

Development Management Sub Committee

Wednesday 6 March 2019

Application for Approval of Matters Specified in Conditions 18/02812/AMC

At Granton Harbour (Plots 7B & 8C), West Harbour Road,
Edinburgh

**Granton Harbour plots 7B and 8C: Application for approval
of matters conditioned regarding the erection of buildings
containing perimeter block residential flats; formation of
road access, basement parking, and open space.**

Item number	7.2
Report number	
Wards	B04 - Forth

Summary

The principle of housing has been established on the site through the outline planning permission and the design, materials, height and density of the proposal is acceptable. The impact on the amenity of future occupiers and neighbours will be acceptable. Whilst there is a minor infringement on overshadowing of external spaces, this is acceptable in the context of the site and the requirement to provide perimeter block development that responds to the established road network. The proposal is acceptable in all other respects, subject to suitable conditions. There are no material considerations that outweigh this.

Links

[Policies and guidance for this application](#)

LDEL01, LDEL03, LDES01, LDES02, LDES05, LDES06, LDES07, LDES10, LDES11, LEN20, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA04, NSP, NSGD02, NSMDV,

Report

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Granton Harbour plots 7B and 8C: Application for approval of matters conditioned regarding the erection of buildings containing perimeter block residential flats; formation of road access, basement parking, and open space.

Recommendations

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

Background

2.1 Site description

The application site is located to the south of Granton Harbour. It is currently unused, reclaimed land. The site covers 0.89 hectares and is generally flat.

The site is bounded to the west by Hesperus Broadway and eight storey flats beyond. To the south, the land is vacant. On this vacant land there is detailed permission for 104 flats on part of the site to the east and detailed permission for a nursing home on the land to the west. The land to the east of the site is vacant and to the north is West Granton Harbour.

2.2 Site History

Relevant history to the site:

20 June 2003 - Outline planning permission granted for the Granton Harbour Village, mixed use development comprising residential units, hotel and serviced apartments, shops and retail services, restaurants/cafes, public houses, general business, leisure facilities and marina. This permission includes a legal agreement to secure contributions towards education and transportation infrastructure, 15% affordable housing, restrictions on future tenancies within Granton Industrial Estate and the long term maintenance and upkeep of the Western Breakwater (application number:01/00802/OUT).

31 January 2014 - Application approved for matters specified in condition 2 as attached to outline permission 01/00802/OUT: covering siting and height of development; design and configuration of public and open spaces, access and road layouts; footpaths and cycle routes. This was subject to a number of conditions (application number: 13/04320/AMC).

2 February 2017- Approval of matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes (Scheme 2) approved. However, the matters applied for in relation to plots 8C, 12, 14, 15, 15A, 16, 17, S1, S2 and 35 are not approved (application number 16/05618/AMC).

31 May 2017 -Application submitted for approval of reserved matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design, and configuration of public and open spaces, access, road layouts, footpaths and cycle routes at Granton Harbour, West Harbour Road (application number: 17/02484/AMC). Not yet determined.

15 December 2017 - Approval of Matters Specified in Conditions on outline 01/00802/OUT regarding the erection of a healthcare superhub and five units in Class 1, Class 2 and Class 3 use submitted on Plot 19B to the east of the refused (application number 17/02865/AMC).

Other recent applications on nearby plots within Granton Harbour:

9 December 2016- Approval of Matters specified in condition 2 of application 01/00802/OUT for erection of 104 flats on plot 3, 65 West Harbour Road (application number 16/04342/AMC).

15 November 2017 - Application submitted for approval of matters specified in condition 2 of outline application 01/00802/OUT for the erection of buildings containing residential flats, hotel and serviced apartments; formation of road access, parking and open space on plots 29 and 35 located at the north of Granton Harbour (application number: 17/05306/AMC). Not yet determined.

27 November 2017 -Approval of Matters Specified in Condition 2 of outline application 01/00802/OUT for the erection of buildings containing 104 retirement flats and ancillary accommodation; formation of road access, underground parking, internal private open space and a public square (as amended) on plots 9A and 9B. (application number 17/01219/AMC).

15 December 2017- Approval of Matters Specified in Conditions on outline 01/00802/OUT regarding the erection of a healthcare superhub and five units in Class 1, Class 2 and Class 3 use submitted on Plot 19B. (Application number 17/02865/AMC). Application refused

18 June 2018 - Approval of Matters specified in Conditions on outline 01/00802/OUR regarding a proposed marina office with associated retail, cafe space and community boatyard on Plot 8B (application number: 18/02833/AMC). Not yet determined.

Main report

3.1 Description Of The Proposal

The proposal seeks to deal with the matters listed in condition 2 of planning permission 01/00802/OUT in relation to Plots 7B and 8C. The matters specified in condition 2 include detail of the siting, design and height of development including external features; design and configuration of open spaces; external lighting; floor levels external finishes and materials; car and cycle parking, access, road layouts and service areas; footpaths and cycle routes; boundary treatments; and hard and soft landscaping details.

As well as these matters, the application also seeks to satisfy conditions 3 and 14 of the 01/00802/OUT application. In summary, these are:

- 3a) Noise Assessment;
- 3b) Site survey and measures relating to landfill gases and any required remedial/protective measures;
- 3c) Site survey relating to contamination and any required remedial/protective measures; and
- 14) Drainage.

The proposal is for the construction of 100 new residential units. The development provides a mix of 17 one bedrooms, 56 two bedrooms and 27 three bedrooms. The form of the development is a 'C' shaped perimeter block around a landscaped courtyard. There is a break in the block at the north east corner. The north edge is five storeys high increasing to six storeys at the north east corner. The southern edge and south western corner is five storeys. The west edge fronting Hesperus Broadway is four storeys. There is a pend on each elevation providing pedestrian access through the development into the internal courtyard. The communal entrances of the flats are accessed both from the front and rear of the buildings.

Vehicular access will be provided at the southern edge of the site leading to an underground car park. One hundred car parking spaces are proposed for the development, including eight accessible spaces. Cycle storage for 200 cycles is provided. Cycle storage comprises double height racks and are located at different points throughout the underground car park. Four motorcycle spaces are provided at the west end of the car park adjacent to an entrance point.

