

Development Management Sub Committee

Wednesday 1 July 2016

**Application for Planning Permission 16/00155/FUL
At Land 40 Metres West Of 14, Kingsburgh Crescent (off
Waterfront Avenue), Edinburgh
One hundred residential units, comprising a mix of three to
four storey townhouses and two seven storey apartment
buildings.**

Item number	3.2
Report number	
Wards	A04 - Forth

Summary

The proposed development will contribute to the wider regeneration of Granton Waterfront by bringing forward new housing on a vacant urban site. It represents the second phase of a four phase development at Waterfront Avenue. The proposal provides a good mix of house types and is acceptable in terms of scale, layout, design and materials. The impact on the amenity of occupiers and neighbours is acceptable and adequate car and cycle parking is provided. There is no affordable housing proposed as part of the requirement has already been provided in phase one and the remainder is to be delivered in phase three.

The proposal does not meet the requirements of ECLP policies Com2 and Tra2 in terms of developer contributions towards education and transport infrastructure. An open book assessment has been undertaken which has confirmed that a reduced level of contribution is justified on the grounds of financial viability. In recognition of the benefits of this proposal in terms of providing housing and supporting regeneration, approval of the application is recommended.

Links

[Policies and guidance for this application](#)

CITD1, CITD2, CITD3, CITD4, CITD5, CITD6, CITH1, CITH2, CITH3, CITH4, CITH7, CITT4, CITT5, CITT6, CITCO2, CITT3, CITT2, NSGD02, NSDCAH, NSMDV, NSP,

Report

Application for Planning Permission 16/00155/FUL At Land 40 Metres West Of 14, Kingsburgh Crescent (off Waterfront Avenue), Edinburgh One hundred residential units, comprising a mix of three to four storey townhouses and two seven storey apartment buildings.

Recommendations

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

Background

2.1 Site description

This application comprises the second phase of a four phase development. The first phase at Saltire Street comprised 131 units and was completed in 2006. Phases three and four to the north and west of this application site will be the subject of future planning applications and will comprise around 200 units.

The application site is an approximate semi-circle shape. It covers 0.8 hectares and is fairly flat sloping very gently northwards.

The site is bounded to the south by Waterfront Avenue and vacant brownfield land beyond. To the east is the six-storey flatted block of Kingsburgh Crescent. To the north is vacant brownfield land extending to West Shore Road. Bordering the site to the north and west is a safeguarded corridor for footpath and cycles called 'The Walk'.

Immediately adjacent to the site, on the west, are the grounds of the historic Caroline Park House. There is an existing access off Kingsburgh Crescent.

2.2 Site History

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

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

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

Main report

3.1 Description of the Proposal

The proposal is for the construction of 100 new residential units, comprising a mix of three and four storey townhouses and two five to seven storey apartment blocks. This will provide a mix of one, two and three bed apartments and three bed family townhouses. There are 67 apartments and 33 townhouses giving a density of 125 dwellings per hectare. There is no affordable housing provided in this development phase. Affordable housing was provided in phase one and additional affordable housing will be provided in phase three of the overall development.

One apartment block is located at the south west of the site fronting on to Saltire Square and Waterfront Avenue (referred to as The Corner block). The second apartment block is at the north east of the site between The Walk and Kingsburgh Crescent (referred to as The Tower block). The Corner block comprises seven one bed flats and 28 two bed flats. There is one two bed duplex and one three bed duplex on levels five and six of this block. The Tower block comprises 30 two bed flats. A four storey split level terrace of 15 three bed townhouses fronts on to Waterfront Avenue and a three storey terrace of 18 three bed townhouses front on to the Walk.

Access will be taken from Kingsburgh Crescent. Sixty nine parking spaces are proposed for the flats which include four disabled parking spaces. Each of the townhouses will have an integral garage and a private covered driveway. An additional three visitor parking spaces are provided on Kingsburgh Crescent. An internal secure cycle store for 34 cycles is located in the Tower apartment block. A separate secure cycle store for 37 cycles for the Corner apartment block is located adjacent to the site access. The townhouses have space for cycle storage within each of the private garages. Visitor cycle storage will be provided with cycle hoops located outside the main entrance to the Corner apartment building.

The design of the flats and townhouses is contemporary and simple. Materials proposed for the apartment block and townhouses on Waterfront Avenue are textured light buff brick and dark stained timber strip cladding panels. Vertical timber cladding has been introduced to break the single material of the upper levels of the Waterfront Avenue elevation. Materials for the apartment block and townhouses on The Walk are textured dark grey brick and dark stained timber strip cladding panels.

The roofs comprise fully bonded single ply membrane coloured dark grey. The windows are double glazed with a dark grey frame. The balcony balustrades are galvanised mild steel painted dark grey. There is a dark grey metal cladding to the balcony edge. The carriageway will comprise permeable concrete block paving. Brick clay paviors are proposed to the front of the townhouses and permeable precast concrete paving on the private vehicular spaces to the rear of the townhouses.

Roof terraces are provided at the upper levels of both apartment blocks. There is a central area in the courtyard which provides communal green space. There is an additional landscaped area to the north of the site with a pedestrian link between

Kingsburgh Crescent and The Walk. All the townhouses have private gardens to the front and privately accessible raised decks fronting on to the communal courtyard space

Two bin stores are proposed, one adjacent to the main site access and one in the Tower building.

A full landscaping scheme for the development has been submitted.

Previous scheme

The original scheme had less amenity space. Changes have been made to the elevations of the townhouses. Additional details have been provided on boundary treatments.

