Construction Consent application which may require changes to the planning consent;

4.All footways to be a minimum of 2m wide, where footways are adjacent to 'end on' parking they should be 2.5m to accommodate vehicle overhang;

5.A Stage 2 (Detailed Design) Road Safety Audit is required in support of the application for Road Construction Consent. Subsequent stage 3 and stage 4 Road Safety Audits are to be carried out prior to adoption and/or return of the Road Bond. Any recommendations contained within the reports to be carried out at no cost to the Council;

6.Any works to the existing road network, including footways, must be carried out under permit and in accordance with the specifications. See Road Occupation Permits http://www.edinburgh.gov.uk/downloads/file/1263/apply_for_permission_to_create_or_alter_a_driveway_or_other_access_point

7.The applicant must be informed that any proposed on-road car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-road spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents;

8. 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.

Note:

Current Council parking standards require approximately 0.25 spaces per unit for affordable housing in this area (Zone 3). The proposed 26 spaces for 52 units is acceptable;

The applicant should be aware that new road names will 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. Street naming is likely to influence the progression of traffic regulation orders.

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

Location Plan



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