The design of the flats is contemporary. The predominant material proposed for the external elevations is a grey facing brick. The brick is broken up by vertical sections of zinc metal cladding. The sections of cladding are recessed at intervals along the elevations. There are glazed balconies on all elevations. Larger windows on the upper floors are recessed. All window frames are aluminium framed triple glazing.

The ground floor flats have private gardens to the front and rear. The internal landscaped courtyard comprises raised beds, with native plant species and buff paving. The courtyard area includes a range of useable green spaces. The public spaces are lawns turfed with low growing wild flowers and species-rich herbs and grasses. Planting in raised beds includes a mix of shrubs. Two shelters are integrated within the raised beds to provide shelter from wind and rain, create a space for informal socialising and allow climbing plants to establish. The shelters are constructed in steel with a timber roof and floor. Hedging will divide private gardens from public amenity space within the courtyard.

Bin stores will be provided adjacent to the pedestrian pends. Details of the waste type and volumes are provided on the waste management drawing.

Supporting Statements

The following documents have been submitted in support of the application:

- Design and Access Statement;
- Daylight and Sunlight Report;
- Flood Risk Assessment and Surface Water Management Plan;
- Energy Statement;
- Sustainability Form;
- Noise Assessment; and
- Environmental Risk Assessment.

These documents 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 development is acceptable;
- b) the proposed layout, design, materials, height and density are acceptable;

- c) the proposals are detrimental to the amenity of occupiers and neighbours;
- d) access, car and cycle parking arrangements are acceptable;
- e) the proposals have any equalities or human rights impacts;
- f) there are other material planning considerations; and
- g) the representations raised have been addressed.

a) Principle of development

The outline planning permission for Granton Harbour (01/00802/OUT) supports residential use on the site as part of a wider mixed use development. This application for 100 residential units accords with the outline permission in terms of land use.

The site is located within the Granton Harbour Area at Granton Waterfront, as identified in the Edinburgh Local Development Plan (LDP). It is covered by Proposal EW2c for housing led mixed use development across Granton Harbour. Policy Del 3 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.

The most recent approved masterplans for plot 7B (application number 16/05618/AMC) and plot 8C (application number 14/05305/AMC) show residential development in the form of family housing on both sites. The Llewelyn Davies Masterplan was prepared in early 2000 and has been superseded by these masterplans. The masterplans have in turn been superseded by the LDP which identifies a need for a range of housing including family housing which meets the proportion (20%) as set out in the Edinburgh Design Guidance.

The legal agreement attached to the outline permission requires 15% affordable housing provision across Granton Harbour. Some 2,235 residential units are proposed in the most up-to-date masterplan for the Granton Harbour area. Of this total, 335 affordable units have already been secured on other sites within Granton Harbour. Consequently, the 15% provision has already been met and no affordable housing is required in this proposal.

The principle of development is acceptable.

b) Layout, Design, Materials, Height and Density

LDP Policies Des 1 - Des 8 set a requirement for proposals to be based on an overall design concept which draws on the positive characteristics of the surrounding area with the need for a high quality of design which is appropriate in terms of height, scale and form and materials.

Layout:

The development provides a perimeter block style layout. It is an elongated 'C' shaped block centred around a landscaped courtyard with a break at the east side. This is consistent with the LDP development principles for Granton Harbour (Proposal EW2c) and reflects similar blocks which have been completed or are proposed on nearby plots.

LDP Des 2 allows for development which will not compromise the comprehensive development and regeneration of a wider area in a masterplan, strategy or development brief approved by the Council. The proposal is being assessed against the most recently approved masterplan. The masterplan shows plots 7B and 8C as two separate blocks separated by a road. The diagram illustrated at Proposal EW2c of the LDP also shows two separate plots. The proposed perimeter block extending over the two plots is acceptable as it continues the general street form which is approved in the masterplan, presents opportunities to cycle and walk through the site from north to south, and achieves development of both plots in a comprehensive form whilst delivering a substantial landscaped courtyard area. An objection has been received about the views of the boatyard and harbour being restricted. Private views are not protected. The proposal is co-ordinated development.

Design and Materials:

The proposal is tenemental in form and modern in appearance. The introduction of zinc cladding and larger windows on the upper floors provide interest. Vertical sections of the building are recessed to provide variation to the elevational treatment.

Brick is proposed as the main material in the development and as noted in the Edinburgh Design Guidance, has good weathering characteristics. Recent approvals for residential developments adjacent to the site have also used brick as the main material. Some render and metal cladding is also proposed in the development. The design and palette of materials is appropriate for the location. A condition is attached for sample materials to be provided.

Height:

The proposed four to six storeys correspond with those in the general area, both proposed and developed. Eight storeys has been completed to the west. Six storeys are proposed immediately to the south west and four to six storeys on a proposed flatted development to the south east. The height corresponds with the emerging developments in the area and helps to provide a strong urban form in this regeneration area.

Earlier masterplans for the two plots show a massing plan of two, three and four storey heights across the site. The LDP principles set out in EW2c for Granton Harbour expect proposals to maximise housing delivery. An increased height and higher density is acceptable in this location as it is part of a new regenerated urban quarter. Consequently, the four to six storeys and the general scale of the proposed development are acceptable.

Density:

The 100 units on the 0.89 hectare site equates to a density of 112 dwellings per hectare (dph). The density of a traditional tenemental area, such as those found in Marchmont, is 99 dph. The density of the proposal is appropriate for the urban context of the site.

The proposed layout, design, materials, height and density are appropriate, subject to conditions in relation to materials and landscaping.

c) Amenity of occupiers and neighbours

Housing mix and sizes:

A mix of units are provided in the proposal, including flats and duplexes. There are 85 flats and 15 duplexes. Of the 15 duplexes, which are on the third and fourth floors, 14 are two bedroom and one is one bedroom. There are 16 one bedroom flats, 42 two bedroom flats and 27 three bedroom flats.

LPD Policy Hou 2 Housing Mix seeks the provision of a mix of house types and sizes where practical. The Edinburgh Design Guidance expects that 20% of the total units should have three or more bedrooms. The proposal contains 27 three bed units which equates to 27%. The duplexes are one bed and two bed.