Supporting Statements

- Transport Assessment
- Planning Statement
- Design and Access Statement
- Pre-Application Report
- Townscape Assessment
- Site Investigation Report
- Acoustic Survey
- Public Realm and Landscape Appendix
- Air Quality Impact Assessment
- Ecology Survey
- Flood Risk assessment and Drainage Strategy Report

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

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 is acceptable;
- b) the proposed scale, layout and design are acceptable;
- c) the proposals are detrimental to the amenity of occupiers and neighbours;
- d) parking, access and road safety arrangements are acceptable;
- e) the proposals meet sustainability criteria;
- f) the proposals have any equalities or human rights impacts;
- g) impact on infrastructure can be mitigated;
- h) there are other material planning considerations; and
- i) the representations raised have been addressed.

a) Principle of development

The site lies within the Granton Waterfront Area of Change (WAC 2) as identified in the adopted Edinburgh City Local Plan (ECLP). Policy Hou 1 supports housing as part of mixed use regeneration schemes at Granton Waterfront and Policy Wa1 supports development which contributes towards the creation of new urban quarters.

The site is located within the Central Development Area at Granton Waterfront as identified in the Second Proposed Local Development Plan (LDP). It is covered by Proposal EW2b for housing led mixed use development across the wider Central Development Area site. Policy Del 4 supports proposals which meet a number of requirements including the provision of a series of mixed use sustainable neighbourhoods that connect with the waterfront and proposals for a mix of house types, sizes and affordability.

Policy Hou 1 supports housing as part of mixed use regeneration proposals at Edinburgh Waterfront. The proposed development of 100 units will contribute towards meeting Edinburgh's housing need. The estimated total capacity of the Central Development Area is 2050 with 1800 still to be developed. Prior to this application, the most recent planning permission for housing in this area was granted in January 2008 with development taking place in 2013. This current application provides the opportunity to kickstart the next phases of regeneration activity.

The principle of the proposed housing development in this location is supported.

b) Scale, layout and design

ECLP Policies Des3 and Des4 set out the design and layout criteria against which this application is assessed.

This application site lies immediately to the west of a site which has also been developed for townhouses and flats. The three to four storey townhouses and five to seven storey apartment blocks fit in well with the adjacent development. The townhouses continue the approved street layout and perimeter block urban form encouraged in an earlier masterplan for the site. The south facing townhouses create a strong edge along Waterfront Avenue, established by the Kingsburgh Crescent flats and earlier development. The townhouses on the Walk provide an attractive edge and an element of interaction with this strategic cycle/pedestrian route and offer excellent views towards the waterfront.

Concern has been expressed about the height of the two flatted blocks. The five and seven storey Corner building at the southern end of the site provides a cohesive link between the townhouses on The Walk and Waterfront Avenue. It is positioned opposite the existing 10 storey block on Saltire Street and provides a sense of enclosure to help define the public square. The five and seven storey Tower building at the northern corner of the site complements the Corner building and provides a bookend effect at the northern end of the row of townhouses along the Walk. Although higher than the existing three storey townhouses at Kingsburgh Crescent, the height, design and positioning of the building are acceptable in terms of its impact on the wider townscape. The density of the application site is 125 dwellings per hectare which is medium to high. It is appropriate in this location as it provides an efficient use of the site and supports regeneration by helping to maintain local services and public transport provision.

The scale and layout of the development is acceptable.

The simple palette of materials provides uniformity and blends well with the adjacent housing sites. The design and materials are acceptable.

c) Amenity of occupiers and neighbours

The applicant has submitted a supporting noise and local air quality impact assessment with the application. The air quality impact assessment has identified that there should be no adverse impacts on local air quality if permission is granted. Environmental Assessment is satisfied with this assessment and offers no objections on air quality grounds.

The noise impact assessment has investigated the potential noise impacts from neighbouring land uses. Mitigation will be required to ensure traffic noise does not adversely impact upon the proposed residential units and Environmental Assessment has requested that a condition is attached seeking reinforced glazing on affected elevations.

The proposal accords with ECLP Policy Hou 2 as it provides a mix of house types and sizes. Family housing is provided in 33 townhouses plus one three bed and one two bed duplex. This represents 35% of the total number which more than meets the requirements of the Edinburgh Design Guidance of 20% family accommodation.

In terms of internal space standards, all of the 33 town houses and 55 out of the 67 flats exceed the minimum standards set out in the Edinburgh Design Guidance. The 12 flats which fall below the minimum standards include five two bed flats with an area of 65 square metres, ie one square metre short. All of these flats have balconies of four square metres which takes their private useable space up to 69 square metres. The Corner apartment block has seven one bed flats at 50.5 square metres each. Although this is marginally less than the minimum standards of 52 square metres, two of these flats have an external balcony which measure four square metres and takes the total floor area to 54.5 square metres. One flat has a terrace which measures 10.5 square metres taking the total area to 61 square metres. Consequently, only four of the one bed flats are less than the minimum standard by 1.5 square metres each. This is considered a minor and acceptable infringement of the Edinburgh Design Guidance.

ECLP Policy Hou 3 sets out the requirements for open space to meet the needs of future residents. This indicates that 10 square metres of open space should be provided per flat. There are 67 flats and the layout plan shows total useable green space of 844.6 square metres, ie more than the required 670 square metres. In addition to the useable greenspace within the courtyard, the majority of the flats have a balcony or terrace. There are 37 units in the Corner apartment block. Sixteen of the flats have balconies and there is a 2 bed duplex and a 3 bed duplex on the fifth and sixth floors each with a private terrace. In The Walk apartment block, 24 of the 30 flats have balconies and there is a communal roof terrace on the sixth floor. Each of the townhouses on Waterfront Avenue has a private terrace and front garden totalling 18.5 square metres. The townhouses on The Walk each have a terrace and front garden of 24 square metres. The amount of amenity space within the layout complies with ECLP Policy Hou 3.

