

# Development Management Sub Committee

**Wednesday 23 September 2015**

**Report for forthcoming application by IBG Stakeholders (New Ingliston Ltd, Murray Estates Lothian Ltd, FSH Airport (Edinburgh) Services Ltd) for Proposal of Application Notices**

**15/00225/PAN**

**13/03146/PAN**

**Land to the North of A8 and East of Eastfield Road and Ingliston Park and Ride Site, West Edinburgh.**

<b>Item number</b>	9.1
<b>Report number</b>	
<b>Wards</b>	A01 - Almond

## Summary

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The purpose of this report is to inform the Development Management Sub-Committee of forthcoming applications for planning permission in principle for major mixed-use development at land north of the A8, West Edinburgh. Separate applications would be submitted to cover Phases 1 and 2.

In accordance with the provisions of the Town & Country Planning (Scotland) Act 1997, as amended, the applicants submitted Proposal of Application Notices on 8 August 2013 and 21 January 2015.

## Links

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<b>Coalition pledges</b>	
<b>Council outcomes</b>	CO7, CO19, CO23
<b>Single Outcome Agreement</b>	SO4

## Recommendations

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- 1.1 It is recommended that the Committee note the key issues at this stage and advise of any other issues.

## Background

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### 2.1 Site description

The proposed International Business Gateway (IBG) occupies land (109 hectares) between Ingliston and Gogar to the north of the A8 dual carriageway. This area is contained by Eastfield Road to the west and the Gogar Burn to the north and east. Edinburgh Airport occupies much of the land to the north, beyond the extents of the Gogar Burn. The prevailing land levels fall from the southern edge of the site towards the Gogar Burn to the north.

The IBG has been divided into two component parts to reflect land ownerships and as such the extents of the two proposed applications and phasing of development:

Phase 1 (34 hectares) occupies land immediately to the east of Eastfield Road and the Ingliston Park + Ride site (Ref: 13/03146/PAN).

Phase 2 (75 hectares) lies further to the east of the Ingliston Park + Ride site extending westwards as far the Gogar Burn (Ref: 15/00225/PAN).

Until circa 2010 the land was used as arable agricultural farm land and with the exception of the Ingliston Park and Ride facilities to the east, remains largely as open fields contained by hedged boundaries. The land is now crossed from east to west by the tram route running between the Airport to the Edinburgh City Centre. This opened for operational service in 2014 with tram stop at Ingliston Park + Ride within the limits of the Phase 1 application. A future tram stop location is also identified to the west of the Gogar Mains Farm Road, within the extents of the Phase 2 application. A further tram stop lies at Gogar to the east of the Phase 2 application site.

### Policy Context

Prior to 2004, the development plan did not support development in West Edinburgh beyond the boundaries of the airport and the Highland Showground unless related to the needs of agriculture and other uses appropriate to the rural character of the area. The land was, and remains, part of the Edinburgh Green Belt - and will remain so until the LDP2 is adopted sometime in 2016.

With the publication of the first West Edinburgh Planning Framework by the Scottish Government in 2003 and a finalised Rural West Edinburgh Local Plan (RWELP) later the same year, the prospect of commercial development in this area had increased, although support for such was principally related to the needs of the airport and showground. It was not until the publication of a revised West Edinburgh Planning Framework in 2008 that the prospect of, and support for, development beyond the boundaries of the airport and showground first emerged; and which is now a feature of the RWELP Alteration.

The support for development is, however, qualified and dependent upon essential infrastructure being in place to support it. This support also includes acceptance in principle of airport related and other ancillary uses, e.g. conference facilities, considered important for the creation of a sustainable place.

The emerging replacement development plan through the approved Strategic Development Plan and Proposed Local Development Plan continue to support in principle development in West Edinburgh.

## **2.2 Site History**

21 August 2000 - Planning permission refused to erect hotel with conference facilities. Appeal subsequently dismissed. (Application reference;- 00/01588/FUL).

