

Approval of Reserved Matters 05/02072/REM at Development Site At Former RAF Turnhouse Turnhouse Road Edinburgh EH12 0AL

Development Quality Sub-Committee of the Planning Committee

1 Purpose of report

To consider application 05/02072/REM, submitted by BAA Lynton. The application is for: **Approval of reserved matters to erect business development with associated car parking, internal service roads, landscaping and ancillary works**

It is recommended that this application be **GRANTED** subject to the conditions in Appendix B.

2 The Site and the Proposal

Site description

The 7.6 hectare site contains vacant barracks accommodation to the east and recreational facilities to the west which were part of the former RAF Turnhouse complex.

To the south and west of the site there are parts of the Edinburgh Airport complex whilst to the north there are 20 residential properties. To the south west of the site, at the junction between Lennymuir and Turnhouse Road, is a restaurant and dwellinghouse. To the east of the site there is a railway line.

The site slopes downwards from the north to the south and has a number of different boundary treatments. To the west, along Lennymuir, is a stone wall with an avenue of semi-mature trees whilst along the southern boundary there is a hedge and chain link fence around

the former RAF base. The chainlink fence also runs along the boundary with the railway line. The northern boundary, shared with the residential properties at Lennymuir contains a number of different domestic fence types.

Site History

17 May 2000, outline planning consent was granted for the new business development, reference 98/03366/OUT. Siting, external appearance, parking and access, design, and landscaping were all reserved matters, but the principle of the development was established.

28 March 2003, planning consent was granted to extend the time limit for the submission of reserved matters by 1 year (29 June 2004), reference 03/00064/FUL.

3 June 2004, planning consent was granted to extend the time limit for the submission of reserved matters by 1 year (29 June 2005), reference 04/01246/FUL.

Description of the Proposal

Scheme 2

It is proposed to erect 7 warehouse and office buildings within the site. The office space within each unit varies between 300 and 1045 square metres whilst the warehouse space varies between 1700 and 4800 square metres. Overall the site would provide 3630 square metres of office space and 18320 square metres of warehouse space. The buildings would be 11.0m to 14.0m in height. Two access roads would be formed onto Turnhouse Road.

Each unit would have a profile sheet roof and metal panel finish. Parking would be provided beside each unit with a total provision of 217 car parking spaces. The Travel Plan states that cycle parking will be provided.

A 5-32m wide landscaped bund would be provided along the northern boundary of the site, adjacent to the neighbouring residential properties. Other landscaping is proposed along the boundaries and within the site. The landscaping would include 902 trees of varying sizes and 11 tree types, there would also be 5 types of shrubs totalling 2782 in number and 5 different hedge types.

The submission also included a Travel Plan and Supporting Statement.

Scheme 1

Unit 1 occupied a different position, unit 2 was closer to northern boundary and the parking provision greater. The Travel Plan did not include sufficient incentives to encourage employees to use public transport. A Sustainable Urban Drainage System was not proposed as part of the scheme.

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, are there any compelling reasons for approving them?

ASSESSMENT

To address the determining issues, the Committee need to consider whether:

- a) The landscaping, design and scale of the proposals is acceptable;
 - b) The car parking and access to the site is acceptable;
 - c) There would be any adverse effect on the amenity of nearby properties.
 - d) The impact of the proposal on potential expansion of Edinburgh Airport and aircraft safety.
- a) The principle of development for airport operational and directly associated activities within Use Classes, 4, 5 and 6 (Business, Warehousing and Industry) has been accepted. The issues of siting, external appearance, parking and access, design, and landscaping were all reserved matters.

Landscape proposals that are appropriate to the green belt setting of the site have been submitted and provide an acceptable setting.

The buildings are similar in height to the existing buildings on site and are of a simple design, which is acceptable in this location. The scale of the buildings is also acceptable, with the buildings set back from both Turnhouse Road and Cammo Road within large hard and soft landscaped areas. The scale of the buildings is also similar to buildings within the Airport boundary to the south of Turnhouse Road.

- b) Access and parking are satisfactory and Transport has no objections to the proposals. The amended Travel Plan is acceptable
- c) The principle of using the site for airport operational and directly associated activities within Use Classes 4, 5 and 6 has been established.

