



Item no

Report no

9

**Prior Approval 10/03024/PA  
at  
Land Adjacent To  
Eastfield Road  
Edinburgh**

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

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**1 Purpose of report**

To consider application 10/03024/PA, submitted by Parsons Brinckerhoff. The application is for: **Prior approval to construct a section of road across Edinburgh tramway including earthworks and erection of OLE poles.**

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

**2 The Site and the Proposal**

**Site description**

The site is located within the Edinburgh Green Belt to the north of the Ingliston Park and Ride site. To the north is Eastfield Avenue, with Edinburgh Airport beyond. The embankment for the tram alignment has now been formed in this location as part of the ongoing tram works.

## Site History

Until recent tram construction works, the site had previously been agricultural land.

08/02249/PA - Construction of a tramway including overhead line equipment and culverts, approved 12th August 2008.

## RELEVANT HISTORY OF NEIGHBOURING SITES

8th August 2008 - Tram Prior Approval granted for Tram Stop, Sub Station, related tram infrastructure and access arrangements at Ingliston Park & Ride Site, 08/02250/PA

19th February 2008 - Tram Prior Approval granted for Tram Stop and related tram infrastructure at Edinburgh Airport, 08/03276/PA

1st September 2008 - Planning Permission granted for alterations to the Hilton Hotel Car Park required by the Tram Project, 08/02312/FUL

## Pre-Application Process

The proposal is for the prior approval of works associated with the Edinburgh tram network and whilst there is no specific requirement to undertake pre-application consultation, the proposals were subject to a period of informal consultation covering design and related issues.

## Description of the Proposal

There are two main elements to this application;-

- a section of road across the Edinburgh tramway (total width 33.5m) and associated earthworks for the purposes of future proofing
- change to the positioning and appearance of overhead line equipment from previously approved application, 08/2249/PA

### 3. Officer's Assessment and Recommendation

#### 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 development ought to be and reasonably could be carried out elsewhere on the land designated specifically within the Limits of Deviation;
- and/or
- (b) the design or external appearance of the development would be detrimental to the amenity of the area and is reasonably capable of modification (Adapted from GPDO Class 29).

In order to assess the submission in relation to the above determining issues, the following specific considerations need to be taken into account;

- Do the proposals comply with the Tram Design Manual and the development plan?
- If the proposals do comply with the Tram Design Manual and the development plan, are there any compelling reasons for not approving them?
- If the proposals do not comply with the Tram Design Manual and the development plan, are there any compelling reasons for approving them?

a) Notwithstanding the above considerations, the proposal is effectively permitted development and the prior approval submission can only be refused (or granted subject to conditions) if it is reasonable to locate the proposal elsewhere within the Limits of Deviation or the external appearance is reasonably capable of modification.

The laying out of access roads and construction of embankments, required to deliver the proposed tram road crossing are particular elements requiring Prior Approval. The Rural West Edinburgh Local Plan Alteration, 2010, and West Edinburgh Strategic Design Framework (WESDF), 2010, identify a number of points where roads will need to cross this section of the tram alignment. Although, the WESDF only sets out an indicative structure and detailed design work for the wider area has yet to be undertaken, a number of road crossings will be required through this part of the Tram Limits of Deviation. In order to minimise disruption to the future operation of the tram network, it would be desirable to future proof some of these crossing locations as part of the current construction programme. The crossings also need to be delivered as part of the project, to fulfil the requirements of a Side Agreement with the owner of the adjacent land. The implementation of this crossing would not rule out the possibility of further crossing points being added at a later date or an alternative location being identified should this be considered necessary, once detailed designs are prepared. The proposed width of the crossing at 33.5 metres will also allow for a degree of flexibility, in terms of the finalised position and configuration of any future alignment.

The works being implemented as part of the current construction programme will only include the installation of ducting and changes to the design of track form (hard surfacing as opposed to ballast) and can be regarded as Permitted Development.

b) The external appearance of the proposed development is considered to be acceptable at this location.

The proposed tram road crossing will comprise conventional highway construction and appearance, which in time may be required to deliver development of the West Edinburgh Strategic Design Framework area.

The edge of the tram alignment will be defined by hedging and fenced boundaries and is deemed appropriate to the character of the location.

The Overhead Line Equipment (OLE) will form part of an engineered environment necessary to deliver the tram system within the Limits of Deviation. An Auto Tensioned Trolley Wire system as opposed the originally approved Single Trolley Wire system will now be implemented in this location. This system requires additional wire and more substantial projecting bracket(s) on each column, but the overall visual impact of this is considered negligible in this location. The poles will be painted 'Woodland Green' to assist the integration of the tram alignment with the rural surroundings.

Finalised details of the road crossing will be agreed through the Tram Technical Approvals process in accordance with the attached informative.

It is recommended that the application be approved subject to the informatives relating to the future masterplanning of the West Edinburgh Design Framework Area and further details of the road crossing.

## **REASON FOR DECISION**

The principle of the tram is established and the proposal is within the limits of deviation and is of a satisfactory design quality.