Privacy is afforded to all the occupiers of the new development and existing occupiers of Kingsburgh Crescent. The Tower block is opposite townhouses on Kingsburgh Crescent and there are balconies on all floors on the south elevation. However, the distance between the two elevations is 15m including the width of two roads and a grass verge at the front of the apartment block. This is not considered detrimental to the amenity of the occupiers of the townhouses.

The proposed development complies with the Edinburgh Design Guidance in terms of privacy, loss of sunlight or overshadowing.

Another consideration in terms of creating a good standard of amenity in new development is daylighting. The Edinburgh Design Guidance seeks to limit single aspect dwellings to less than 50% of the overall dwelling numbers. In this instance, 88% of the dwellings are dual aspect. There are 12 single aspect apartments all located within The Corner block. Seven of the apartments have a west facing aspect onto the public square and five are east facing overlooking the private courtyard.

Objections have been submitted on the grounds that the central bin store/sub station/central heating plant located on Kingsburgh Crescent will have a detrimental impact on the amenity of neighbouring residents. The proposals meet the requirements of the Council's Waste Management service in terms of location, size, and collection points for refuse vehicles.

There is a road width, two footpaths and front gardens (a distance of 15 metres) between the proposed bin stores and the nearest existing townhouses. In addition, timber fencing is proposed along Kingsburgh Crescent (details provided on drawing 31) which will provide appropriate screening. This aspect of the development is therefore considered acceptable.

d) Transport Matters

A transport assessment has been submitted which covers the range of transport considerations relevant to this application.

The access to the development off Kingsburgh Crescent is acceptable. The site can be accessed from Kingsburgh Crescent east and west, both of which link onto Waterfront Avenue.

The application site lies within zone 5c of the Council's Parking Standards 2008. This is an area identified for major new development but requiring significant investment to ensure good non-car access. Minimum but not maximum standards are identified for zone 5c.

The development proposes 138 car parking spaces for the 100 residential units. The parking standards require a minimum of 134 spaces and the proposal therefore accords with the standards. There are four disabled spaces within the courtyard which equals 5.7% which meets the car parking standards requirement for 5% provision.

Thirty eight objections have been received from neighbours on the grounds that there is insufficient parking provided and that the proposal will exacerbate existing parking problems. The site is conveniently located in relation to existing bus routes and shopping and other local facilities. In addition, it is positioned adjacent to the tram route safeguard. The proposal provides sufficient spaces to meet the parking standards and to require additional spaces would be contrary to the Council's Local Transport Strategy which seeks to promote travel by sustainable modes.

An internal secure cycle store for 34 cycles is located in The Tower apartment block. A separate secure cycle store for 37 cycles for the Waterfront Avenue apartment block is located within the development adjacent to the access. The townhouses have space for cycle storage within each of the private garages. Visitor cycle storage will be provided with cycle hoops located outside the main entrance to the Corner block. This equals just over 100% provision which meets the Council's cycle parking standards.

Semi-vertical cycle racks are proposed in order to provide the required amount of cycle spaces within the development. These are designed to maximise the use of space compared to traditional cycle stands. Concerns have been expressed that what is proposed is of inferior quality and will not meet the needs of residents. In order to address this matter, a condition is recommended requiring the detailed specification of the cycle stands to be submitted for approval.

The proposed development includes a cycle link from Kingsburgh Crescent through the northern part of the site and connecting with the main cycle route through Granton Central area called The Walk.

Environmental Assessment suggests that an informative is attached requesting vehicle charging outlets for electric vehicles within the parking areas provided that a suitable commercial management arrangement can be put in place.

The proposed development is in a location where there is currently no requirement for developer contributions towards possible future tram provision. However, the cumulative transport impact of this development together with other sites at Granton Waterfront does require mitigation. The details are covered in section 3.3 (g).

e) Sustainability

The applicant has submitted a sustainability statement in support of the application. The proposed development will meet current Building Standards, will be constructed on brownfield land and will meet a 30% carbon reduction. High performance building fabric will be used throughout the development. The townhouses will be constructed with a highly insulated timber frame/masonry and the apartments constructed in a highly insulated metframe/masonry. Passive solar design is used within the buildings orientated to maximise solar gain. Sustainable materials will be used where possible and no UPVC windows will be used.

The proposal is classed as a major development and has been assessed against Part B of the sustainability standards. The points achieved against the essential criteria are set out in the table below:

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

The proposal meets the essential requirements of the Edinburgh Standards for Sustainable Buildings.

f) Equalities and Human Rights Impacts

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

g) Infrastructure

The site lies within the Central Development Area (CDA) which was covered by an outline planning permission with a legal agreement granted in April 2002. This legal agreement covered education and transport contributions across the CDA. However, this permission was subject to a condition that reserved matters (AMC) applications had to be submitted within 10 years of the date of permission i.e. by 24 April 2012. In order to bring forward proposals on this site, the applicant therefore had to submit a full application which requires a new legal agreement.

ECLP Policy Com2 states that "new housing development which would lead to an unacceptable demand on school places... will be expected to make a financial contribution to meet the cost of providing the necessary additional places". ECLP Policy Tra 2 sets out the circumstances where transport improvements require to be secured through legal agreements.