The Edinburgh Design Guidance also includes recommended internal floor areas for flat sizes. All the units meet the internal floor standards.

Green space:

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 is one open amenity area in the form of a landscaped courtyard. There are 100 flats and the layout plan shows total useable green space of 1,263 square metres, i.e. more than the required 1,000 square metres. In addition to the useable green space within the courtyard all the flats on the ground floor have a front and rear private garden. There is a wide range of plant species, grasses and wild flowers in the landscaped courtyard which will help the biodiversity of the area. The total amount of private garden space is 1,366 square metres. Some 85 of the flats have a balcony.

Privacy, Daylighting and Overshadowing of open space:

Privacy

Privacy is afforded to all the occupiers of the new development and existing occupiers of the flats on the west side of Hesperus Broadway. The distance between the elevations of those two blocks is 34 metres. This includes the width of Hesperus Broadway incorporating footpaths, private garden space for both blocks and public garden space in front of the proposed block. This is not considered detrimental to the amenity of the occupiers of the flats on the west side of Hesperus Broadway.

Daylighting (for adjacent plots)

A daylighting assessment has been carried out to assess the impact of the proposed development on one existing and four proposed plots that surround the site. Plot 3 is to the south east, plot 7A to the east and plots 9A & 9B to the south west. Plot 28 to the west is an eight storey building which is occupied. Objections have been received from some residents concerned that their daylight will be affected by the proposed development. The standards are set by the minimum BRE compliance criteria and the Edinburgh Design Guidance. Some 30 ground floor and first floor windows of plot 28 were assessed. All the windows comply with the standards except for two at ground floor and one at first floor level. The level of compliance of the BRE standards for plot 28 is over 95%. The level of compliance of all the adjacent plots (not yet completed) when assessed against the standards is over 80%.

The assessment results indicate that the proposed form and massing of the development will enable acceptable daylighting conditions to be maintained to the adjacent plots.

Daylighting (proposed development)

A No Sky Line analysis has been carried out to determine the levels of daylight amenity likely to be received by the habitable rooms at ground and first floor level of the proposed development. Sixty five ground floor rooms and 69 first floor rooms were assessed. The overall level of compliance with the Edinburgh Design Guidance standards will be in excess of 96%. This is acceptable in terms of the effect on amenity of the future occupiers of the development.

Overshadowing of proposed external spaces

The Edinburgh Design Guidance states that at least 50% of new public /private garden space should be capable of receiving potential sunlight during the spring equinox for more than three hours. The courtyard area does not meet the target criteria. The overshadowing study shows that only 29% of the proposed courtyard area would meet these standards. This is caused by the heights of the buildings and the distances between them. However, the courtyard has a mix of public and private space and generally a high level of shelter and privacy. The urban form layout achieves a perimeter block of acceptable height, density, massing and co-ordinated development. On balance, the proposal delivers an acceptable urban form and an infringement of the overshadowing standards is acceptable.

Noise

The applicant has submitted a supporting noise impact assessment. It has predicted that noise from the proposed marina and other industrial/commercial uses will meet the required noise criteria at the nearest proposed noise sensitive receiver with the windows open.

The amenity of the occupiers and neighbours is acceptable. An infringement of the overshadowing of open space is acceptable in this instance as the area has a generally high level of shelter and privacy.

d) Access, car and cycle parking

The proposed vehicular access serving the site is from an unconstructed road on the southern edge of the site. This road is shown in the up-to-date masterplan but requires planning permission. A condition is attached to this consent requiring construction of this road prior to development commencing i.e. a Grampian Condition. Access to the harbour and marina will not be restricted. Hesperus Broadway currently provides access to the harbour and marina and future access will only be improved by the construction of roads serving the proposed development. The number of cars being generated from this development will not have a negative impact on surrounding roads.

The current Council Parking Standards require 100 spaces for this development. The development provides 100 car parking spaces including eight for accessible parking. One in every six car parking spaces should be equipped for electric charging. The 17 proposed charging points meets this requirement. Some 8% of car parking is to be designated as accessible and the eight proposed spaces meets this requirement. A minimum of 227 cycle parking spaces should be provided and a condition is attached requiring this.

e) Equalities and Human Rights

This application raises no adverse impacts in terms of equalities and human rights.

f) Other Material Considerations

Archaeology:

The Archaeology Officer has confirmed that the proposed development is situated on modern reclaimed land. Consequently it is unlikely that significant archaeological remains will be affected.

Contaminated Land:

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

Education:

The education contributions are to be paid on a plot by plot basis. Communities and Families has advised that, on the basis of the standards recommended in the current Developer Contributions guidance, this application would normally require a total education contribution of £295,065 at Q4 2017 value. However, as there is a legal agreement attached to the outline planning permission (01/00802/OUT), the terms of this agreement are applicable to this AMC application. The relevant clause of the agreement requires payment of £1,366 per residential unit index linked.

At Quarter 4 2017 value, a payment of £216,500 (the exact contribution will be index linked at point of payment) is required towards new infrastructure for the 100 flats. This is £78,565 less than the amount required under current guidance. However, as this level of contribution has already been agreed, there is no mechanism to seek the additional amount requested by Communities and Families.

Sustainability:

The applicant 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. The development will include combined heat and power generators, photovoltaic systems and waste water heat recovery systems. 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 criteria. In addition, the applicant has provided a commitment to further sustainability measures as set out in the desirable elements sections.

Infrastructure and Affordable Housing:

Community facilities and the planned five metre promenade cycle and walkway are not relevant to this proposal and are dealt with through other planning applications within Granton Harbour. The affordable housing provision for Granton Harbour has already been secured on other sites, therefore no affordable housing is required in this proposal.

