

Development Management Sub Committee

Wednesday 7 December 2016

Application for Planning Permission 16/04715/FUL At George Watsons College, Grandstand, (Myreside Stadium), Myreside Road

Erection of two temporary spectator stands and ancillary facilities including television gantry, hospitality marquee, portable food and drink units, portable retail marquee and portable toilets.

Item number	6.2
Report number	
Wards	A10 - Meadows/Morningside

Summary

The current site is in use as a sports ground, and has been in this use for many years. There is no planning history for the use of the site as a sports ground and therefore no planning restrictions in terms of numbers of crowd which can attend events at the site.

The principle of the development meets the requirements of Policy Env 18 and Policy Env 19 of the adopted Local Development Plan, as the existing playing field will be significantly improved and will encourage economic growth.

The proposal would retain the existing character of the immediate area. The height of the development and geometric form relates well with the built environment and uses materials which complement this part of Myreside Road.

The proposal will have an effect on the amenity of neighbouring properties in terms of noise and air quality. The use of the ground as a sports facility is well established; there are no planning restrictions currently to control crowd numbers. There could therefore be similar effects of crowd noise and disturbance and air quality from the existing use of the site.

The proposal has adequately addressed transport matters.

There are no material considerations which outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDES01, LDES03, LEN18, LEN19, LTRA06, LTRA02, LTRA03, LRET07, NSG, NSGD02,

Report

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Erection of two temporary spectator stands and ancillary facilities including television gantry, hospitality marquee, portable food and drink units, portable retail marquee and portable toilets.

Recommendations

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

Background

2.1 Site description

The site lies on the east side of Myreside Road, measures 1.98 hectares and is an existing playing field used by George Watson's College. To the north of the site is a three storey modern flatted development, to the east are buildings belonging to George Watson's College and to the west are playing fields used and owned by the school. To the south lies the site of the Royal Edinburgh Hospital which is being redeveloped. On the site there is a two storey grandstand adjacent to Myreside Road. There is a landscaped bunding sloping up away from the playing surface. The pitch benefits from existing floodlighting.

2.2 Site History

There is no relevant planning history for this site.

Main report

3.1 Description Of The Proposal

The proposal is to relocate Edinburgh Rugby Pro12/European Cup rugby matches from their existing home at BT Murrayfield to Myreside. The relocation would take place during the latter part of the 2016/17 season. The application is for a twelve month period from January 2017. The trial period involves six home games between January and May 2017. The games will be played on a Friday evening or Saturday afternoon, depending on broadcast schedules. The matches will avoid days when there are matches at nearby Tynecastle football stadium.

The proposed development comprises the erection of:

- 1) two spectator stands;

2) television gantry; and

3) a hospitality marquee.

It is proposed to increase the stadium capacity to 5,500, an increase of 1,000 from the current capacity of 4,500. The capacity will be increased by replacing the current standing areas at the north and south ends of the stadium with temporary stands.

The north stand will have the capacity to seat 852 people. The structure will measure 52.44m wide, 45.3m height and 8.9m deep. The south stand will have a capacity to seat 1944 people with an area to the front of the stand for disabled people and their companions. The structure will measure 7.45m wide, 12.86m deep and 6.69m high.

The proposed materials are galvanised steel for the under-structure framing. Decking would be phenolic plywood/aluminium rimmed, the seating would be of an aluminium frame with plastic seats coloured arctic grey and the roof outer layer would be of an aluminium frame tarpaulin white/grey in colour.

An additional 743 spectators will be accommodated in the pitch side standing area, located along the eastern edge of the pitch. This is an existing standing area.

Facing the existing grandstand, a television gantry is proposed on the eastern boundary of the pitch. This structure would hold three cameras and spaces for commentary/interviews. It would measure 15 metres wide, 6 metres deep and 6 metres high at its highest point. The proposed materials are steel scaffolding.

The main supporter marquee will be located adjacent to the existing Watsonians Clubhouse across Myreside Road. This will provide a bar and covered area for up to 300 people and will be open for 90 minutes before and after the rugby match. The marquee and bar will be closed during the match. There will be no external seating or drinking area. There is no amplified music proposed for the marquee. Power will be provided by a generator.