LDP policy Del 1 requires developer contributions where proposals will have a net impact on infrastructure capacity and it is necessary to mitigate that impact by providing additional capacity or improve existing infrastructure. The Second Proposed LDP Action Programme identifies the infrastructure improvements necessary to mitigate the impact of LDP proposals including proposal EW2b Central Development Area which includes this site. The non-statutory Developer Contributions and Affordable Housing Guidance approved in December 2015 sets out the details of how contributions are identified.

Education

The site falls within the school catchment areas for Granton Primary School, Broughton High School, St David's RC Primary School and St Augustine's RC High School. Taking account of rising school rolls and other planned developments in the area, there is insufficient infrastructure capacity in all schools to serve this development.

In line with the Council's revised Guidance on Developer Contributions and Affordable Housing (approved December 2015), a cumulative education contribution zone has been identified based on the aggregate of the relevant school catchment areas. This identifies and provides costs for the necessary education infrastructure required to address the cumulative impact of residential development coming forward in this area in the period up to 2026. Communities and Families have identified the need for one new 14-class primary school (total cost including land servicing and remediation £13,023,584 at Q1 2015 prices), one new non-denominational primary school classroom (total cost £350,000 at Q1 2015 prices), two new denominational primary school classrooms (total cost £705,308 at Q1 2015 prices) and an increase in secondary school capacity to accommodate 231 extra pupils at Broughton High School, Craigroyston High School and St Augustine's RC High School. The proportionate contribution of these costs attributable to this development is £733,678. This will be used by the Council to provide the necessary education infrastructure to serve the catchment area within 10 years from the date of payment.

Transport

The LDP Action Programme indicates that the transport contribution zone for Granton Waterfront is under preparation. In the absence of an up to date list of actions, the proposal has been assessed within the context of the North Edinburgh Action Plan (NETAP). NETAP was prepared in 2008 to identify the transport measures needed to mitigate the cumulative impact of large scale development in North Edinburgh. A £175,000 contribution towards the following transport measures relating specifically to the Granton/Waterfront area is required.

Location/works	Cost estimate
West Granton Road cycle and pedestrian improvements	£209,655
Pennywell Roundabout signalisation	£275,502
W Granton Rd/Crewe Rd Nth Junction signals	£79,476
Muirhouse Pkwy / Pennywell Road Junction	£211,000
Pennywell Rd to Crewe Rd South bus priority	£1,508,143
Silverknowes Pkwy to Lindsay Rd bus priority	£502,714

Viability Considerations

The total projected level of contributions required for this development is £908,678. The applicant has indicated that it is unable to meet the required level of contributions in full.

The applicant has undertaken an open book assessment for consideration by the Council's Property Service which included information on land purchase and construction costs, professional fees and predicted sales values prepared by independent professionals. These figures have been scrutinised by a Council surveyor and, following some amendments, found to be based on assumptions within the range of market norms.

In this instance, the site was bought outright in 2008 at the height of the property market. The level of education contribution anticipated by the applicant when the site was purchased in 2008 was £136,600. It is understood that transport contributions were to have been paid by the previous owner (Waterfront Edinburgh Limited) and this would have been taken into account in the purchase price.

It is accepted that the full amount of the required contributions calculated in accordance with the Council's guidance would make the proposed development unviable, undeliverable and ineffective. Accordingly, national guidance set out in Circular 3/2012 Planning Obligations allows for contributions to be set at a lower level. Notwithstanding the very limited profit margins associated with this development, the applicant has agreed to contribute £136,600 towards education infrastructure. This will be used to help deliver relevant actions in the Granton and North Central Education Contribution Zone.

The determining issue is whether the contribution offered might overcome an obstacle to planning permission being granted. This proposal will bring considerable benefits in terms of delivering homes as part of the Council's plan-led effective housing land supply and supporting the regeneration of Granton Waterfront. The proposed contribution of £136,600 is all that the site can stand whilst remaining effective and should be supported. This contribution will be secured through a legal agreement and will be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q2 2016 to the date of payment.

The reduced contribution equates to £133,630 at Q1 2015 values. This will leave an infrastructure funding gap of £775,048 (£175,000 transport and £600,048 education). The financial implications of this are set out in section 6.1 of this report. With regard to meeting the tests set out in Circular 3/2012, the fact that there is currently no confirmed source of alternative funding to address this gap is not a sufficient reason to refuse planning permission in this case.

h) Other material considerations

Affordable Housing

ECLP Policy Hou 7 requires 25% affordable housing provision. No affordable housing is proposed in this phase. Of the 25 houses required, 14 units have already been provided in phase 1 and the applicant has indicated that the remaining 11 units will be provided in phase 3. This approach is supported by the Council's Housing and Regulatory Service.

Environmental Impacts

The applicant has submitted a Site Investigation Report which is currently being assessed by Environmental Assessment. As this assessment has not yet been completed, a condition is required to ensure that contaminated land is fully addressed.

The Council's Archaeologist has advised that there are no known archaeological implications.

The proposal will provide adequate drainage and is acceptable with regard to surface water management and flooding.

Ecology

An ecology survey submitted by the applicant has been assessed. The survey report does not identify any significant constraints to development. Informatives have been attached with regards to badgers and breeding birds, both of which are afforded a level of protection. In accordance with ECLP Policy Des 3 i), this development offers the opportunity for biodiversity enhancement through the inclusion of swift bricks within the development.

h) Matters raised in representations

Fifty one representations were received to the original application. There were 46 objections, two in support and 3 neither objecting nor supporting. Representations were received from the Cockburn Association and the Harbour Green Residents Association. Three representations were received to the revised scheme.