Flooding and Drainage:

The applicant has provided the relevant Flood Risk Assessment and Drainage Strategy Report for this site as part of the self-certification process. The proposals meet the Council's requirements. SEPA does not object to the application. Condition 14, in relation to this site, has therefore been adequately addressed.

g) Matters raised in representations

Material representations - objection

Design:

- Storey heights not reflecting masterplan of 3-4storeys - assessed in section 3.3(b).
- House types not reflecting masterplan of family houses - assessed in section 3.3 (a).
- Increased density not suitable for Granton - assessed in section 3.3 (b).
- The scale of the development is excessive - assessed in section 3.3 (b).
- Does not comply with Adopted Edinburgh Local Plan - assessed in section 3.3 (a).
- Does not comply with Granton Harbour Masterplan - 16/05618/AMC (revision Y 2F 0901 2017) - assessed in 3.3 (a).
- Design is cheap and tacky - assessed in 3.3 (b).
- Does not comply with Llewelyn Davies 2000 masterplan which promotes this area as a public area - assessed in 3.3 (a).

Amenity:

- No privacy or daylight for flats to the west - assessed in 3.3 (c).
- Insufficient open space - assessed in 3.3 (c).
- Would detract from the key marina and hotel developments on nearby plots - assessed in 3.3 (b).
- Views of boatyard/harbour and to the east will be restricted - assessed in 3.3 (b).
- The landscape proposals do not consider biodiversity - assessed in 3.3 (c).
- Not co-ordinated development - assessed in 3.3 (b).
- Effect of increased density on local roads - assessed in 3.3 (b).
- Insufficient parking - assessed in 3.3(b).
- No school facilities - assessed in 3.3 (f).
- Access to the harbour will be restricted - assessed in 3.3 (d).
- Removal of planned 5m cycle and walkway round harbour (promenade) - assessed in 3.3 (f).
- Inadequate provision for sustainable urban drainage in a coastal setting - assessed in 3.3 (f).
- Community facilities are inadequate - assessed in 3.3 (f).

Non-material representations (objections)

- Would not bring an eclectic mix of people to the development.
- Proposed landscaping is difficult to maintain.

Conclusion

The principle of housing is established on the site and the design, materials, height and density of the proposal is acceptable. The impact on the amenity of future occupiers and neighbours will be acceptable. Whilst there is an infringement on overshadowing of external open space, this is acceptable in the context of the site and the requirement to provide perimeter block development that responds to the established road network. The proposal is acceptable in all other respects, subject to suitable conditions. There are no material considerations that outweigh this.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. No development shall take place until the roads highlighted on drawing number A-P-DD-G1-003 REv C are constructed and provide access to the site.
2. i) 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, 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 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.
3. 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.
4. Prior to the commencement of the construction of the superstructure or above ground works, sample panels, to be no less than 1.5m x 1.5m, shall be produced, demonstrating each proposed external material and accurately indicating the quality and consistency of future workmanship, and submitted for written approval by the Planning Authority.
5. A drawing showing how the minimum level of cycle storage (227 spaces) can be delivered to serve the site must be submitted to and approved in writing by the Planning Authority.

Reasons:-

1. To ensure the safety of future occupiers of the development.
2. In order to ensure the most efficient and effective rehabilitation of the site.
3. In order to enable the planning authority to consider this/these matter/s in detail.
4. To ensure the implementation of a high quality design.
5. To ensure the safety of future occupiers of the development.

Informatives

It should be noted that:

1. Developer contributions are required in accordance with the legal agreement attached to application 01/00802/OUT.
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 location, design and specification.
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. 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 persons vehicles. The applicant should therefore advise the Head of Planning and Transport if he wishes the bays to be enforced under the 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.
9. In support of the Council's Local Transport Strategy Cars 1 policy, City Car Club vehicles could be considered for this development to further promote sustainable travel.
10. The proposed two tier cycle racks to be equipped with gas struts to assist with accessing the higher rack.
11. The proposed cycle hoops to be Sheffield Stands with a tapping rail for smaller bikes, and spaced appropriately to allow for larger non-standard bikes.
12. External cycle parking that is easily accessible, overlooked and close to building entrances should be considered for this development.
13. When available, the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993.

Financial impact

4.1 The financial impact has been assessed as follows:

Communities and Families has advised that the contribution set in the approved consent will result in a funding shortfall with regard to the delivery of the education infrastructure required in this Education Contribution Zone.

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 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

The application was advertised on 29 June 2018 and attracted 60 letters of objection.

The representations are addressed in the Assessment Section of the report.

Granton and District Community Council requested to be a statutory consultee. They objected to the application on the following grounds:

- Non-compliance with the LDP or Waterfront Area Plan in terms of density, design, open space or place - assessed in 3.3 (a) and 3.3 (c).
- Non-compliance with housing and environmental policies - assessed in 3.3 (c).

Background reading/external references

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

Statutory Development

Plan Provision

The site is located within the Urban Area as shown on the Local Development Plan proposals map. The land is identified as being within Edinburgh Waterfront. Proposal EW2c (Granton Harbour) states that the area is for a housing -led mixed use development.

Date registered

18 June 2018

Drawing numbers/Scheme

01,02,03A,04A,05A,06-17,18A,19A,20-26.,

Scheme 1

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Lesley Porteous, Planning Officer

E-mail:lesley.porteous@edinburgh.gov.uk Tel:0131 529 3203

Links - Policies

Relevant Policies:

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

LDP Policy Del 3 (Edinburgh Waterfront) sets criteria for assessing development in Granton Waterfront and Leith Waterfront.

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

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

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 10 (Waterside Development) sets criteria for assessing development on sites on the coastal edge or adjoining a watercourse, including the Union Canal.

LDP Policy Des 11 (Tall Buildings - Skyline and Key Views) sets out criteria for assessing proposals for tall buildings.

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

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

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

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

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

LDP Policy Hou 6 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

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

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

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

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

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

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

Appendix 1

Application for Approval of Matters Specified in Conditions 18/02812/AMC

At Granton Harbour (Plots 7B & 8C), West Harbour Road, Edinburgh

Granton Harbour plots 7B and 8C: Application for approval of matters conditioned regarding the erection of buildings containing perimeter block residential flats; formation of road access, basement parking, and open space.

Consultations

Scottish Water response - dated 25 June 2018

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water

There is currently sufficient capacity in the Marchbank Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Foul

There is currently sufficient capacity in the Edinburgh PFI Waste Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Infrastructure within boundary:

According to our records, the development proposals impact on existing Scottish Water assets.