05 October 2007 - Application withdrawn for hotel incorporating conference and leisure facilities, car parking and associated landscaping (Application reference;- 01/01769/OUT).

02 June 2004 - Planning permission granted for Park and Ride facility comprising car park, terminus building and dedicated bus access (Application reference;- 04/00362/CEC).

## **Main report**

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### **3.1 Description Of The Proposal**

The forthcoming applications will be for Planning Permission in Principle.

The development anticipates a city extension that is urban in character and in two distinct parts including Phase 1 to the west and Phase 2 to the east. IBG Phase 1 is planned as a business led mixed-use development, with a business district focus, comprising:

- Business and employment uses (Class 4 & 6);
- Hotels; and
- Ancillary uses including retail (Class 1), financial and professional services (Class 2), food and drink (Class 3), residential institutions (Class 8), residential (Class 9), non-residential institutions (Class 10), assembly and leisure (Class 11), sui generis flatted development and other related associated works including car parking, servicing, access arrangements and public realm.

IBG Phase 2 is also planned as a mixed use development but with housing as an initial catalyst comprising:

- Business and employment uses (Class 4);
- Hotels (Class 7);

- Residential (Class 9);
- Non-residential institution/education campus (Class 10); and
- Ancillary uses including retail (Class 1), financial and professional services (Class 2), food and drink (Class 3), residential institutions (Class 8), assembly and leisure (Class 11), sui generis flatted development and other related infrastructure and associated works including car parking, servicing, access arrangements and public realm.

The Committee have previously considered a PAN report for Phase 1 (Ref: 13/03146/PAN) on 6 November 2013. This matter is being referred back to the Committee due to the length of time which has elapsed and the close interrelationship between the two applications and proposed phases of development.

### **3.2 Key Issues**

The key considerations against which the eventual application will be assessed include whether:

#### **a) The land use would be acceptable in principle having regard to the development plan;**

Rural West Edinburgh Local Plan Alteration 2011 allocates the land for International Business Gateway, Park and Ride and Airport expansion.

Policy ED6a International Business Gateway states the following uses are supported in principle:

- International business development (as described in paragraph 6.31);
- Hotel and conference facilities; and
- Uses ancillary to international business development, such as child nursery facilities, restaurants and health and sports clubs.

All IBG proposals must accord with the West Edinburgh Strategic Design Framework and be consistent with an approved master plan. Proposals should be acceptable in terms of:

- scale and location; and
- accessibility by public transport, pedestrians and cyclists.

The proposed uses will be assessed against this and other criteria set out within the Local Plan.

#### **b) The design and layout are acceptable and accord with the development plan and the West Edinburgh Strategic Design Framework;**

Key design considerations will include:

- i) The creation of place and appropriate design response to the urban edge location.

- ii) Delivery of a development quality befitting a city gateway.
- iii) A master planned and phased development which creates a cohesive place.
- iv) A balance of uses and spaces which create an attractive environment.
- v) The height of development and key views.
- vi) Open space and landscaping.
- vii) A high quality palate of materials to both buildings and streetscape.

The IBG is one of three locally significant sites where the Council has been supported by Architecture + Design Scotland through a Design Forum Workshop Series. Workshops to consider both phases 1 and 2 were held on 28 March and 19 June 2015. A further workshop is scheduled for early October 2015.

**c) Access arrangements are acceptable in terms of road safety and public transport accessibility;**

The proposal should deliver a sustainable travel pattern with pedestrian and cycle priority. Linkage to the existing urban area should be an early priority.

The area included as part of the Phase 1 proposals contains an area of land to be safeguarded for the expansion of the tram line to Newbridge.

**d) There are any other environmental factors that require consideration;**

The applications will require an Environmental Impact Assessment (EIA).