The site would potentially operate for 24 hours a day and concerns have been raised about noise generation. The nature of the proposal combined with the orientation and layout of units 2 and 7 would, along with a planted bund, provide a barrier against noise generated by the development. In addition, the nearest loading bay is 55 metres away from any neighbouring garden ground, and at least 75 metres away from the residential properties themselves. These factors combined with ambient noise from the railway line to the east and existing activities at the airport mean that the amenity of neighbouring properties will not be unduly affected by any potential noise generation.

The nature of the development ensures that overlooking is not an issue and due to the positioning of the units none will overshadow neighbouring residential properties. Unit 1 will however overshadow just under 13 square metres of a restaurant car park to the west of the site. The area potentially overshadowed is under 2 percent of the neighbouring car park area and this narrow strip of shadow would be generated in the morning. This is a minor infringement of the guidelines, which is acceptable in this instance.

- d) In May 2005 BAA published the Edinburgh Airport outline Master Plan. The document includes BAA's proposals for the future development of Edinburgh Airport. Within the master plan it is indicated that the application site would be absorbed into the Airport boundary by 2030, half of the site would be used for cargo handling facilities by 2020 and the rest by 2030.

The use of the site is limited to airport operational and directly associated activities, therefore the proposal should not affect the potential expansion of Edinburgh Airport, but in any event this application is merely an approval of reserved matters.

The site is outwith the area that is subject to the Council's interim protocol for consideration of planning applications beside the Airport.

BAA has no safeguarding objections.

To conclude, the scale and design of the proposed buildings along with the landscape proposals and parking provision are acceptable. There will be no undue effect on the amenity of neighbouring properties, road safety, aircraft safety and the expansion potential of Edinburgh Airport will not be compromised by the proposal. There are no material planning considerations which outweigh this assessment.

It is recommended that the Committee approves these reserved matters, subject to conditions regarding agreement of materials, sustainable urban drainage systems, control of noise, contamination investigations, control of noise from plant, implementation of landscaping and compliance with the travel plan.



Alan Henderson
Head of Planning and Strategy

Contact/tel	Kevin Murphy on 0131 529 3794
Ward affected	03 - Dalmeny/Kirkliston
Local Plan	
Statutory Development Plan Provision	
Date registered	16 June 2005
Drawing numbers/ Scheme	1, 2, 3A, 4A, 5-9, 10B, 11-14, 15A, 16C, 17, 19 and 22A Scheme 2

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, Helen Martin on 0131 529 3517. Email: helen.martin@edinburgh.gov.uk. Alan Henderson on 0131 529 3494. Email: alan.henderson@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 gavin.king@edinburgh.gov.uk or sarah.bogunovic@edinburgh.gov.uk

Application Type Approval of Reserved Matters
Application Address: Development Site At Former RAF Turnhouse
Turnhouse Road
Edinburgh
EH12 0AL

Proposal: Approval of reserved matters to erect business development with associated car parking, internal service roads, landscaping and ancillary works

Reference No: 05/02072/REM

Consultations, Representations and Planning Policy

Consultations

East Lothian Council

The site falls to be considered against Policy ENV2 of the Edinburgh & the Lothians Structure Plan 2015. This states a presumption against development or changes of use in the Green Belt unless necessary for the purposes of agriculture, horticulture, forestry, countryside recreation, other uses appropriate to the rural character of the area or operations covered by Policies ECON3 and ECON4 of the Plan.

The application is a reserved matters application and, as such, the principle of the proposed development has been established.

It is recommended that the application be considered in light of the above circumstances. As such, East Lothian Council would not wish to formally object to this application.

Environmental and Consumer Services

No objections subject to standard conditions controlling noise from plant, machinery or equipment and requiring a site survey to identify if there is a contamination risk on site and how to remedy it, if required.

Sportscotland

The principle of redevelopment of the site has been established through the outline planning consent and this is a reserved matters application. Sportscotland has no comment to make on this application.

BAA

Response dated 18 August 2006

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with the safeguarding criteria unless any planning permission granted is subject to the following conditions detailed below:

Lighting

Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the planning authority and such schemes shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.