The submitted plans also include portable food and drink units, portable retail units and portable toilets. These are not permanent structures as they would be erected on match days and removed at the end of each match. Given their temporary nature, they do not require planning permission. Consequently, they are not included in the assessment of the proposal. They have been included in the submitted plans to indicate the applicant's intentions for completeness.

There are existing floodlighting posts on the rugby pitch. The proposal would continue to use these facilities but to upgrade their intensity of light. It is considered, however, that these changes to the floodlighting do not constitute development so they are not included in the assessment of the proposal.

Public parking will be limited to blue badge holders only. No official car parking will be provided next to the ground for any spectators and the only pedestrian access to the stadium will be via the main turnstile on Myreside Road.

Park and Ride facilities will be provided at Edinburgh Napier Craiglockhart campus (200 spaces) and at BT Murrayfield Stadium (400 spaces).

The following mitigation measures are also included:

- Traffic Restriction Orders;
- Stewarding to direct supporters away from local street parking; and
- Provision of supporter travel information and travel planning before and during the relocation to encourage fans not to drive to the immediate vicinity of the venue.

A Match Safety Plan will be produced for each game by the Scottish Rugby Events Safety Officer. As part of the match safety planning process, it is intended that Edinburgh Rugby will use the recognised best practice of Events Planning and Operation Group (EPOG) process. A series of EPOG meetings including a debrief will be convened for each match. All appropriate partner agencies and emergency services will attend.

Supporting documents

The following information has been submitted in support of the application:

- Air Quality Assessment;
- Health and Safety Report;
- Statement in support of application from George Watson's College;
- Statement in support of proposals from Edinburgh Rugby;
- Floodlighting report;
- Noise Impact Assessment; and
- Transport Assessment.

These documents are available to view on the Planning and Building standards On-line 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 proposal including uses is acceptable in principle;

- b) transport matters have been adequately addressed;
- c) the proposed scale, design and materials are acceptable;
- d) the proposal is detrimental to the amenity of neighbours;
- e) the proposal is acceptable in terms of air quality;
- f) the proposal preserves the character and appearance of the conservation area;
- g) the proposal has any equalities or human rights impacts;
- h) the representation raise issues to be addressed; and
- i) any other material considerations.

a) Principle of development

Key considerations in terms of principle of development are open space and sports pitch provision, the location of leisure uses and economic benefits.

The site is designated as an area of open space in the adopted Edinburgh Local Development Plan (LDP). The site has been used as a sports ground since 1878 and therefore the principle of using the site as a sports ground /sports related facility is established.

The proposal affects a playing field and will be considered against Policy Env 18 Open Space Protection. This policy aims to protect all open spaces, both privately and publicly that contributes to the amenity of the surroundings or is capable of providing for the recreational needs of residents and visitors.

The new stands would be built on grassed areas at the north and south of the playing pitch. The site is fairly restricted on the northern and eastern boundaries by existing buildings. There would be no significant impact on the quality or character of the local environment.

Policy Env 19 Playing Fields Protection is also appropriate. The proposed development is ancillary to the principal use of the site as a playing field and would not adversely affect the use or potential of the remainder for sport and training. The proposal complies with part (a) and (b) of the policy. Part (c) and (d) are not considered applicable.

There is no statutory requirement to consult Sports Scotland on the proposal as it does not result in the loss of the existing playing field or would not prejudice or prevent the site from being used as an outdoor sports facility.

The proposal is acceptable in principle.

b) Transport Issues

Policy Tra 1 Location of Major Travel Generating Development of the LDP allows major development which would generate a significant travel demand on suitable sites in the City Centre. Where a non-City Centre site is proposed, the suitability of a proposal will be assessed having regard to:

- a) the accessibility of the site by modes other than car;
- b) the contribution the proposal makes to the Local Transport Strategy objectives and the effect on targets in respect of overall travel patterns and car use; and
- c) impact of any travel demand generated by the new development on the existing road and public transport networks.