**John Bury**  
Head of Planning

<b>Contact/tel</b>	Lesley Carus on 0131 529 3770
<b>Ward affected</b>	A01 - Almond
<b>Local Plan</b>	Edinburgh City Local Plan
<b>Statutory Development Plan Provision</b>	Urban Area
<b>Date registered</b>	20 October 2010
<b>Drawing numbers/ Scheme</b>	01A, 02A, 04A, 06A

#### **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](http://www.edinburgh.gov.uk/planning).

If you require further information about this application you should contact the following Principal Planner,  
Linda Hamilton on 0131 529 3146. Email: [linda.h.hamilton@edinburgh.gov.uk](mailto:linda.h.hamilton@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 [Gillian.ferrier@edinburgh.gov.uk](mailto:Gillian.ferrier@edinburgh.gov.uk) or [jack.dunn@edinburgh.gov.uk](mailto:jack.dunn@edinburgh.gov.uk)

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**Appendix A**

**Application Type**            Prior Approval  
**Application Address:**    Land Adjacent To  
   Eastfield Road  
   Edinburgh

**Proposal:**                    Prior approval to construct a section of road across Edinburgh tramway including earthworks and erection of OLE poles.

**Reference No:**              10/03024/PA

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## **Consultations, Representations and Planning Policy**

### **Consultations**

No Consultations received.

### **Representations**

No letters of representation have been received.

***Full copies of the representations made in respect of this application are available in Group Rooms or can be requested for viewing at the Main Reception, City Chambers, High Street.***

### **Planning Policy**

The West Edinburgh Planning Framework 2008, which has the status of supplementary planning guidance, identifies the site as part of the proposed International Business Gateway with a station on the Gogar vicinity.

The Rural West Edinburgh Local Plan allocates the site as green belt, but identifies the site as Tram Corridor. The green belt allocation seeks to protect the existing rural character and amenities, with a presumption against new development.

### **Tram Design Manual**

The Tram Design Manual sets out the criteria for assessing tram proposals. It seeks to ensure a high quality tram system for Edinburgh that embraces the best practice demonstrated in other European cities, and is of a standard appropriate to the city's world-renowned status.

**Relevant Policies:**

Policy TRA8 safeguards land to facilitate the implementation of transportation proposals T1-T11.

Policy TRA9 seeks to minimise the impact of transport proposals on the built and rural environment.

Policy E6 states that where acceptable in principle, development proposals in the Green Belt or countryside must criteria which aim to achieve high standards of design and landscaping.

Policy E41 encourages high standards of design for all development and its careful integration with its surroundings in terms of scale, form, siting, alignment and materials. New development should improve energy efficiency and reduce noise pollution.

Policy E42 requires new buildings to make a positive contribution to the overall quality of the environment and the street scene, making provision for high quality landscaping and, where appropriate, new open spaces.

**Relevant Non-Statutory Guidelines**

The Tram Design Manual sets out the criteria for assessing tram proposals it seeks to ensure a high quality tram system for Edinburgh that embraces the best practice demonstrated in other European cities, and is of a standard appropriate to the city's world-renowned status.



**Appendix B**

**Application Type**            Prior Approval  
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**Conditions/Reasons associated with the Recommendation****Recommendation**

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

**Conditions****Reasons****INFORMATIVES**

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. The granting of Prior Approval for the construction of the Tram Road Crossing must be without prejudice to the future detailed masterplanning of the West Edinburgh Strategic Design Framework Area and cannot fetter the future discretion of the Planning Authority to determine future road patterns, street configurations and related planning permissions. Details of future road connections to the Crossing would need to be determined through necessary further Planning Approvals, once detailed requirements for the West Edinburgh Strategic Design Framework Area have been fully established.
3. The construction of the proposed road crossing(s) must be delivered to a standard which meets the Council's requirements for Roads Construction Consent (RCC). These details need to be presented to, and agreed with the Council through the Tram Technical Approvals process, prior to implementation.

**End**

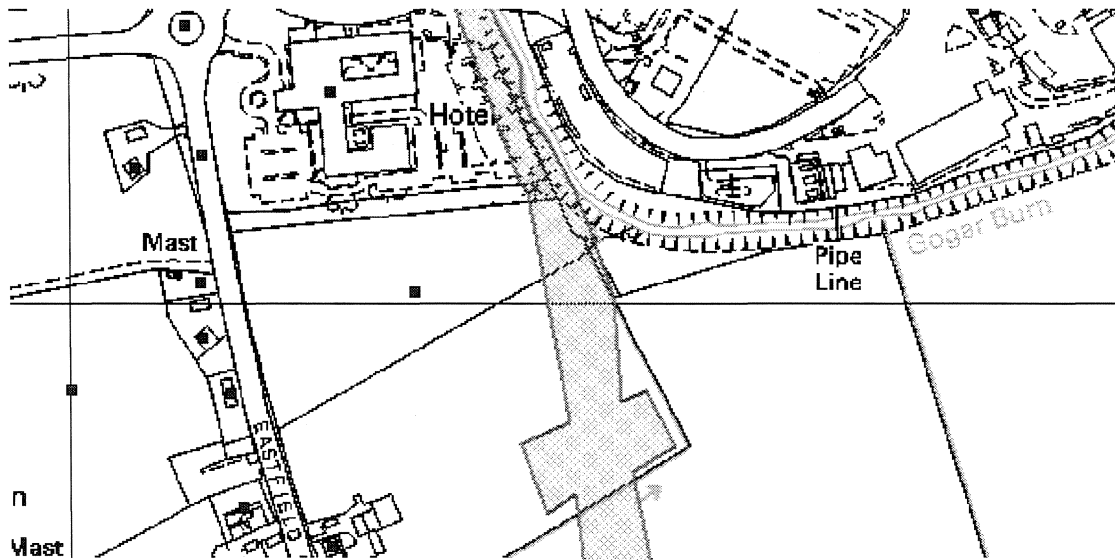
Appendix C



**Application Type** Prior Approval

**Proposal:** Prior approval to construct a section of road across Edinburgh tramway including earthworks and erection of OLE poles.

**Reference No:** 10/03024/PA



**Location Plan**

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