

**Full Planning Application 09/00414/FUL
at
600 Gilmerton Road
Edinburgh
EH17 8RY**

**Development Management Sub-Committee
of the Planning Committee**

DEPARTURE FROM THE DEVELOPMENT PLAN

The development proposed by this application is a departure from the development plan:

A departure from established green belt planning policy is justified in this instance on the basis that the site has a long history of being used for various commercial activities and that the proposal will enhance the visual appearance of the site by providing a more uniform appearance and layout; using good quality materials and introducing landscaping measures to the benefit of the wider green belt.

1 Purpose of report

To consider application 09/00414/FUL, submitted by Bernard Hunter Ltd. The application is for: **Construction of new office building and associated ground works**

It is recommended that this application be **GRANTED** subject to the conditions below.

2 The Site and the Proposal

Site description

The application site is a commercial yard that forms part of wider, sub-divided industrial site. The overall site is accessed directly from Gilmerton Road and situated directly to the south of the disused railway line running from Loanhead to Danderhall. The nearest residential properties are located beyond the railway line on Gilmerton Station Road. Beyond the immediate industrial environment, the surrounding area is primarily agricultural in nature.

Site History

02.06.1993 - A certificate of lawfulness for the use involving scrap metal processing and mobile crane/plant hire was issued (93/00455/CLU).

21.10.1998 - Permission was granted for the erection of replacement industrial units for metal recycling and vehicle maintenance (97/01662/FUL).

11.11.1999 - Permission was granted for the erection of a new industrial shed for metal recycling (99/02470/FUL).

13.07.2000 - Permission was granted for the creation of a bulking and reclamation station for waste- construction works associated with activities (00/00241/FUL).

02.05.2001 - Permission was granted for environmental improvements and extension to existing waste transfer unit (00/02868/FUL).

06.03.2002 - Permission was granted for the erection of a 20m monopole, three 1.7.m sector antenna, two 0.6m dishes and associated cabinet and compound (01/04341/FUL).

12.03.2002 - Permission was granted for site identification signage (01/04552/ADV).

25.07.2002 - Permission was granted for the erection of a new industrial shed for the storage of plant/equipment (02/01714/FUL).

30.01.2003 - Permission was granted for industrial access equipment storage and associated offices (01/03133/FUL).

30.01.2003 - Permission was granted for a Highways maintenance depot (02/00473/FUL).

12.12.2006 - Permission was granted for the erection of a replacement office building (04/03506/FUL).

11.07.2008 - A variation to the approved consent for the erection of a replacement office building was granted (04/03506/VARY).

Description of the Proposal

Permission is sought to erect a 2-storey office block providing 611sqm of accommodation, 83 car parking spaces and associated landscaping.

The office block will measure 10.75 metres high at ridge height and 7.5 metres high at eaves level. The building will be 22 metres wide and 14 metres deep. The building is to have a cast stone basecourse; the walls will be finished with a combination of anstone walling and metal cladding; and the roof will be slated.

3 Officer's Assessment and Recommendations

Determining Issues

Do the proposals comply with the development plan?

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

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

ASSESSMENT

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

- a) the principle of the proposed development is acceptable;
 - b) the scale and design of the proposal enhances the appearance of the surrounding area; and
 - c) the proposal raises any road safety implications;
- a) The application site is within the designated green belt and the proposed development does not conform with any of the acceptable uses within the green belt as identified in planning policy. However, the application site is located at the heart of a pocket of commercial activities on land previously associated with the extraction of coal from Gilmerton Pit. It is recognised that a long-term aim of the Council is to remove non-conforming uses from the green belt but the existing commercial uses are authorised and longstanding

and as such their removal in the short-term is unlikely. The proposal will provide the site with a regulated layout and improve the overall appearance of the site to the benefit of the green belt.

A departure from established planning policy is justified in this instance.

b) The office block will be similar in appearance to a 3-storey office block immediately adjacent. The proposed materials are of good quality and recognise the visual prominence of the site on the urban edge. Given that the overall design and use of materials reflect the neighbouring building, its visual impact will be reduced and will not be a dominant feature upon the skyline. Furthermore, the consistent design approach will provide an improved uniform appearance to the site that will benefit the overall appearance of the wider green belt. Landscaping will be introduced to further add to the softening of the site and will also be used to divide the car park and prevent a harsh appearance being created.