There are existing park and ride facilities around the City at Ingliston, Hermiston, Straiton and Sheriffhall and a rail park and ride at Newcraighall. The proposed facilities at Napier Craiglockhart Campus and BT Murrayfield rugby stadium will further enhance the Park and Ride opportunities.

The nearest railway station to Myreside Stadium is located at Slateford, (approximately 1.7km west of the stadium (21-22 minute walk) which provides services to West Lothian and Glasgow. Edinburgh Waverley is well located for links to existing bus services, while Haymarket is more likely to rely on potential taxi use for access to the site.

Lothian buses operate in this area. Direct bus services from Waverley railway station are bus routes 10 and 45. From Haymarket railway station bus routes 4, 44 and 34 stop at Slateford Road. Bus services 23 and 38 travel along Balcarres Street and Craighouse Gardens. The bus stops on Slateford Road are 1km away (15 minute walk.) Bus stops are located directly in front of the site on Myreside Road.

The site is therefore well placed and accessible by modes of transport other than the car.

In terms of the contribution to the Local Transport Strategy objectives and targets in respect to overall traffic patterns and car use, no official parking (with the exception of blue badge holders) is proposed. As narrated above, Park and Ride facilities will be provided at Edinburgh Napier Craiglockhart Campus (200 Spaces) and one at BT Murrayfield Stadium (400 spaces). Other mitigation measures are also included:

- Traffic Restriction Orders;
- Stewarding to direct supporters away from local street parking; and
- Provision of supporter travel information and travel planning before and during the relocation to encourage fans not to drive to the immediate vicinity of the venue.

A Transport Assessment (TA) has been prepared in support of the application. As part of this, a survey was undertaken to determine how spectators currently travel to BT Murrayfield. The majority of the trips to the stadium were via public transport with nearly a third travelling by private car or taxi. At Myreside, it is predicated that there will be an increase in bus trips and walking with a slight decrease in access via train and tram. The measures to control congestion and the anticipated impacts on the surrounding road networks are considered to be within acceptable levels.

Policy Tra 2 Private Car Parking and Policy Tra 3 Private Cycle Parking of the LDP seek development to comply with car parking and cycle parking requirements set out in supplementary guidance. The existing ground has car parking which is informally provided. Limited car parking would be available for blue badge holders only. There is no formal cycle parking available. This level and type of provision is in line with facilities provided at other stadiums and is considered acceptable.

The proposal would enable travel to the site by other modes of transport that are not a car.

c) Layout, Scale, Design and Materials

The new stands are to be located at the north and south ends of the pitch which is currently grass bunding. Given the form of the stands a visual link from Myreside to the buildings beyond will be retained.

The new stands are of plain and functional design in keeping with the existing form. The height of the new stands is lower than that of the existing grandstand and the nearest residential property at 84 Myreside Road. The materials and built form are dictated by the functionality of the stand.

The proposed hospitality marquee is to be positioned adjacent to the existing clubhouse across Myreside Road. It is also of a plain and functional style and subservient to the neighbouring building.

A television gantry is to be located on the eastern boundary. Its geometric form will not detract from the character of the surrounding area.

The visual impact of the temporary stands is limited due to the topography of the surrounding area and the existence of the existing main stand along the boundary with Myreside Road. It is therefore acceptable and will not have a detrimental impact on the openness of the playing fields to the west and north-west.

The temporary Marquee is place in close proximity to the existing clubhouse on the opposite side of Myreside Road and therefore the visual impact is again limited in terms of topography and does not impact on the openness of the playing fields to the north and north- west.

The proposal complies with Policy Des 1 Design Quality and Content and Policy Des 3 Development Design of the adopted LDP.

d) Amenity of Neighbours

Policy Hou 7 Inappropriate Use in Residential Areas of the adopted LDP states that developments which would have a materially detrimental effect on the living conditions of nearby residents will not be permitted.

The applicant has submitted a shadow cast study which demonstrates that any additional overshadowing from the new stands, hospitality marquee and television gantry would fall onto land owned by the applicant.