I can confirm that I have made our Asset Impact Team aware of this proposed development however the applicant will be required to contact them directly at service.relocation@scottishwater.co.uk.

The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

Surface Water:

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not normally accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

Scottish Water asset plans can be obtained from our appointed asset plan providers:

Site Investigation Services (UK) Ltd

Tel: 0333 123 1223

Email: sw@sisplan.co.uk

www.sisplan.co.uk

Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area then they should write to the Customer Connections department at the above address.

If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.

Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.

The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

Please find all of our application forms on our website at the following link <https://www.scottishwater.co.uk/business/connections/connecting-yourproperty/new-development-process-and-applications-forms>.

Next Steps:

Single Property/Less than 10 dwellings

For developments of less than 10 domestic dwellings (or non-domestic equivalent) we will require a formal technical application to be submitted directly to Scottish Water or via the chosen Licensed Provider if non domestic, once full planning permission has been granted. Please note in some instances we will require a Pre-Development Enquiry Form to be submitted (for example rural location which are deemed to have a significant impact on our infrastructure) however we will make you aware of this if required.

10 or more domestic dwellings:

For developments of 10 or more domestic dwellings (or non-domestic equivalent) we require a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk.

Trade Effluent Discharge from Non Dom Property:

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether or not the discharge from your premises is likely to be considered to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/ourservices/compliance/trade-effluent/trade-effluent-documents/trade-effluent-noticeform-h>

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For foodservices establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com

If the applicant requires any further assistance or information

Active Travel response - dated 25 June 2018

1. This development is of particular interest in light of the wider investment into Active Travel links around Lower Granton Road and connections into the off road North Edinburgh Path Network. These routes add value to the development by providing safe, convenient and attractive links to Haymarket and the City Centre for walking and cycling.

2. It is imperative that this new development supports the design principles of the Local Development Plan (LDP) and Edinburgh Street Guidance (ESDG), to avoid this new neighbourhood being built at odds with the council's active travel agenda. We need to encourage a move away from reliance on the car and support residents to adopt sustainable travel options from the point of occupation through a reduction in car parking provision and clear pedestrian and cycle priority throughout the site and integrated into the wider network, particularly in light of the tram proposals.

3. The road to the south of the development raises a couple of concerns. The pedestrian route deviates around parking laybys ' these bays have potential to dominate the streetscape and detract from the pedestrian experience. Additionally, there is not suitable detail to assure that the access ramp to the podium basement parking will not be a conflict point with pedestrians on an east-west trajectory. Ultimately, appropriate walking and cycling provision should not be compromised by loading bays and car park access overrunning the footways when there are ample suitable alternatives. In an area of new development, outwith the constraints of the historic city centre urban fabric, the Council should expect adherence to the ESDG in every aspect of a planning application.

4. It would be encouraging to see more public realm consideration at the north of the site overlooking the harbour. Presently, the road is in danger of severing the amenity space from the potential value offered by this outlook.

5. Reduce splays/corner radii on the roads both north and south of the site to ensure pedestrians are prioritised over junctions and do not need to deviate from natural desire lines. Ensure dropped kerbs or raised crossings are provided to comply with equalities requirements.

6. More information is needed on internal cycle parking and cycle access to the basement. There must be adequate internal space for non-standard bikes/trailers/bikes with child seat attachments/maintenance. Needs to have sufficient provision of single storey cycle parking rather than relying on two-tiered options to meet the quota. Doorway options must be suitable for manoeuvring a bike in and out without too much effort. Bike stores should lead directly into main stairwells where possible. Ensure there is external bike parking, easily accessible from the road, overlooked, attractive, and located close to building entrances.

Flood response - dated 28 June 2018

Flood Prevention are happy for the application to proceed with no further comment from our department.

Archaeology response - dated 3 July 2018

Further to your consultation request I would like to make the following comments and recommendations concerning this AMC application regarding the erection of buildings containing perimeter block residential flats; formation of road access, basement parking, and open space.

The site lies at the centre of the 19th century Granton Harbour, a site identified as being of archaeological significance. Although there is further archaeological work to be undertaken in regards to the development of 01/00802/OUT, the current site is situated on modern reclaimed land. According it is considered unlikely that significant archaeological remains will be affected and therefore it is been concluded that there are no known significant archaeological impacts upon this scheme.

Affordable Housing response - dated 3 July 2018

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.

* An equitable and fair share of parking for affordable housing, consistent with the relevant parking guidance, is provided.

2. Affordable Housing Provision

This application is for a residential development consisting of 100 residential homes. The application falls within the remit of the Granton Harbour Master Plan which requires only a 15% affordable housing provision across the entire development area. This 15% will be met by other developments within the wider Master Plan area and therefore there is no duty to provide affordable housing at this individual development in line with the standard AHP.

In terms of accessibility, the affordable homes are situated within close proximity of regular public transport links and are located next to local amenities in Granton.

3. Summary

The applicant is exempt from the standard 25% AHP provision requirement as the 15% affordable housing target across the entire Granton Harbour Master Plan has already been achieved.

Children and Families response - dated 5 October 2018

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

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

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

Assessment and Contribution Requirements

Assessment based on:

83 Flats (17 one bedroom flats excluded)

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

The Council has assessed the impact of the proposed development on the identified education infrastructure actions and current delivery programme.

The education infrastructure actions that are identified are appropriate to mitigate the cumulative impact of development that would be anticipated if this proposal progressed.

The proposed development is therefore required to make a contribution towards the delivery of these actions based on the established `per house and `per flat' rates for the appropriate part of the Zone.

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

Total infrastructure contribution required:
£293,488

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

Total land contribution required:
£1,577

Note - no indexation to be applied to land contribution.

Although the above assessment is based on the current approach to determining developer contributions, there is a legal agreement attached to the original outline consent for the Granton Harbour development (01/00802/OUT). The Planning service has advised that the terms of this agreement are applicable to this application. This requires payment of £1,366 (to be indexed from 2002) per residential unit towards education infrastructure. This equates to £2,165 when indexed to Q4 2017.

If 100 units are delivered at Granton Harbour under the terms of the original agreement, the value of the financial contributions that the Council would receive is estimated to be £216,500 (as at Q4 2017).