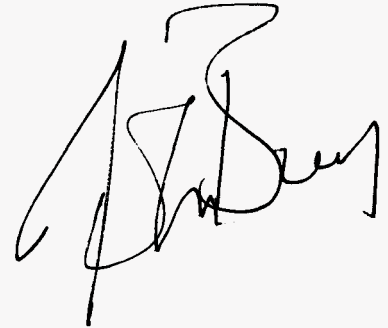
The scale and design of the building is acceptable.

c) The proposal includes provision for 83 parked vehicles, an increase of 49 on the existing site provision. In addition to parking provision, a pedestrian access is to be formed to link the site with the nearby bus terminal and a financial contribution is to be provided towards bus tracker information. The existing access with Gilmerton Road has been designed to cater for heavy goods traffic.

There are no road safety implications.

In conclusion, the proposals do not comply with the development plan and the relevant non-statutory guidelines but a departure is justified in this instance based on the site characteristics and the improvement to the visual appearance of the green belt. There are no material considerations which outweigh this conclusion.

It is recommended that the Committee approves this application, subject to conditions in respect of landscaping and a legal agreement for transport infrastructure.



John Bury
Head of Planning

Contact/tel	Andrew Trigger on 0131 529 3931
Ward affected	A16 - Liberton/Gilmerton (NEW)
Local Plan	South East Edinburgh Local Plan
Statutory Development Plan Provision	Green Belt
Date registered	24 February 2009
Drawing numbers/ Scheme	01-06 Scheme 1

Advice to Committee Members and Ward Councillors

The full details of the application are available for viewing on the Planning and Building Control Portal : www.edinburgh.gov.uk/planning.

If you require further information about this application you should contact the following Principal Planner, Graham Dixon on 0131 529 3519. Email: graham.dixon@edinburgh.gov.uk.

If this application is not identified on the agenda for presentation, and you wish to request a presentation of this application at the Committee meeting, you must contact Committee Services by 9.00a.m. on the Tuesday preceding the meeting on extension 4229/4239. Alternatively, you may e-mail david.emerson@edinburgh.gov.uk or henry.scullion@edinburgh.gov.uk

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Consultations, Representations and Planning Policy

Consultations

Transport Planning

Consent should not be issued until the developer has entered into a suitable legal agreement to contribute the sum of £2500 towards real-time information displays for public transport.

No objections to the application subject to the following condition being applied.

4 secure and undercover cycle parking spaces should be provided within the site in order to comply with the Council's cycle parking requirements.

Services for Communities (Environmental Assessment)

Environmental Assessment has no objections to this proposed development.

Representations

No representations have been received.

Planning Policy

The application site is within the designated green belt as identified by both the South East Edinburgh Local Plan and the finalised Edinburgh City Local Plan.

Relevant Policies:

Relevant policies of the South East Edinburgh Local Plan.

Policy DQ6 states that new development should make a positive contribution to the character and appearance of the environment. It will be expected to create or contribute to a sense of place and reinforce local distinctiveness, promote community safety, afford ease of movement for all, minimise the potential for pedestrian/cyclist/traffic conflict and connect satisfactorily with the surroundings.

Policy DQ7 states that development proposals for visually prominent sites, sites on major transport corridors or in gateway locations, will be expected to demonstrate a particularly creative solution

Policy DQ9 states that new development should include proposals for new tree planting and robust landscaping whenever this is appropriate.

Policy GE1 states that the Green Belt will be maintained within boundaries shown on the proposals map. Permission will not be given for development within the green belt except for the purposes of agriculture, horticulture, forestry and countryside recreation, changes of use to buildings that could not be re-used for a green belt purpose, changes of use of listed buildings and other buildings of an attractive visual character, and minor alterations to, and extensions of, existing buildings where this would not lead to unacceptable intensification of an existing non-conforming use.

Policy T9 states that car parking provision will be required in conformity with the Council's adopted parking standards.

Relevant policies of the Finalised Edinburgh City Local Plan.

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

Policy Env 9 (Green Belt) identifies the types of development that will be permitted in the Green Belt.