Reason: To avoid endangering the safe operation of aircraft.

Landscaping

a) Development shall not begin until a landscaping scheme that complies with the details contained in the attached Advice Note 3, "Potential Bird Hazards from Amenity Landscaping and Building Design" i.e. type and spacing of trees and design details of any water features, has been submitted to and approved in writing by the local planning authority.

Reason: To avoid endangering the safe operation of aircraft through the attraction of birds.

b) No element of the proposed planting shall be permitted to grow above a maximum height of 64m AOD.

Reason: To avoid endangering the safe operation of aircraft.

Flat Roofs

The flat/shallow pitched roof shall be constructed to allow access to all areas by foot using permanent fixed access stairs, ladders or similar. The owner/occupier shall not allow gulls, to nest, roost or loaf on the building. Checks shall be made weekly during the breeding season. Outside of the breeding season gull activity shall be monitored and the roof shall be checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing shall be dispersed by the owner/occupier when detected or when request by BAA Airfield Operations staff. The owner/occupier shall remove any nest or eggs found on the roof.

Reason: To avoid endangering the safe operation of aircraft through the attraction of birds.

The breeding season for gulls typically runs from March to June. The owner/occupier shall hold appropriate Defra licences before the removal of nest and eggs.

We would also make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in the attached Advice Note 4, "Crane and Other Construction Issue".

It is important that any conditions requested in this response are applied to a planning approval. Where a Local Planning Authority proposes to grant permission against the advice of BAA, or not to attaché conditions which BAA has advised, it shall notify BAA, the Civil Aviation Authority and the Scottish Ministers as specified in the Safeguarding of Aerodromes Direction 2003.

Response to landscaping proposals, dated 4 July 2006

The Euonymus fortunei, Elaeagnus x ebbingei and Cornus sibirica, have been replaced or removed from the Ornamental Shrub Planting. The replacement plants, Deutzia x hybrida 'Mont Rose' and Escallonia Iveyi, are not berry bearing and the landscaping scheme therefore now acceptable.

We note however that the revision of the drawings has not been closely controlled by the applicant and we have two versions of 3526.01 Rev B. The most recently received version of 3526.01 Rev B with the above changes and your 19 June 2006 datestamp is the acceptable one.

SEPA

SEPA has no objection in principle to the proposed development although the following comments will apply:

Sewage Disposal

1. There has been no information supplied regarding the treatment of foul drainage. However, foul drainage from the proposed development must be drained to the public foul sewer. Connection to the public foul sewer is subject to the approval of Scottish Water and permission to connect may depend on the availability of spare capacity. Any areas at risk of contamination should also be drained to the public foul sewer, subject to agreement with Scottish Water. If you require further clarification then it is recommended that you consult with Scottish Water on this issue.

Surface Water

2. SEPA would request that any planning permission granted includes a condition requiring the applicant treat surface water from the site in accordance with the principles of Planning Advice Note 61 and "Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland", CIRIA C521. It was noted from the plans that porous surfacing is proposed for parking areas, which is welcomed. However, SEPA would request that the applicant contact Chris Gall at the Edinburgh team to agree the final SUDS for the site. Such measures could include the use of soakaways and roadside swales, in addition to the porous surfacing. SEPA would request the application is not determined until the surface water drainage proposals have been agreed with your Authority, in consultation and agreement with SEPA.

Landscaping and Construction

3. Construction works associated with the development of the site must be carried out with due regard to the SEPA's guidelines on avoidance of pollution (PPG and PPG 6).

4. There may be waste management licensing implications arising from the importation of waste material such as soil for landscaping or for any other purpose. Generally, waste material can only be imported to, or removed from, a site if a waste management license is in effect or of an activity exempt from licensing has been registered with SEPA in accordance with the Waste Management Licensing Amendment (Scotland) Regulations.

5. Where waste is either imported to or exported from a site, applicants and their contractors should be fully aware of the relevant requirements relating to the transport of controlled waste by registered carriers and the furnishing and keeping of duty of care waste transfer notes.

Further Comments dated 27 February 2006

Sewage Disposal

SEPA requests that the applicant provide a copy of the study on hydraulic performance of the sewers during extreme flood events, when published. If you require further clarification then it is recommended that you consult with Scottish Water on this issue.