In terms of privacy and overlooking, the proposed north stand lies closest to residential properties. It would be 21.6 metres from 84 Myreside Road. The TV gantry on the eastern boundary is of a height where overlooking could occur but this would be restricted to the existing school buildings and the Royal Edinburgh Hospital. It is designed to pursue views of the pitch, rather than on land on the opposite of the site boundary. This complies with the requirements of the Edinburgh Design Guidance.

The nearest residential properties to the sports ground are the flats to the north on Myreside Road. The south elevation of the upper floors overlook the sports ground. To the south east is the Royal Edinburgh Hospital. A new treatment building has recently been constructed along the boundary with the sports ground. The first floor of the building is visible from the sports ground and accommodates office space and plant rooms. The ground floor of the building which accommodates patient's bedrooms is not visible behind the existing perimeter wall.

The main source of noise from the proposed games will be voices of spectators and players talking and shouting. The main spectator location and therefore noise source location will not change significantly from the existing main stand and spectator embankments, though there will be an increase in the number of spectators.

The proposed supporter marquee and various retail outlets will result in spectators spending time in locations currently not used.

The noise level from one game to another will vary depending on the number of spectators and the match.

The submitted Noise Impact Assessment has identified that the rear of the north stand will need to have acoustic treatments to the rear to reduce noise from the stand emanating towards the flats. This is supported by Environmental Protection and it is recommended that a condition is attached to ensure this is carried out.

The predicted average change in noise level from the proposed increase in the spectator's capacity is +0.9 dB. The change over the current typical Watsonians attendance at games will be more significant as the ground capacity is currently underutilised. An increase in 1dB would not be perceptible.

The predicted change would also apply to the overall change in noise level from the crowd entering and exiting the stadium on the local streets. In terms of the maximum peaks, there should be no change in the level of the peaks; however they may occur more frequently due to the increased number of spectators.

The Noise Impact Assessment states that any additional speakers shall not give rise to noise levels at the residential properties higher than the current PA system. The use of multiple smaller speakers, closer to the crowd, will limit the overall level of noise breakout from the ground. Environmental Protection recommends a condition is attached to ensure that this is carried out. As there are no planning conditions restricting the noise levels from the existing PA system, and given that the PA system does not form part of the development proposals, it is not considered appropriate to apply such a condition. This matter is more appropriately dealt with through the use of an informative.

The main supporter marquee will be located adjacent to the existing Watsonians Clubhouse across Myreside Road. The noise from within the marquee would consist primarily of people's voices. The noise level will vary depending on the number of people talking within the marquee. The applicants' Noise Impact Assessment has considered the noise from inside the marquee. As the nearest residential properties lie 200m away, the noise generated from within the marquee is unlikely to be audible.

The generator powering the lights and bar in the Marquee has not been selected yet. However, the applicant's noise impact assessment has modelled the likely impacts a standard generator would have on the nearest residential properties. This indicates that it will not be audible. It is recommended an informative is attached to any consent to ensure the applicant is aware of the noise levels required to be achieved at the nearest residential properties.

Retail activities will be located within the two ground entrance areas adjacent to Myreside Road. These are temporary structures being erected on match days and removed at the end of the game. They will require a licence to operate and will be inspected and controlled under the licensing regime. Any additional noise and disturbance would be controlled through other statutory controls.

A floodlighting assessment has been submitted, but, as explained earlier in the assessment, there exists floodlighting at the stadium so this increase is not considered to be development.

The proposed development will have an impact on the neighbouring residential amenity in terms of noise. However the use of the site as a sports pitch is well established and there are no planning conditions which restrict spectators numbers at this site. Noise from plant machinery can be controlled through other legislation. Issues such as general street noise and disturbance can be dealt with through more appropriate statutory legislation. There would be no adverse overshadowing, loss of sunlight or loss of privacy to neighbouring properties.