Policy Tra 3 (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 4 (Private Cycle Parking) requires cycle parking provision in accordance with levels set out in supplementary guidance.

Policy Tra 5 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

Relevant Non-Statutory Guidelines

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

Non-statutory guidelines DEVELOPMENT IN THE COUNTRYSIDE AND GREEN BELT, provide guidance on development in the Green Belt and Countryside in support of relevant local plan policies.

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Conditions/Reasons associated with the Recommendation

Recommendation

It is recommended that this application be **GRANTED**

Conditions

1. the development hereby permitted shall be commenced no later than five years from the date of this consent.
2. a fully detailed landscape plan, including details of all hard and soft surface and boundary treatments and all planting, shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site.
3. the approved landscaping scheme shall be fully implemented within six months of the completion of the development, and thereafter shall be maintained by the applicants and/or their successors to the entire satisfaction of the planning authority; maintenance shall include the replacement of plant stock which fails to survive, for whatever reason, as often as is required to ensure the establishment of the approved landscaping scheme.

Reasons

1. in order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.

2. in order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
3. in order to ensure that the approved landscaping works are properly established on site.

IN FORMATIVES

It should be noted that:

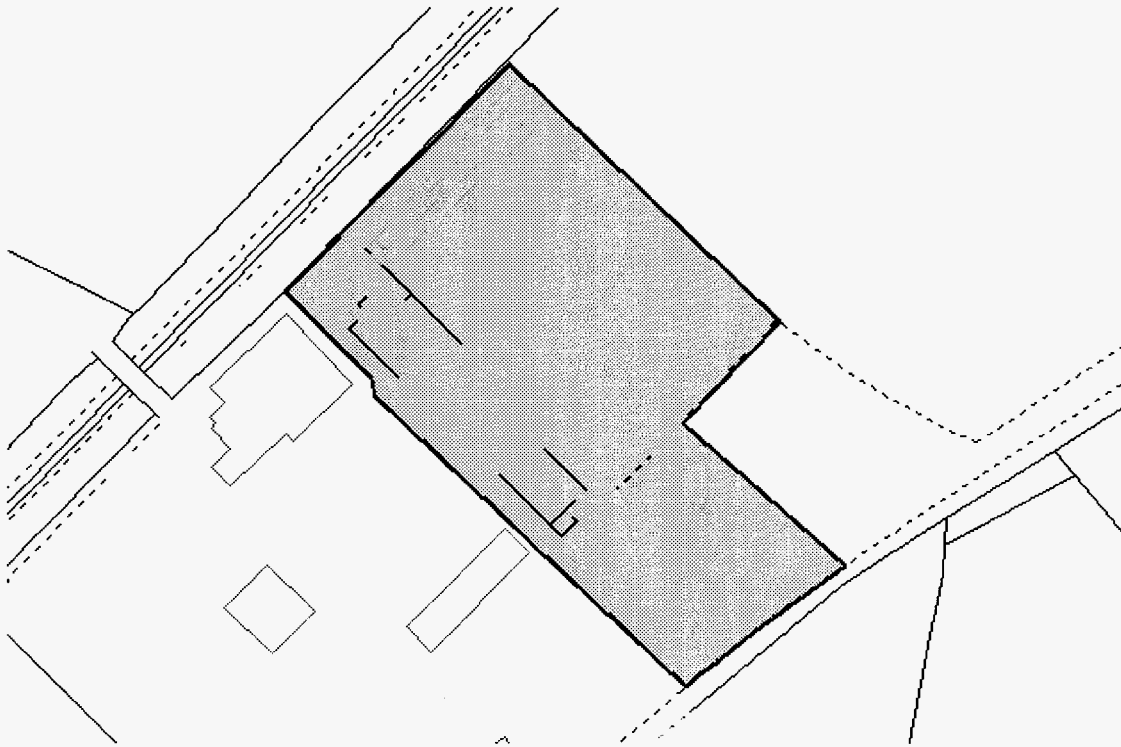
1. consent shall not be issued until a suitable legal agreement, including those requiring a financial contribution payable to the City of Edinburgh Council, has been concluded in relation to transport infrastructure.

End

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Location Plan

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