It is therefore likely that there will be a significant funding gap with regard to the delivery of the infrastructure that is now required to serve the new housing development expected in the Contribution Zone.

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 (24 January 2018). 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 budgets 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 funding gap towards the education infrastructure actions identified in the 'Craigroyston Broughton 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.

Waste Services response - dated 5 November 2018

I refer to the consultation that took place in October 2018 regarding the above new development which will consist of 100 flatted properties. This letter is a confirmation that agreement on the waste strategy and requirements for this development have been reached and that the following conditions will apply. The above agreement relates to the drawings attached.

Please also ensure that a copy of this letter is provided to the builder/developer, site manager and the property management company.

Waste strategy for new developments The City of Edinburgh Council actively promotes the provision of recycling facilities in all new developments and throughout the city. The Waste (Scotland) Regulations 2012 make mandatory the provision of specific household waste recycling services and our own waste strategy supports this. Recycling collections are integral to the overall waste collection system, so it is necessary to incorporate recycling facilities within your development.

Provision and collection of waste containers

For flatted developments we normally require that communal wheeled containers are used for household waste and recycling. This would consist of containers for residual waste, mixed recycling, glass and food.

Information showing the dimensions of the communal containers has already been provided for your information in the Architect Instructions.

For this particular development at Granton Harbour plots 7B and 8C we would require the following:

Bin store A -37 units

- 5 x 1280 litre Residual waste
- 3 x 1280 litre Mixed recycling
- 1 x 660 litre Glass
- 1 x 500 litre Food waste

Bin store B - 29 units

- 4 x 1280 litre Residual waste
- 3 x 1280 litre Mixed recycling
- 1 x 660 litre Glass
- 1 x 500 litre Food waste

Bin store C - 34 units
5 x 1280 litre Residual waste
3 x 1280 litre Mixed recycling
1 x 360 litre Glass
1 x 500 litre Food waste

To ensure safe and efficient access for waste collection vehicles to collect waste and recyclable materials, access arrangements to empty bins, turning circles, interactions with pedestrians have been evaluated and agreed as per Architects Instructions.

Summary of the agreement for the development are covered as follow:

All roads requiring access by waste collection vehicles will be built to an adoptable standard

Standard yellow line marking should be provided where vehicle access to bin collection location will be required. It will be the architect's responsibility to contact city development if line markings are required.

The distance for the transportation of communal waste containers from the bin collection location to the vehicle should be kept to a minimum, a straight pull of 10 metres is the maximum acceptable distance.

Drop kerbs should be provided for any route from the bin store to the collection vehicle.

Budget locks should be fitted on all doors to bin stores where access is required by CEC collection crews.

Temporary street signage should be installed if permanent signage will be unavailable at the time of delivery/servicing.

It will be the builder/developer's responsibility to provide the residual and recycling containers in line with our requirements, as outlined in the Architect Instructions. We can assist with this and will recover the costs of doing so at the current prices. We require twelve weeks notice for bin orders, to arrange for the ordering, manufacture and delivery of bins. These should be submitted as a purchase order to the officer responsible for your development.

It will be the builders or developers responsibility to provide unrestricted access to the bin storage areas during the building stage and occupation of the properties. Containers will not be delivered or collections will not be made until adequate vehicle access is provided.

Responsibility for the bin storage areas and bin collection location will lie with the builder / developer until handed over to the property management company.

Property management

On completion of the building or individual block and when handover from the builder/developer has taken place the following requirement will apply:

Property management company responsibility includes:

Ensure that all materials, residual or recyclable, are deposited within the communal bins prior to collection.

Removal of excess waste where residents do not use the containers provided.

Removal of any dumped items e.g. furniture, carpets, white goods etc.

General cleaning of the bin storage areas.

Ongoing provision and maintenance of associated infrastructure, e.g. bin lifts, bin stores etc.

The City of Edinburgh Council responsibility includes:

Provide initial guidance documentation for residents in using the recycling facilities.

Servicing of residual and recycling waste containers as scheduled.

It is appreciated that new occupiers may initially have quantities of cardboard and other recyclable material generated from new appliances. We request that householders flatten cardboard boxes and deposit them in the mixed recycling bins provided. Large cardboard boxes should be flattened and placed alongside the containers for collection. Excess waste can be taken to the local Community Recycling Centres, which are open 7 days a week. More information about these is on our website.

Transport response - dated 12 December 2018

Further to the memorandum sent on the 11th of July 2018 there is no objections to the application subject to the following being included as conditions or informatives as appropriate:

1. No construction to take place until the proposed planning application for the surrounding road network is approved.
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 Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent. Street and road designs should be in-line with the Edinburgh Street Design Guidance Fact Sheets, a particular focus on pedestrian and cyclist priority should be applied.

4. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), secure cycle parking, public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport.

5. 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.

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

7. In support of the Council's LTS Cars1 policy, City Car Club vehicles could be considered for this development to further promote sustainable travel.

8. External cycle parking that is easily accessible, overlooked and close to building entrances should be considered for this development.

9. The proposed two tier cycle racks to be equipped with gas struts to assist with accessing the higher rack.

10. The proposed bike hoops to be Sheffield Stands with a tapping rail for smaller bikes, and spaced appropriately to allow for larger non-standard bikes.

Note:

1. The application has been assessed under the 2017 parking standards. These permit the following:

- a. A maximum 100 car parking spaces, 100 car parking spaces are proposed.
- b. 1 of every 6 car parking spaces should be equipped for electric charging, the 17 proposed meets this requirement.
- c. 8% of car parking is to be designated as accessible, the 8 spaces proposed meets this requirement.
- d. A minimum of 227 cycle parking spaces, the 200 spaces proposed is deemed acceptable as the cycle parking is located within a communal area.
- e. A minimum of 8 motorcycle parking spaces, there are 4 spaces proposed.

2. Detailed and reasoned justification for the proposed level of car parking provision was not provided with the application, however through dialogue with the applicant it is understood that as an underground car park will be utilised, this will minimise the visual impact of car parking on the surrounding streetscape. This is considered acceptable.