In order to support the applications it is anticipated that the following documents will be submitted:

- Transport Impact Assessment and Travel Plan;
- Flood Risk Assessment including Drainage Strategy;
- Noise Impact Assessment;
- Desk Top Archaeology Report;
- Site Investigation;
- Design and Access Statement;
- Planning Statement ( to address Airport planning and technical issues, e.g. bird strike);
- Parameters Plan to include proposed disposition of uses, access routes, block structure, building heights and form;
- Phasing Plan;
- Sustainability Statement Form; and
- Pre-application Consultation Form.

**3.3 Assessment**

This report highlights the main issues that are likely to arise in relation to the various key considerations. This list is not exhaustive and further matters may arise when the new application is received, and consultees and the public have the opportunity to comment.

## **Financial impact**

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4.1 The forthcoming application may be subject to a legal agreement.

## **Risk, Policy, compliance and governance impact**

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

## **Equalities impact**

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6.1 This is a pre-application report. When a planning application is submitted it will be assessed in terms of equalities and human rights.

## **Sustainability impact**

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7.1 A sustainability statement will need to be submitted with the application.

## **Consultation and engagement**

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### **8.1 Pre-Application Process**

Pre-application discussions are on-going in relation to both applications.

### **8.2 Publicity summary of representations and Community Council comments**

The Proposal of Application Notices (Refs: 13/03146/PAN and 15/00225/PAN) outlined arrangements for public consultation.

Public consultation events for IBG Phase 1 took place on 4 and 27 September 2013 at the Hilton Hotel, near Edinburgh Airport. The project team also met and presented proposals to the Ratho & District Community Council on 9 October 2013.

A public consultation event for IBG Phase 2 took place on 25 February 2015, again at the Hilton Hotel, near the Airport and is further consultation event is currently being planned by the project team.

The results of the community consultation will be submitted with each application as part of the Pre-application Consultation Report.

## **Background reading/external references**

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- To view details of the proposal of Application Notice go to
- [Planning and Building Standards online services](#)
- [Edinburgh City Local Plan and Rural West Edinburgh Local Plan](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
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## Links

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### Coalition pledges

#### Council Outcomes -

CO7 Edinburgh draws new investment in development and regeneration.