Any areas at risk of contamination should also be drained to the public foul sewer, subject to agreement with Scottish Water. These include:

i) Domestic sewage and trade effluent

ii) Wash bay drainage

iii) Run-off from any surfaces prone to contamination and exposed to rainfall, such as the service yard, loading bay and waste storage areas.

Surface Water

SEPA notes the description of the sustainable urban drainage system (SUDS) for this site in paragraph 6 of the letter dated 04/10/2005 (Jason Hogg, Jones Lang LaSalle Ref. JH/cay).

Agreement on the final SUDS for the site has not been reached with SEPA's Edinburgh Team. SEPA noted (letter dated 14/7/05) and welcomed the plans showing that porous surfacing is proposed for parking areas. SEPA continue to request the applicant provides the detailed design of the SUDS, when they become available. SEPA suggest that the applicant liaise closely with BAA, who have undertaken flood modelling of the River Almond and the area covered by this development, in order to fully assess the hydraulic impact of output from the planned SUDS to the receiving watercourse.

SEPA would request the application is not determined until the surface water drainage proposals have been agreed with your Authority, in consultation and agreement with SEPA.

The SUDS design must treat surface water from the site in accordance with the principles of Planning Advice Note 61 and "Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland", CIRIA C521 (<http://www.ciria.org.uk>).

The specification of the drainage system, particularly for the access road and parking areas, must comply with the SUDWP/CIRIA design manual for sustainable urban drainage systems (SUDs) (ISBN 0-86017-521-9). This involves the use of indirect systems such as porous paving, peripheral French drains, swales, ponds and wetlands in preference to gullies and sealed pipes, which convey pollutants directly to the water environment (River Almond/Gogar Burn). A suitable SUD based system should also provide flow attenuation to satisfy your Council's requirements to ensure that runoff from the development does not increase the risk of flooding elsewhere.

As well as providing water quality treatment and attenuation of flow it is important that the pond or wetland system is designed as a habitat enhancing landscape features to maximise the wildlife value. Guidance on good practice can be obtained from SEPA's publication 'Ponds, Pools and Lochans' (ISBN 1-901322-16-5).

The surface water drainage arrangements will need to meet the requirements of SW, the Council and SEPA area staff. As drainage systems based on SUD principles will have implications for site layout, it is recommended that there is general agreement on the scheme before planning permission is granted. SEPA also recommended that imposition of a planning condition which makes reference to the requirement for an integrated SUDS scheme.

Effect of surface water drainage on the River Almond Flood Warning System

Temporary measures such as the provision of silt traps or downstream defenders must be provided to deal with surface water runoff during construction and prior to the operation of the final SUDS. It is recommended that this aspect is covered by a planning condition.

Fuel Storage

If fuel oil is to be stored on the proposed premises this would give rise to the usual requirement to provide bunding or containment to retain spilled or leaked oil. Consideration should be given to the inclusion of a planning condition, which obliges containment measures where appropriate.

Contamination

SEPA notes that the site was part of RAF Turnhouse, formerly under crown immunity from prosecution for pollution activities. SEPA has no information to confirm whether contamination is an issue at this site. In respect it is recommended you consult with your own Environmental Health Department since SEPA is not a statutory consultee in this regard. However, if site investigation reveals this to be an issue, SEPA does have an interest in the potential for authorisation of on site remedial activities, the disposal of contaminated materials off site and the protection of controlled waters, which include groundwater and surface waters.

Landscaping and Construction

Construction works associated with the development of the site must be carried out with due regard to the SEPA's guidelines on avoidance of pollution (PPG 1, 5 and 6). These publications are available free of charge on the SEPA website www.sepa.org.uk/guidance/ppg/ppghome.htm or from any SEPA office.

There may be waste management licensing implications arising from the importation of waste material such as soil for landscaping or for any other purpose. Generally, waste material can only be imported to a site if a waste management license is in effect or if an activity exempt from licensing has been registered with SEPA. Similarly, any waste removed from a site must be deposited either at a suitably licensed site or at a site for which a relevant exempt activity has been registered. SEPA regards all soils, including topsoil, removed from sites waste.