Material Representations – Objections:

- Vehicular access off Kingsburgh Crescent already very busy. Addressed in section 3.3 (d).
- Insufficient parking spaces for new development. Addressed in section 3.3 (d).
- Existing parking on Kingsburgh Crescent will be displaced. Addressed in section 3.3 (d).
- Quality of cycle stands and visitor cycle parking are inadequate. Addressed in section 3.3 (d).
- Bin store should be located more centrally in development. Addressed in section 3.3 (h).
- Height of flats is not in keeping with surrounding area. Addressed in section 3.3 (b).

- Number, type and design of properties proposed inappropriate. Addressed in section 3.3 (b).
- North facing townhouses in existing development will be overshadowed by new flats. Addressed in section 3.3 (c).
- Balconies on seven storey flats at The Walk will look directly into people's bedrooms. Addressed in section 3.3 (c).
- Lack of gardens and communal space. Addressed in section 3.3 (c).
- Insufficient capacity in schools for new homes. Addressed in section 3.3 (g).
- New development will drive away wildlife. Addressed in section 3.3 (h).
- Properties over four storeys do not create successful communities. Addressed in section 3.3 (b).
- Need for a contribution to the tram. Addressed in section 3.3 (d).

Material Representations - Support:

- Development is welcome.
- Good housing mix, height and materials.

Non-Material Representations:

- Seven storey balconies are too high for this windy location.

Conclusion

The proposed development will contribute to the wider regeneration of Granton Waterfront by bringing forward new housing on a vacant urban site. It represents the second phase of a four phase development at Waterfront Avenue. The proposal provides a good mix of house types and is acceptable in terms of scale, layout, design and materials. The impact on the amenity of occupiers and neighbours is acceptable and adequate car and cycle parking is provided. There is no affordable housing proposed as part of the requirement has already been provided in phase one and the remainder is to be delivered in phase three.

The proposal does not meet the requirements of ECLP policies Com2 and Tra2 in terms of developer contributions towards education and transport infrastructure. An open book assessment has been undertaken which has confirmed that a reduced level of contribution is justified on the grounds of financial viability. In recognition of the benefits of this proposal in terms of providing housing and supporting regeneration, approval of the application is recommended.

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

3.4 Conditions/reasons/informatives

Conditions:-

1.
 - i) Prior to the commencement of construction works on site:
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.
 - ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.
2. 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.
3. Sample/s of the proposed materials shall be submitted to and approved in writing by the Planning Authority before work commences on site.
4. The following noise protection measures as defined in the RMP 'Environmental Noise Assessment' report (Ref R-7297-CL1-RGM), dated 14 January 2016 shall be carried out in full and completed prior to the development being occupied:
 - Glazing units with a minimum insulation value of 10/12/6 glazing should be installed for the external windows to the southern facade facing Waterfront Avenue, and side facade to the east with trickle ventilators providing a minimal sound reduction of 38 Dnew.
 - Glazing units with a minimum insulation value of 8/12/6 glazing should be installed for the external windows to the western facade facing with trickle ventilators providing a minimal sound reduction of 35 Dnew.
 - Glazing units with a minimum insulation value of 6/12/4 glazing should be installed for the external windows to the western facade (nearest Waterfront Avenue) with trickle ventilators providing a minimal sound reduction of 33 Dnew.
5. The approved landscaping scheme shall be fully implemented within six months of the completion of the development.

6. Details of the proposed cycle stands to be submitted for approval by the Head of Planning and Transport regarding specification, design, security and location, prior to occupation of the development. Cycle stand products should meet the criteria of ease of use and provide secure locking points for wheels/frame.

Reasons:-

1. In order to ensure the most efficient and effective rehabilitation of the site.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. In order to enable the planning authority to consider this/these matter/s in detail.
4. In order to protect the amenity of the occupiers of the development.
5. In order to ensure that the approved landscaping works are properly established on site.
6. In order to ensure the adequacy of facilities for cyclists.

Informatives:-

It should be noted that:

1. The applicant shall enter into a suitable legal agreement in respect of the following:
 - i) An education contribution of £136,600 (to be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q2 2016 to the date of payment). This will be used to help deliver relevant education actions in the Granton and North Central Education Contribution Zone necessary to mitigate the impact of housing development on primary and/or secondary education infrastructure in this area within 10 years from the date of payment.
 - ii) Contribution of £2,000 for each of any order necessary to redetermine sections of road, introduce waiting and loading restrictions (yellow lines) or control disabled parking spaces.
2. The works hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
3. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123 (1) of the Town and Country Planning (Scotland) Act 1997.
4. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.

5. All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent.
6. 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.
7. The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity.
8. Any proposed on-street car parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents.
9. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth).
10. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road.
11. Any gate or doors must open inwards onto the property.
12. Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012.
13. The works to form footway crossings may require to be carried out under permit and in accordance with the specifications.
14. Any off-street parking spaces should comply with the Council's Guidance for Householders.
15. All disabled persons parking places should comply with the Disabled Persons Parking Place (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled person's vehicles. The applicant should therefore advise the Head of Planning and 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 parking places must comply with the relevant legislation.

16. 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 should also be considered.
17. A pre-construction badger survey should be undertaken to ensure that no badgers have created setts from the time of the original survey, November 2015, and the commencement of works on site. A report of the survey should be submitted to the satisfaction of the Head of Planning and Transport.
18. Clearance of vegetation has the potential to disturb nesting birds; therefore clearance should take place outside the bird nesting season (March to August inclusive). Should it be necessary to clear ground during the bird nesting season, the land should be surveyed by a suitably qualified ecologist and declared clear of nesting birds before vegetation clearance starts.