The proposal is acceptable in terms of the effect on amenity.

e) Air Quality

Policy Env 22 Pollution and Air, Water and Soil Quality seeks to prevent no significant effects for health, the environmental and amenity in terms of air quality. The applicant's have submitted an Air Quality report which assesses the emissions to air from local Air Quality Impacts.

The site is located approximately 900m from the nearest Air Quality Management Area. The applicant has provided some supporting information on the local air quality impacts. The air quality impacts would be limited to one hour before and one hour after the event (as people make their way to and from the stadium). The proposed times for the matches are not predicted to coincide with peak hour traffic flows for the local area, further reducing the potential for impacts. There is also proposed mitigation in place to provide park and ride facilities and alternative travel suggestions to spectators to actively encourage the use of other modes of transport.

The proposal is acceptable in terms of the effect on air quality.

f) Conservation Area

The site does not lie within a conservation area but within a level zone immediately to the south of the boundary of Merchiston and Greenhill Conservation Area. Further south lies the boundaries of Plewlands Conservation Area and Craiglockhart Hills Conservation Area. Given the height of the proposal and its relationship with existing buildings, there will be no adverse impact on the spatial pattern of these areas.

The proposal would have a neutral impact on the setting of the neighbouring conservation areas.

g) Equalities or Human Rights Impacts

This application was assessed in terms of equalities and human rights. Disabled parking spaces are provided and the front row of the south stand is available for wheelchair users and their companions. An Equality and Rights Impact Assessment Summary is available to view on the Planning and Building Standards Online Service.

h) Representations

Material Representations - objecting

Transport issues assessed in section 3.3b)

- increased traffic;
- parking issues;
- impact on buses;
- increased pedestrians;
- access for emergency vehicles;
- methodology of traffic survey;
- traffic omissions;
- closure of Myreside Road during matches;
- adequacy of P&R facilities;
- proposed plans fail to show the neighbouring Royal Edinburgh Hospital under construction; and
- Questioning the discussions taken place with Edinburgh Rugby with Lothian Buses.

Amenity issues assessed in section 3.3d)

- air pollution;
- air quality report does not include new housing at Craighouse and new hospital;
- light spill not demonstrated in floodlighting report;
- contrary to policies Des7, Tra 1 of Edinburgh Local Development Plan;
- health and safety consideration for Royal Edinburgh Hospital;
- increased noise and disturbance particularly at night;
- opening hours of marquee;
- light pollution road closures; and
- fast food odours.

Design issues assessed in section 3.3c)

- design and form of structures;
- overshadowing;
- impact on Merchiston Conservation Area; and
- impact of stands on streetscape.

Material representations - supporting

Principle of development assessed in section 3.3a)

- positive impact for neighbour's school rugby club;
- improved infrastructure for local rugby;
- positive impact on trade in Morningside, Craiglockhart and Colinton;
- rugby back into community;
- enhance connection between professional and local rugby in community;
- economic social and health benefits; and
- welcoming tourists and supporters.

Representations neither Supporting nor Objecting to Proposals

Transport Issues addressed in section 3.3b)

- park and ride may not be enough to accommodate the supporters and they may park on surrounding streets;
- on-street parking in Meadowspot used for contractors for the hospital under construction could also be used by rugby supporters;
- welcome the station stewards at Meadowspot to prevent unauthorised access but reply on goodwill only; and
- regular meetings with community to identify problems, temporary parking in cricket ground may alleviate the parking problems.

Non-material

- Charity status of school giving reduction to business rates;
- Provide cover for criminals for potential break-ins;
- future leak on structures;
- road closures mean reduced access for carers for elderly;

- breach of Safety Sports Act 1987;
- clashes with other sports events e.g. football at Tynecastle;
- reduction in property value;
- parking on private land/driveways;
- showing Edinburgh Hospital on proposed plans;
- equality- age discrimination; and
- antisocial behaviour.