Where waste is either imported to or exported from a site, applicants and their contractors should be fully aware of the relevant requirements relating to:

- i) The transport of controlled waste by registered carriers
- ii) The furnishing and keeping of duty of care waste transfer notes

Waste facilities

The applicant should be aware that waste management facilities for recycling and collection may be required within the development. Contact should be made with the council's Waste Management Department to identify what facilities are appropriate in a development of this size.

Response dated 7 March 2006

No objection to the development, however the following comments apply;

Sewage Disposal

Sewage from the proposed development should be connected to the public foul sewer. Connection to the sewer is subject to approval of Scottish Water (SW) and permission to connect may depend on the availability of spare capacity. Your attention is drawn to SW's consultation response for clarification of the position. In line with SEPA's draft consultation Paper titled 'SEPA Policy and Provision of Waste Water Drainage in Sewered Areas' SEPA would request that the applicant investigates all possible routes to establish a connection to the public foul sewer as the first option for sewage disposal. This will include the following options in order of preference:

- i) Direct connection to the public foul sewer (including pumping where necessary)
- ii) Negotiation of developer contributions with Scottish Water to upgrade the existing sewerage network and/or increase capacity at waste water treatment works.
- iii) Provision of mitigation measures at the development site, or elsewhere in the network, which will reduce the volume or strength of the effluent discharged to sewer. Such measures could include storage or prior treatment of effluent before discharge to the foul sewer.

Where SEPA considered that a developer has not taken all reasonable steps to seek connection to the foul sewer, SEPA will object to the planning application.

Surface Water

SEPA would request that any planning permission granted includes a condition requiring the applicant to treat surface water from the site in accordance with the principles of Planning Advice Note 61 and "Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland", CIRIA C521 (<http://www.ciria.org.uk>). Such measures include the use of porous surfacing for parking areas, filter drains, soakaways and roadside swales.

Temporary measures such as the provision of silt traps must be provided to deal with surface water runoff during construction and prior to the operation of the final SUDS. It is recommended that this aspect is covered by a planning condition.

Landscaping and construction

Construction works associated with the development of the site must be carried out with due regard to SEPA's pollution prevention guidelines on working at Construction and demolition sites (PPG 6). It is recommended that these guidelines are referred to in a planning condition.

In relation to the importation or removal of waste material such as soil, from the site, such activity must be in accordance with the Waste Management Licensing Amendment (Scotland) Regulations. The applicants and their contractors should also be fully aware of the relevant requirements relating to:

- i) The transport of controlled waste by registered carriers
- ii) The furnishing and keeping of duty of care waster transfer notes

Fuel Storage

If fuel oil is to be stored on the proposed premises this would give rise to the usual requirement to provide bunding or containment to retain spilled or leaked oil. Consideration should be given to the inclusion of a planning condition, which obliges containment measures where appropriate.

Contamination

SEPA notes that the site was part of RAF Turnhouse, formerly under crown immunity from prosecution for pollution activities. SEPA has no information to confirm whether contamination is an issue at this site. In respect it is recommended you consult with your own Environmental Health Department since SEPA is not a statutory consultee in this regard. However, if site investigation reveals this to be an issue, SEPA does have an interest in the potential for authorisation of on site remedial activities, the disposal of contaminated materials off site and the protection of controlled waters, which include groundwater and surface waters.

Waste Facilities

The applicant should be aware that waste management facilities for recycling and collection may be required within the development. Contact should be made with the council's Waste Management Department to identify what facilities are appropriate in a development of this size.

Transport

26 August 2005

Request that the application is continued.

Parking to comply with the Councils Parking Standards.

Travel Plan to be further developed to offer greater incentives to employees for car sharing cycle travel etc.

Should the applicant wish to retain high levels of parking we would recommend refusal.

2 February 2006

Content with the revised Travel Plan.

Archaeologist

The proposed development site forms part of the original RAF Turnhouse, constructed by the Royal Flying Core in 1915 and which remained in front line use into the era of the Cold War. The site contains a mix of buildings and structures from both the inter-war and Second World War periods and these are regarded as being of historic importance. The principal buildings, planned for demolition, were constructed between 1929 and 1936.