Financial impact

4.1 The financial impact has been assessed as follows:

The reduced developer contribution of £133,630 at Q1 2015 values will leave an infrastructure funding gap of £775,048 (£175,000 transport and £600,048 education) at Q1 2015 values, i.e. before taking into consideration the impact of future cost inflation. The potential for such gaps to arise has previously been identified and reported through LDP Action Programme governance arrangements, including a report to the Council's Finance and Resource Committee (29 October 2015).

There is as yet no confirmed source of alternative funding to address the cumulative gap in capital funding arising. There will also be significant additional revenue costs arising from the new education infrastructure for which no revenue budget currently exists within either Communities and Families or Corporate Property (with whom responsibility for all property related budget now lies).

Any future capital and revenue budget pressures arising from the infrastructure requirements in this area, and the Local Development Plan as a whole, will need to be considered as part of the on-going budget consultation process.

If the £600,048 capital funding gap (together with any additional cost inflation) towards the education infrastructure actions identified in the Granton and North Central Education Contribution Zone and the additional revenue costs are not addressed through Council budget processes, there is a significant risk that the Council will not be able to provide local school places for pupils arising from new development in this area.

The above information is not a material consideration in the determination of this application but is provided for Council financial reporting purposes.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has no impacts in terms of equalities or human rights.

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

A Proposal of Application Notice was submitted and registered on 8 June 2015. Copies of the notice were also sent to:

- West Pilton/West Granton Community Council;
- Granton and District Community Council;
- Local Ward Councillors (Forth);
- Forth Neighbourhood Partnership;
- Upper Strand Residents Association;
- Harbour Green Residents Association; and
- Cairn Housing Association.

Two public consultation events were held on 23 and 24 June 2015 in the Lighthouse Court commercial unit at 60 Waterfront Avenue.

Full details can be found in the Pre-Application Consultation report which sets out the findings from the community consultation. This is available to view on the Planning and Building Standards Online Services.

8.2 Publicity summary of representations and Community Council comments

Neighbour notification was carried out on the 15 January 2016. Fifty-one representations were received: 46 objections, two in support and three neither objecting nor supporting. Representations were received from the Cockburn Association and the Harbour Green Residents Association.

Revised proposals were submitted on 17 May 2016 and neighbours were re-notified. Five further objections have been received. Three of these are from new objectors and they raise no new issues.

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 of the adopted Edinburgh City Local Plan. It is covered by Policy Wa 1 Waterfont Area of Change.

Date registered

15 January 2016

Drawing numbers/Scheme

1,2,3-4A,5-6B,7-9A,10-11B,12-16A,17B,18-21A,22B,24-26,28-30A,31, (SK) 149,

Scheme 2

John Bury

Head of Planning & Transport
PLACE
City of Edinburgh Council

Contact: Lesley Porteous, Planning Officer
E-mail: lesley.porteous@edinburgh.gov.uk Tel: 0131 529 3203

Links-Policies

Relevant Policies:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Non-statutory guidelines on 'MOVEMENT AND DEVELOPMENT' establish design criteria for road and parking layouts.

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

Appendix 1

Application for Planning Permission 16/00155/FUL At Land 40 Metres West Of 14, Kingsburgh Crescent (off Waterfront Avenue), Edinburgh One hundred residential units, comprising a mix of three to four storey townhouses and two seven storey apartment buildings.

Consultations

Archaeology response - dated 21 January 2016

Further to your consultation request I would like to make the following comments and recommendations concerning this application for 100 residential units, comprising a mix of three to four storey townhouses and two seven storey apartment buildings.

The site originally formed part of the grounds for Caroline House with the southern boundary coinciding with a formal 18th century to the house. The northern boundary of the site corresponds to that of an early 19th century shipyard. The site remained relatively open until the early 20th century when the site finally became subsumed with the industrialisation of the area, with the 1940's aerial photographs of the site showing a series of petrol/oil tanks across the it.

Although within an area of archaeological significance, recent developments on the site have had a significant affect. Accordingly it is considered unlikely that significant remains will have survived insitu across the site and as such it has been concluded that there are no known archaeological implications in regards to this application.

Tram response - dated 21 January 2016

I have reviewed the application and I can confirm that the proposal is outwith the Limits of Deviation for the tram project, as defined under the Edinburgh Tram (Line One) Act 2006, and is therefore not envisaged to adversely impact on the tram.

However, due to the proximity of the development to the proposed track and Saltire Square tram platform, future changes to the landscaping on the southern boundary of the site maybe required, depending on the final design of the tracks and position of the platform and associated utilities and street furniture.

I refer to the attached drawing; Roseburn Junction to Granton Square - Road Junction & Crossing Layout - Section 3C - Junction 106 (No. ULE90130-03-HRL-00162).

This shows the existing junction of Kingburgh Avenue and Waterfront Avenue with traffic and pedestrian crossing signals installed.

Transport response - dated 4 February 2016

Whilst I have no objections to the application in principle, there are a number of issues relating to the proposed road layout and road construction consent which require to be addressed.