Environmental Protection - 15 February 2019

As the current application is an AMC application relating to the outline planning permission, there is already consent for an acceptable quantum of development on the site. This specific proposal is for residential flats and houses; formation of road access, parking, and open space.

Environmental Protection understands that plot-specific issues will be addressed through detailed development processes (assuming the Masterplan delivers no major shift in the content or context of the outline approval, including development phasing). This proposal follows what has been agreed in the masterplan. The site is bound by Granton Harbour and proposed development Plots 8A & 8B, which are currently proposed as a community boatyard. Forth Corinthian Yacht Club has premises to the East of the site, Forth Industrial Estate lies to the South-West, and several existing commercial/industrial units lie to the South-East. The proposed development comprises 6 storey flats (Block C & D), 5 storey flats (Blocks A & B) and associated infrastructure and landscaping.

Again, this AMC application does not propose a major shift from what has been previously been consented. Many of our issues have been addressed in the form of conditions and legal agreements for the outline application (01/00802/OUT). However, due to the period pasted from when the outline application was consented to this AMC Environmental Protection would like to make further comment. This proposal is not a big cause concern but we must stress that the applicant keeps proposed parking numbers down. The proposed parking provision is for residents on a 1 space per apartment basis with an additional 20% allowed for visitor parking. Secure cycle parking shall be provided in the secure parking area.

Noise

Environmental Protection had raised issues with the some of the proposed uses in the master-plan site including requesting details of how noise will be controlled on the proposed marina, the applicant has confirmed that a noise management plan for occupants once the surrounding development AMC applications are approved and there are developments to assess the noise against. An acoustician has been appointed to the design team to produce a noise management plan for this site and any forthcoming AMC's across the entire consented outline application site.

The applicant has submitted a supporting noise impact assessment. It has predicted that noise from the proposed Marina and other industrial/commercial uses will meet the required noise criteria at the nearest proposed noise sensitive receiver with the windows open.

Land contamination

Environmental Protection has received information regarding the outline consent for Granton Harbour (01/00802/OUT). The applicant has submitted an updated Ground Investigation Report which is currently being assessed by Environmental Protection. Until this has been completed Environmental Protection recommends that a condition is attached to ensure that contaminated land is fully addressed.

Air Quality

Planning Advice Note (PAN) 51: Planning, Environmental Protection and Regulation 3 sets out the Scottish Executive's core policies and principles with respect to environmental aspects of land use planning, including air quality. PAN 51 states that air quality is capable of being a material planning consideration for the following situations where development is proposed inside or adjacent to an Air Quality Management Area (AQMA):

- o Large scale proposals.*
- o If they are to be occupied by sensitive groups such as the elderly or young children.*
- o If there is the potential for cumulative effects.*

The planning system has a role to play in the protection of air quality, by ensuring that development does not adversely affect air quality in AQMAs or, by cumulative impacts, lead to the creation of further AQMAs (areas where air quality standards are not being met, and for which remedial measures should therefore be taken.

AQMAs have been declared at five areas in Edinburgh - City Centre, St John's Road (Corstorphine), Great Junction Street (Leith) Glasgow Road (A8) at Ratho Station and Inverleith Row/Ferry Road. Poor air quality in the AQMAs is largely due to traffic congestion and the Council's Air Quality Action Plan contains measures to help reduce vehicle emissions in these areas. The Council monitors air quality in other locations and may require declaring further AQMAs where AQS are being exceeded. It is noted that a significant amount of development is already planned / committed in the area and additional development will further increase pressure on the local road network including the nearby AQMA's.

As this is a AMC application and does not propose a major shift from what has been previously been consented. Air quality issues had been considered in the form of conditions and legal agreements for the outline application (01/00802/OUT). As part of the outline application Environmental Health Officers reviewed the data and projections in the supporting reports, and was satisfied that the development could progress without breach to air quality objectives. It is noted that this was a long time ago. The submitted air quality information was a strategic air quality assessment but further consideration could be required to take account of the potential adverse impacts on local air quality because of vehicle exhaust emissions from road traffic generated by any of the forthcoming proposed detailed developments. This would also need to consider the possibility of air quality affecting the actual developments site and future residents. However as this is a AMC application there are limitations on what we can require.

Environmental Protection would raise some concern that the air quality impact assessment did not considered the worst-case scenario and is now outdated. Environmental Protection will require the City of Edinburgh Councils Transport Planning Officer to support the proposal. If there are any issues with the transport assessment then this likely would be an issue for Environmental Protection.

Reducing the need to travel and promoting the use of sustainable modes of transport are key principles as identified in the second Proposed Edinburgh Local Development Plan (LPD). The LDP also states growth of the city based on car dependency for travel would have serious consequences in terms of congestion and air quality. An improved transport system, based on sustainable alternatives to the car is therefore a high priority for the Council and continued investment in public transport, walking and cycling is a central tenet of the Council's revised Local Transport Strategy 2014-19.

Future developments should be encouraged to keep car parking numbers to a minimum, support car club with electric charging, provide rapid electric vehicle charging throughout development site, provide public transport incentives for residents/visitors/employees, improve cycle/pedestrian facilities and links, and contribute towards expanding the electric charging facilities throughout the city.

As mentioned Environmental Protection have raised concerns with the cumulative impacts developments especially large proposals some of which are on the green belt may have on local air quality. Some of the local roads in the area are already congested during peak hours. There will need to be serious changes to the modes of transport used in the area and any planned developments will need to ensure that sustainable transport infrastructure is incorporated into the final detailed designs and is fully supported by the City of Edinburgh Council's Transport Planning officers.

Already committed developments in the area include a considerable number of car parking spaces with some of these developments having still to be developed out. Environmental Protection have concerns that if only limited transport mitigation measures are adopted then this will not be enough to tackle air pollution. For example, the introduction of intelligent traffic signals may assist but the traffic signals need to be linked to all the traffic signals in the local area so they can work in synergy. These signals also only work up to a certain capacity and it is likely they would be quickly overwhelmed with traffic.