In addition to the above the area is recognised as having the potential for containing important archaeological remains from early prehistoric through to the 19th century. This has already been recognised by BAA in a desk-top study undertaken by Framework Archaeology Framework Report REF: 96001.785) on their behalf in advance of construction of the new parallel taxiways for CECAS. The report further indicates that the playing field area has remained relatively undeveloped in modern times and is the site of both a 1766 building (site 55) and a mid 19th century cottage (site 57). In addition to this the occurrence of nationally significant prehistoric and early Christian sites (e.g. Carlowrie BA cists, cat stone Dark Age graveyard) in the general vicinity, strongly suggests that similar remains may be encountered across this site.

Therefore this application should be considered under the following planning policies, issued by the Secretary of state for Scotland: National Planning Policy Guidance 18: Planning and the Historic Environment (MPPG 18), 1999, and National Planning Policy Guidance 5: Planning and Archaeology (NPPG 5) and its accompanying Planning Advice Note 42 (PAN 42, 1994. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

After an assessment of the potential impact of the development it is considered that the impact of the development would not be considered sufficient to justify refusal of consent on archaeological grounds.

However it is essential that a photographic and written survey, linked to an appropriate level of documentary research, be undertaken of the RAF buildings prior to their demolition. Further more a programme or archaeological work must be carried out at the site by a professional archaeologist prior to development to excavate and record any archaeological

It is essential therefore that a condition be applied to any consent granted to secure this programme of archaeological works [excavation (phase 1; 5% evaluation) & historic recording]. A condition based upon the model condition stated in PAN 42: Planning and Archaeology, para 34 should be used, as follows:

'No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the excavation and resourcing of the programme or archaeological works (watching brief & historic building survey) and for the archiving and appropriate level of publication of the result lies with the applicant.

Health & Safety Executive

The Health & Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation distance (CD) of major hazard installations, complexes and pipelines. This consultation, which is for such a development and also within at least one CD, has been considered using the details provided by you and HSE's assessment methodology. Only the installations/complexes and pipelines you advised us of with the consultation have been considered. Consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

As the proposed development is within the CD of a major hazard pipeline you should consider contacting the pipeline operator before deciding the case. There are two particular reasons for this:

** The operator may have a legal interest (easement, wayleave, etc.) in the vicinity of the pipeline. This may restrict certain developments within a certain proximity of the pipeline.*

** The standards to which the pipeline is designed and operated may restrict occupied buildings or major traffic routes within a certain proximity of the pipeline. Consequently there may be a need for the operator to modify the pipeline, or its operation, if the development proceeds.*

HSE's advice is based on the situation as currently exists, our advice will not be altered by the outcome of any consultation you may have with the pipeline operator.

West Lothian Council

No response received.

Midlothian Council

No response received.

Representations

The application was advertised 1 July 2005.

48 letters of objection were received to scheme 1, the following material points were raised:

- Concern over lack of cycle parking;
- Noise generation through 24 hour working;
- Scale and massing of the development is inappropriate;
- Loss of recreational amenity space; and,
- Adverse traffic impact upon the local road network.

13 letters of objection were received to scheme 2, the following material points were raised:

- Noise generated by the proposal;
- Traffic impact from increase vehicular movements and a road closure;
- Light pollution;
- The scale of the development is inappropriate;

- Overshadowing of residential property; and,
- An area of amenity space would be lost.

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 site is Green Belt in the Edinburgh and the Lothians Structure Plan 2015 and in the Rural West Edinburgh Local Plan. The latter plan identifies the airport as being of strategic importance and supports appropriate airport related development.

NPPG 11 Sport, Physical Recreation and Open Space contains government guidance on playing fields and development affecting playing fields.

Relevant Policies:

Edinburgh and the Lothians Structure Plan 2015

Policy ECON4 states that local plans should identify the boundaries of major established uses within the Green Belt and specify appropriate uses within them.

Policy ENV2 presumes against development in the Green Belt unless necessary for the purpose of agriculture, forestry, countryside recreation or other uses appropriate to the rural character of the area

Rural West Edinburgh Local Plan

Policy E5 restricts development in Green Belt and Countryside policy areas to protect their landscape qualities, rural character and amenity.