Transport response revised - dated 6 June 2016

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:

a. Contribute the sum of £175,500 to relevant junction, cycling etc. schemes set out in the North Edinburgh Transport Action Plan (NETAP) based on 100 residential units (see Appendix);

b. Contribute the sum of £2,000 for each of any order necessary to redetermine sections of road, introduce waiting and loading restrictions (yellow lines) or control disabled parking spaces;

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

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

5. Access to any car parking area is to be by dropped kerb (i.e. not bell mouth);

6. A length of 2 metres nearest the road should be paved in a solid material to prevent deleterious material (e.g. loose chippings) being carried on to the road;

7. Any gate or doors must open inwards onto the property;

8. Any hard standing outside should be porous, to comply with 'Guidance for Householders' published in December 2012;

9. The works to form footway crossings may require to 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

10. Any off-street parking space should comply with the Council's Guidance for Householders. See

http://www.edinburgh.gov.uk/download/downloads/id/704/guidance_for_householders

11. 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 Planning and 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 Planning and Transport.

12. Electric vehicle charging outlets should be considered for this development including:

13. Dedicated parking spaces with charging facilities

14. Ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.

Note:

* The development proposes to provide 138 spaces for the 100 residential units which is acceptable. A minimum of 5% must be for disabled use;

* A Quality Audit has been submitted for this development.

Appendix

The North Edinburgh Transport Action Plan Final Report September 2008 (NETAP) states:

"The large scale development proposed for the North Edinburgh area, especially the Waterfront, is entirely consistent with Edinburgh planning policy and objectives. However, it is vital that measures are put in place that aim to ensure these new developments are as sustainable as possible, in terms of transportation impact. These measures should seek to limit the number of new vehicular trips whilst, at the same time, maximising the number of trips undertaken by walking, cycling and public transport. Given the scale of development, which is consistent with Edinburgh planning policy, a structured implementation programme of measures and improvements is needed, along with targets and monitoring regime to assess actual impacts and guide implementation over time."

The following works have been identified under NETAP as relating specifically to the Granton / Waterfront area (i.e. the western part of the NETAP study area):

Ref.
Location / works
Cost estimate

WP2-15
West Granton Road cycle and pedestrian improvements
£209,655

WP2-16
Pennywell Roundabout signalisation
£275,502

WP5-13
W Granton Rd/Crewe Rd Nth Jct signals
£79,476

WP5-17
Muirhouse Pkwy / Pennywell Road Jct
£211,000

WP5-46
Pennywell Rd to Crewe Rd South bus priority
£1,508,143

WP5-49
Silverknowes Pkwy to Lindsay Rd bus priority
£502,714

The contribution from the development at Kingsburgh Crescent will be used to progress the schemes set out in the above table.

Affordable Housing response - dated 24 February 2016

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 Provision

This application is for 100 residential homes, so the affordable housing policy would apply. This application represents phase 2 of a wider four phase masterplanned

development. The applicant has committed to providing the 25 affordable homes that the policy requires from this application, and has identified where these 25 homes will be located. They will be located across phases 1 & 3 of the masterplan. The department is satisfied that these homes will be delivered because the applicant owns all of the masterplan site area, and has delivered 14 of the 25 homes already. Those 14 homes were constructed in phase one of the masterplan, and the remaining 11 affordable homes required from this application will be secured by a new Section 75 agreement and located on phase three. The plot of land for phase three is an adjacent plot to this current application, and phase three (including the 11 affordable homes required by this application) has already been included in the Council's Strategic Housing Investment Programme (SHIP) for future affordable housing development.

By way of context, the first phase of the master plan, called Saltire Street, has already been delivered and included an above-policy-requirements amount of affordable housing (34 affordable homes out of 131 homes, when only 20 were required under the policy at the time, a surplus of 14 affordable homes in phase one). Phase three, included within the Council's SHIP will provide 36 affordable homes out of a 74 unit development (comfortably including the 11 required from this application).

In masterplans of this size and type (for example at similar-sized sites in Fairmilehead, Greendykes and the Lochend Butterfly) it is considered standard practice and good practice to earmark different plots for affordable housing, securing these through legal agreement (which sits with the land). In those examples, this has ensured that the full amount of affordable housing that is required by policy is delivered onsite within the masterplan area, and in a way that creates well integrated, mixed, sustainable communities, especially on large brownfield regeneration sites. It also guards against any concentration of affordable housing in any one part of the site.

As the applications for phases 2, 3 and 4 are being treated as new applications by the Council, the AHP requirement is 25% of the homes, and a new Section 75 legal agreement will be required. This should be added to the informatives section of this committee report.

For the avoidance of doubt, the affordable housing position for the applicant is as follows:

- * Phase one (already delivered) 20 AHP homes were required, 34 were delivered, and these are considered to have represented 20 AHP homes for phase one, and 14 AHP homes from phase two (the current application).
- * Phase two (the current application) requires to deliver 25 affordable homes across the masterplan. 14 of these have been delivered already (on phase one) and a further 11 are to be secured by legal agreement on phase three.
- * Phase three will require to provide a minimum of 25% affordable homes plus the 11 homes from phase two. It will also provide 7 homes from phase 4, reducing the affordable housing requirement for phase 4 in due course.
- * Phase four will require to provide a minimum of 25% homes of approved affordable tenures, less any over provision from the other three phases (at present phases 1, 2 and 3 combined would "overprovide" 7 more units than policy requirements). So at

present phase four would be expected to provide 25% of the homes, minus 7 (which are projected to be provided on phase three).

All of this can be secured by Section 75 legal agreement and is similar to the arrangements on other masterplanned areas in the city, such as Fairmilehead and Kirkliston, which have resulted in the delivery of successfully integrated, mixed, sustainable communities in masterplanned developments of a similar scale to this one. The department welcomes this approach which will assist in the delivery of a mixed and integrated community

Environmental Assessment response - dated 29 February 2016

The proposed development at Waterfront Avenue is for a large new residential development. To the west and the east of the development there are existing residential buildings and some open spaces. To the north and north east there are industrial and commercial uses.