The Scottish Government in the 'Government's Programme for Scotland 2017-18 has a new ambition on ultra-low emission vehicles, including electric cars and vans, with a target to phase out the need for petrol and diesel vehicles by 2032. A range of actions underpins this to expand the charging network, support innovative approaches, and encourage the public sector to lead the way, with developers incorporating charging points in new developments. Given that this proposed development is anticipated to be developed out by beyond 2032 it would sensible to ensure the development is future proofed in this regard with 100% electric vehicle charging points provided as a minimum. As the proposal includes 100 parking spaces in a basement the installation of wall mounted chargers will be straightforward during the development stage. The applicant has committed to installing 17 electric which is the minimum required as stated in the Edinburgh Design Standards. The charging points are highlighted in drawing number A-P-B1-G2-007 rev dated 6/11/2018. Environmental Protection would require the developer to consider installing 100% of the spaces with charging facilities.

The applicant is aware that there are now requirements stipulated in the Edinburgh Design Guidance must be achieved. Edinburgh has made progress in encouraging the adoption of electric/hybrid plug-in vehicles, through deployment of extensive charging infrastructure. As plug-in vehicles make up an increasing percentage of the vehicles on our roads, their lack of emissions will contribute to improving air quality, furthermore their quieter operation will mean that a major source of noise will decrease. Due to the outdated nature of the air quality information that underpins this application we would push the developer to address this by doing more than the minimum requirement and install 100% charging provisions. This would be something that could be marketed to future tenants and avoid any issues with some tenants having spaces with charging infrastructure and others without.

The Sustainable Energy Action Plan is the main policy supporting the Council's Electric Vehicle Framework. It is known that increasing the number of plug-in vehicles and charging infrastructure in Edinburgh will provide substantial reductions in road transport emissions that would benefit this development and beyond.

Environmental Protection recommend that 7Kw (type 2 sockets) charging provision will be required for all spaces. Information on chargers is detailed in the Edinburgh Design Standards -Technical Information Design Standards.

Any application must keep the numbers of car parking spaces to a minimum, commit to providing good cycle provisions, electric vehicle charging facilities for bikes/road vehicles and supported with an up to date travel pack. The introduction of car club spaces can reduce the overall requirement for car parking numbers. It should be noted that the car club currently operates many electric vehicles in its fleet. Any allocated car club spaces shall be supported with an electric vehicle charging point.

The applicant must fully have considered the full range of mitigation measures open to them. We would normally encourage developers to work with Environmental Protection to produce a Green Travel Plan which should incorporate the following measures to help mitigate traffic related air quality impacts.

- 1. Keep Car Parking levels to minimum.*
- 2. Car Club facilities (electric and/or low emission vehicles).*
- 3. Provision of electric vehicle charging facilities.*
- 4. Public transport incentives for new residents.*
- 5. Improved cycle/pedestrian facilities and links.*

Environmental Protection also advised the any applicants are made aware that any energy centres must comply with the Clean Air Act 1993 and that Environmental Protection will not support the use of biomass. Environmental Protection would support the introduction of other renewable energy systems especially intelligent power systems that would work along with the electric vehicle infrastructure. A development of this size and scale would be able to produce renewable energy and store it in the electric vehicles.

We will need details on any proposed centralised energy centre, for example the proposed fuel and size (energy in/output), again Environmental Protection will not support biomass and if a large gas-powered energy centre is required then secondary abatement technology will need to be incorporated to ensure NOx emissions are minimised. It is recommended that the applicant submits a chimney height calculation at the earliest possible stage to ensure planning are satisfied with any proposed chimney which may need to be sizable.

17/05332/AMC | Granton Harbour plots 7B and 8C: Application for approval of matters conditioned regarding the erection of buildings containing residential flats and houses; formation of road access, parking, and open space. | Granton Harbour West Harbour Road.

Environmental Protection have provided comments on a similar proposal for these plots however that application was withdrawn (17/05332/AMC). On balance, Environmental Protection offers no objection for this proposal. However, if consented it must be subject to the conditions and legal agreement recommendations from 01/00802/FUL planning application being carried forward. Specifically, regarding this plot, the following conditions must be attached to any consent.

Contaminated Land

1. 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.

Local Air Quality

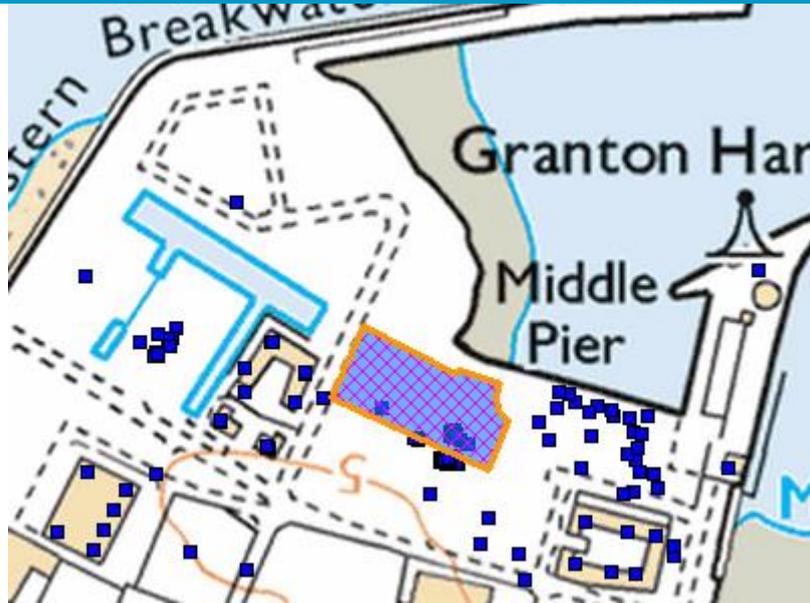
1. Prior to the use being taken up, 7Kw - 32amp (type 2 sockets) electric vehicle charging point, shall be installed serving every car parking space in the car park for all residential properties and be fully operational prior to occupation.

Informative

2. Electric vehicle charging points should be installed in accordance with Transport Scotland's Switched on Scotland Phase Two: An Action Plan for Growth (2017).

3. When available the applicant shall provide details of all the boilers to Environmental Assessment to ensure compliance with the Clean Air Act 1993.

Location Plan



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