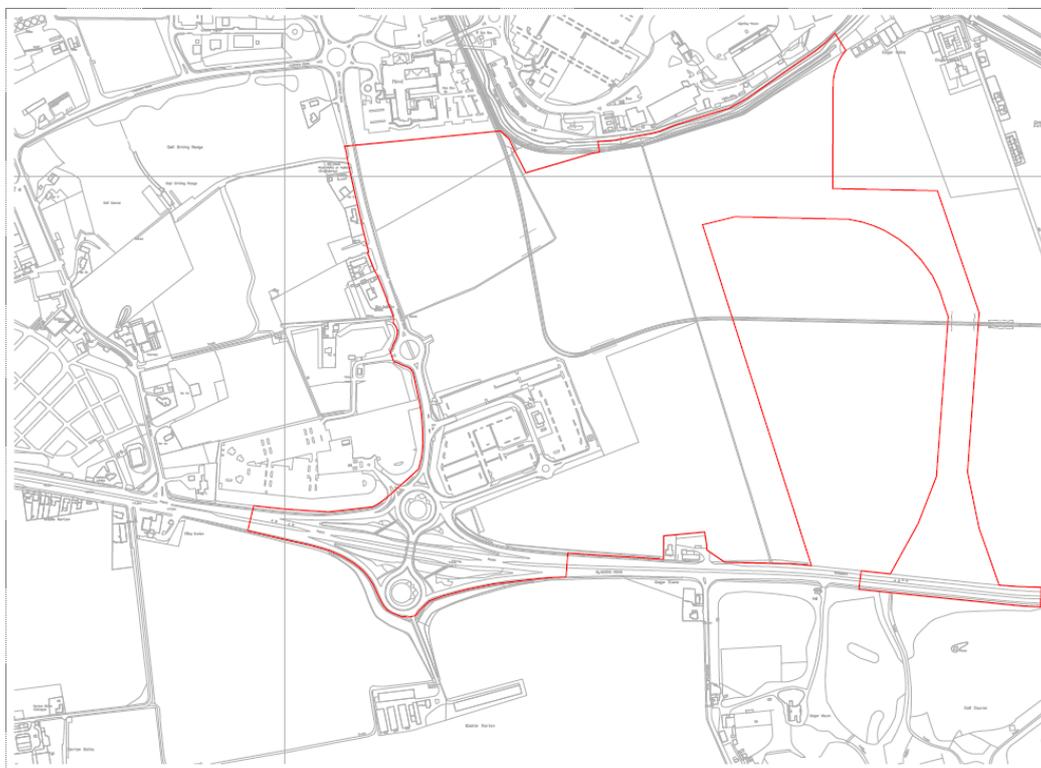
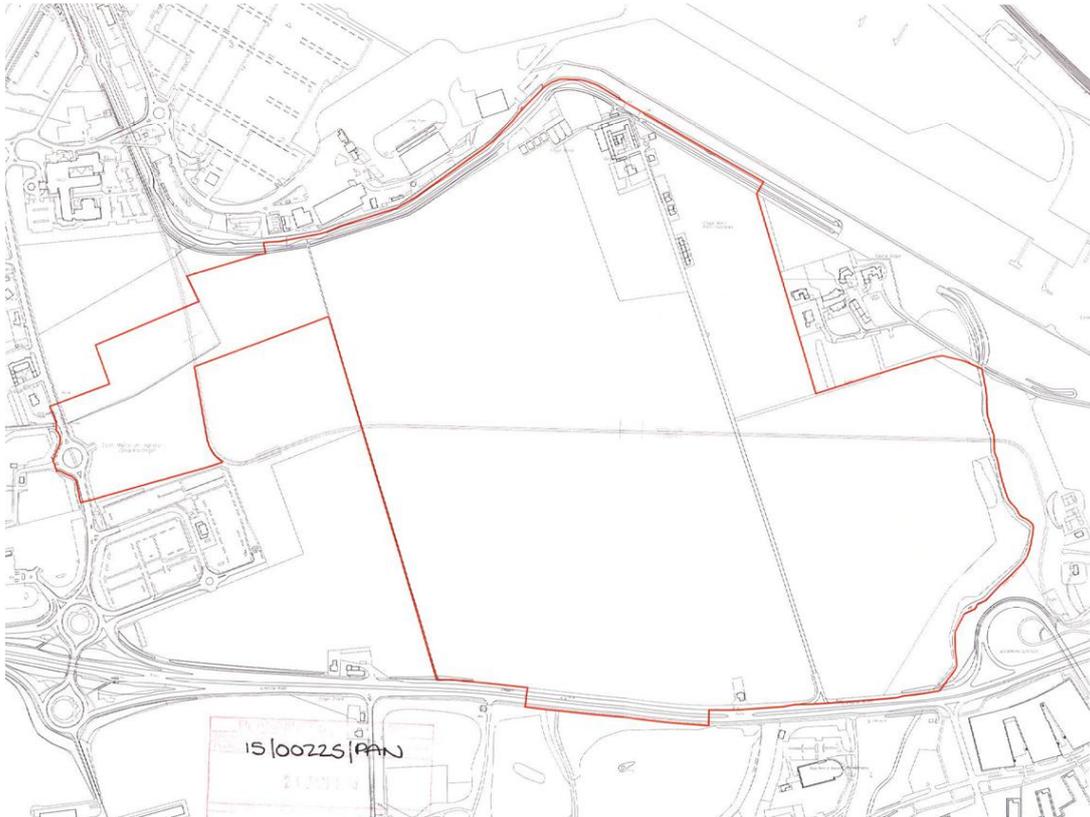
CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.

CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.

#### Single Outcome Agreement

SO4 Edinburgh's communities are safer and have improved physical and social fabric.

# Location Plans



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