The applicant has submitted a supporting noise and local air quality impact assessment with the application. The air quality impact assessment has identified that there should be no adverse impacts on local air quality if consent is granted. Environmental Assessment is satisfied with this assessment and offers no objections on air quality grounds.

The noise impact assessment has investigated the potential noise impacts from the neighbouring industrial and commercial uses. Mitigation will be required to ensure traffic noise does not adversely impact upon the proposed residential units

The applicant has submitted a Ground Investigation Report which is currently being assessed by Environmental Assessment. Until this has been completed Environmental Assessment recommends that a condition is attached to ensure that contaminated land is fully addressed.

Therefore Environmental Assessment offers no objection subject to the following conditions being attached to any consent;

1. The following noise protection measures to the proposed Cowgatehead Church development, as defined in the RMP 'Environmental Noise Assessment' report (Ref R-7297-CL1-RGM), dated 14 January 2016:

- Glazing units with a minimum insulation value of 10/12/6 glazing should be installed for the external windows to the southern facade facing Waterfront Avenue, and side facade to the east with trickle ventilators providing a minimal sound reduction of 38 Dnew.

- Glazing units with a minimum insulation value of 8/12/6 glazing should be installed for the external windows to the western facade facing with trickle ventilators providing a minimal sound reduction of 35 Dnew.

- Glazing units with a minimum insulation value of 6/12/4 glazing should be installed for the external windows to the western facade (nearest Waterfront Avenue) with trickle ventilators providing a minimal sound reduction of 33 Dnew.

shall be carried out in full and completed prior to the development being occupied.

2. Prior to the commencement of construction works on site:

- (a) A site survey (including initial desk study as a minimum) must be carried out to establish to the satisfaction of the Head of Planning, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
- (b) Where necessary, a detailed schedule of any remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Head of Planning

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

Informative

Vehicle charging outlets for electric vehicles shall be installed within the car parking areas proposed within the development provided that a suitable commercial management arrangement can be put in place.

SEPA response - dated 1 March 2016

I refer to the above and your consultation which we received on 19 January 2016. Firstly please let me apologise for the long delay in responding to you.

I have consulted with colleagues in our Flood Risk and Regulatory teams and we have no objection to this planning application.

Communities and Families response - dated 21 April 2016

The education actions required to mitigate the impact of planned and anticipated housing development, including school land safeguards, have been established on a city-wide contribution zone basis. This requirement is set out in guidance on Developer Contributions and Affordable Housing (December 2015).

This site falls within the 'Granton and North Central Education Contribution Zone' where the following education actions have been identified:

CONTRIBUTION ZONE ACTIONS Granton & North Central

Action	Cost at Q1 2015
New 14 class primary school (Granton only)	£11,328,584

Remaining land purchase cost for new primary school (0.2998 ha) (Granton only)	£525,000
Total servicing and remediation for new primary school (£100 per sq m) (Granton only)	£1,170,000
1 class ND Primary extension (North Central only)	£350,000
2 class RC Primary extension (Zone wide)	£705,308
Increase secondary school capacity to accommodate 231 extra pupils (Broughton HS, Craigoyston HS, St Augustine's RC) (Zone wide)	£7,414,083

The development is expected to generate primary and secondary school pupils. A standard contribution towards 'Education infrastructure, land remediation and servicing' and 'Land purchase' costs within the Granton area is therefore required, as set out below:

Assessment based on:

33 houses, 60 flats
(7 one bed flats excluded from assessment)

Education Infrastructure, land remediation and servicing

	Contribution per unit
Flats	£3,183.41
Houses	£15,903.37
Total required contribution	£715,816

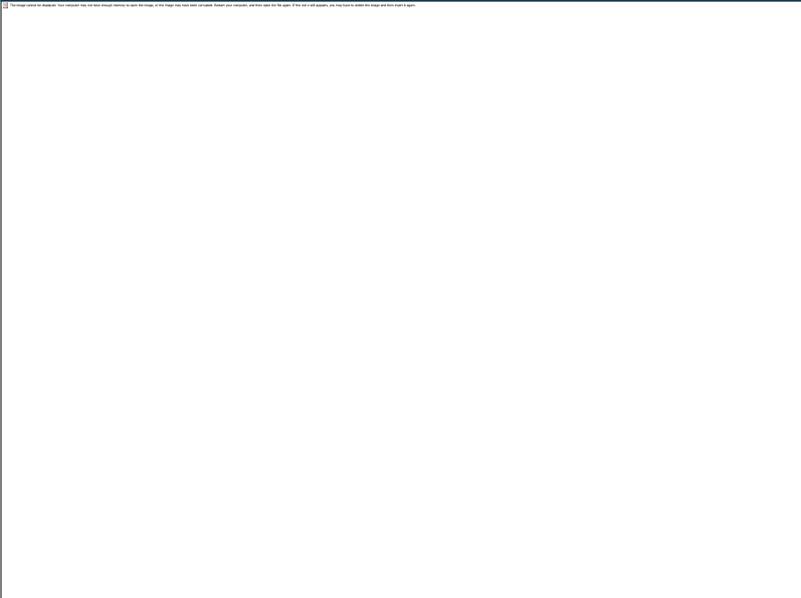
Note: To be index linked based on the increase in the BCIS All-in Tender Price Index from Q1 2015 to the date of payment

Land purchase

	Contribution per unit
Flats	£87.99
Houses	£381.28
Total required contribution	£17,862

Note: No indexation is to be applied to land purchase contribution

Location Plan



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