Policy E6 states that where acceptable in principle, development proposals in the Green Belt or Countryside must meet high standards of design and landscaping and meet criteria to safeguard local amenity.

Policy E52 encourages proposals to improve the quantity and quality of open space provision. Where appropriate, the Council will work with the relevant landowner and interested parties to secure the implementation of Proposals (ENV1 - 7).

Policy ED5 supports proposals for the development and enhancement of Edinburgh Airport which are directly associated with the Airport's operations and accord with the provisions of the Master Plan. Proposals should meet criteria including for access and traffic generation, public transport accessibility, scale and location, habitat protection, impact on greenbelt objectives and screening and landscaping.

Policy TRA2 states that proposals will not be permitted where the traffic associated with development would have an unacceptable impact on the capacity of the existing road network, or have an unacceptable impact on public transport operations or adversely affect air quality, road safety or residential amenity.

Policy TRA3 requires Transport Impact Assessment and Green Transport Plans for significant development proposals in order to assess the transport implications for traffic generation, public transport, cycling and walking.

Other Relevant Policy Guidance

Non-statutory guidelines 'DAYLIGHTING, PRIVACY AND SUNLIGHT' set criteria for assessing proposals in relation to these issues.

Non-Statutory guidelines on 'QUALITY OF LANDSCAPES IN DEVELOPMENT' sets detailed design principles for hard and soft landscaping, including the retention of existing features, and relates these principles to different types of development.

Application Type Approval of Reserved Matters
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Proposal: Approval of reserved matters to erect business development with associated car parking, internal service roads, landscaping and ancillary works

Reference No: 05/02072/REM

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 two years from the date of this consent or from the date of subsequent approval of other reserved matter/s, or five years from the date of outline consent, whichever is the later.
2. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site; Note: samples of the materials may be required.
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.
4. Details of the proposed surface water drainage management in the form of Sustainable Urban Drainage Systems (SUDs) are to be submitted to and approved in writing by the Head of Planning and Strategy prior to the development commencing. The approved SUDS scheme is to be implemented prior to the development being occupied in line with Planning Advice Note 61 and the Sustainable Urban Drainage Systems Working Party/CIRIA Sustainable urban drainage systems - design manual for Scotland and Northern Ireland (C521). Porous paving shall be used for areas of hardstanding including parking areas. The SUDS features shall provide water quality treatment and attenuation of flow.
5. No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Head of Planning & Strategy, having first been agreed by the City Archaeologist.
6. In accordance with the approved Travel Plan prior to the occupation of each unit the occupier must submit a detailed Travel Plan, adapted from the approved Travel Plan, to the Head of Planning and Strategy for written approval. The site Travel Plans are to be reviewed and

approved by the Head of Planning and Strategy within 5 years from the developments occupation, and every 5 years thereafter.

7. The bund along the northern boundary to be formed prior to the development becoming operational.
8. All planting on the bund to the north of the site and within 10 metres of the site boundary to be implemented within six months of the completion of the first unit, 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.
9. Development shall not begin until details of the schemes of lighting required during construction and for the completed project have been submitted to and approved in writing by the planning authority and such schemes shall specify that lighting is of flat glass, full cut off design with horizontal mountings, and ensure that there is no light spill above the horizontal. No subsequent alterations to the approved lighting scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.
10. No element of the proposed planting shall be permitted to grow above a maximum height of 64m AOD.
11. The flat/shallow pitched roof shall be constructed to allow access to all areas by foot using permanent fixed access stairs, ladders or similar. The owner/occupier shall not allow gulls, to nest, roost or loaf on the building. Checks shall be made weekly during the breeding season. Outside of the breeding season gull activity shall be monitored and the roof shall be checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing shall be dispersed by the owner/occupier when detected or when request by BAA Airfield Operations staff. The owner/occupier shall remove any nest or eggs found on the roof.
12. Before each unit is brought into use, cycle parking shall be provided to meet the standards required by City of Edinburgh Council policy; the type and siting of such parking shall be approved in writing by the Head of Planning & Strategy before work commences on site, and no alteration to the approved cycle parking provision shall be made without the further written approval of the Head of Planning & Strategy.

Reasons

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
2. In order to enable the planning authority to consider this/these matter/s in detail.
3. In order to ensure that the approved landscaping works are properly established on site.
4. To ensure the site is adequately drained.
5. In order to safeguard the interests of archaeological heritage.
6. To ensure that the Travel Plan is implemented and adapted to account for changing travel patterns and options.
7. In order to ensure that the approved landscaping works are properly established on site.
8. In order to ensure that the approved landscaping works are properly established on site.
9. To avoid endangering the safe operation of aircraft.

10. To avoid endangering the safe operation of aircraft.
11. To avoid endangering the safe operation of aircraft through the attraction of birds.
12. In order to safeguard the interests of road safety.

INFORMATIVES

It should be noted that:

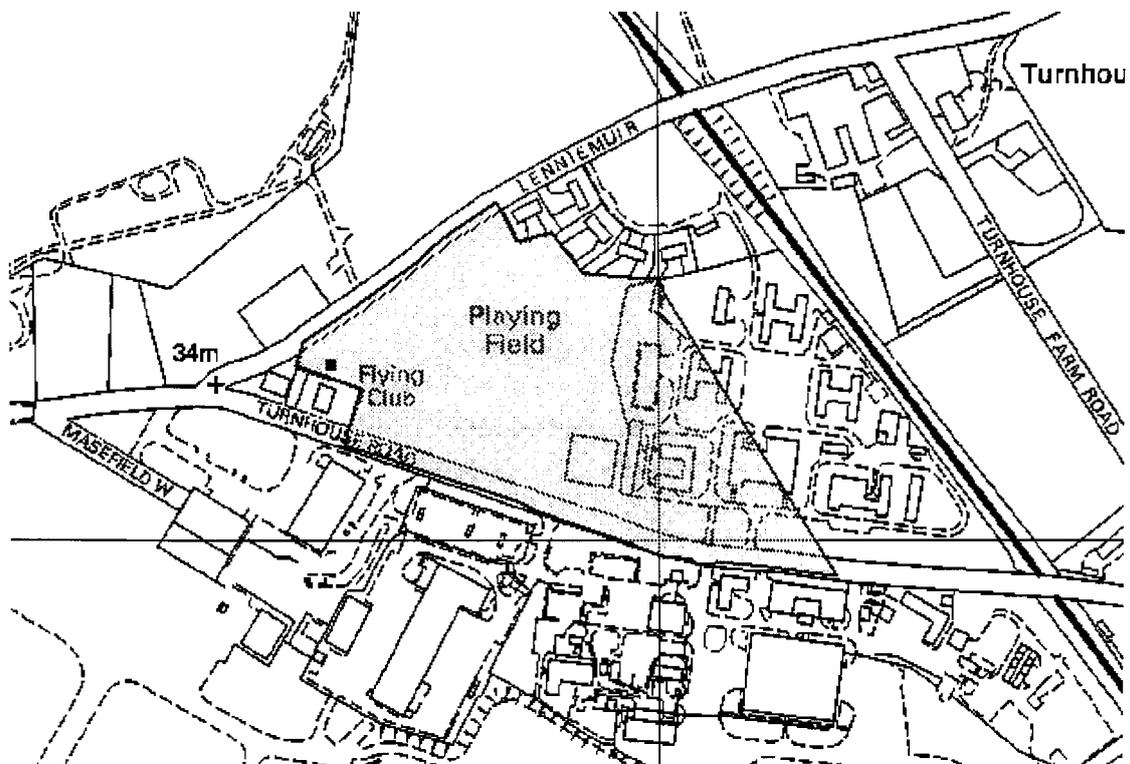
1. Attention is drawn to the conditions attached to the outline consent (98/03366/OUT). In particular, the use of this development is restricted to airport operational and directly associated activities as detailed in condition 3 of that consent.

End

Application Type Approval of Reserved Matters

Proposal: Approval of reserved matters to erect business development with associated car parking, internal service roads, landscaping and ancillary works

Reference No: 05/02072/REM



Location Plan

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