Community Council

Merchiston Community Council submitted comments:

- loss of amenity for nearby residents in terms of increased noise and disturbance from spectators - assessed in section 3.3d).
- increase traffic, lack of car parking and the effect this will have on infrastructure – assessed in section 3.3b).

i) Other Material Considerations

Temporary Planning Permission

Normally there are three main factors in determining whether it is appropriate to grant a temporary planning permission. Firstly, it is rarely necessary to use this mechanism where development conforms to the development plan. Secondly, such permissions should not be used in relation to permanent structures and finally they should not be used where the development is otherwise unacceptable. Such permissions can be used where a temporary form of development is proposed or where a trial run is required in order to assess the effects of development on an area.

It may be possible to use a trial run, provided that the approach is reasonable having regard to any capital outlay made by the applicant.

In this case, a temporary planning permission is sought for 12 months, although the trial period is for six matches finishing at the end of May 2017. The difference between these periods is required in order for there to be some flexibility in circumstances where a trial beyond the first six matches is required. Should the trial be successful, it allows the applicant to make a submission for planning permission on a permanent basis giving sufficient time to assess any impacts. This is a reasonable approach given the capital outlay associated with the relocation to Myreside.

Other Non-planning controls

Conditions which duplicate the effect of other controls will normally be unnecessary and those which conflict with other controls will be ultra vires because they are unnecessary.

The use of the land for the purposes of this application does not require planning permission and it is not appropriate to apply planning conditions which restrict the current use of land. To do so would be ultra vires.

In addition, planning cannot control the use of land through the use of planning conditions for land which is not under the control of the applicant. This would relate to controls over the adjoining roads, which are more appropriately dealt with through the use of temporary traffic restriction orders (TTROs).

In terms of the control of the sale of alcohol from the marquee and the main stand, this matter is more appropriately controlled through the use of occasional licences under the Licensing (Scotland) Act 2005.

An Event Management Plan (EMP) for each rugby fixture will be required. The EMP will follow the guidance in the "Guide to Safety at Sports Ground Publication 2008". The Events Planning Operations Group (EPOG) will schedule meetings with other key stakeholders, including the Scottish Fire and Rescue Service, Scottish Ambulance Service etc... in relation to impacts on their operations.

Good Neighbour Agreements/Legal Agreements

Edinburgh Royal Hospital has requested that good neighbour agreements (GNA) are considered in the assessment of the proposal. Similar advice to that given above applies to the use of legal agreements as it does to the use of planning conditions. Notwithstanding the issue of whether the National Health Service represents a community organisation, it is submitted that such an approach is not appropriate in light of the position above, but also because this proposal is for a temporary period only and in addition, another set of requirements in a legal agreement could add an additional administrative burden that conflicts with any potential changes required as part of the events management process. Notwithstanding this, any GNA would be voluntary and the applicant is encouraged to give this matter further consideration. An informative is attached to the decision.

Conclusion

The current site is in use as a sports ground, and has been in this use for many years. There is no planning history for the use of the site as a sports ground and therefore no planning restrictions in terms of numbers of crowd which can attend events at the site.

The principle of the development meets the requirements of Policy Env 18 and Policy Env 19 of the LDP as the existing playing field will be significantly improved and will encourage economic growth.

The proposal would meet the requirements of Policy TRA 1 of the LDP and measures will be taken to mitigate any adverse effects on networks.

The proposal would retain the existing character of the immediate area. The height of the development and geometric form relate well with the built environment and uses materials which complement this part of Myreside Road.

The proposal will have an effect on the amenity of neighbouring properties in terms of noise, smells, air quality. The use of the ground as a sports facility is well established; there are no planning restrictions currently to control crowd numbers. There could therefore be similar effects of crowd noise and disturbance and air quality from the existing use of the site.

There are no material considerations which outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Permission is granted for a limited period of 9 months for the erection of the temporary spectator stands and ancillary facilities including television gantry and hospitality marquee. The development hereby approved shall be removed prior to or on the date of expiry of the limited period of consent and any land restored to its previous condition within 3 months of the removal of the development.
2. No development shall take place until the applicant has submitted details of acoustic scaffolding sheets which shall be approved in writing by the Planning Authority and erected on the rear elevation of the north spectator stand before the development is put into use.
3. One Electric Vehicle charging outlet should be of the following standard: 70 or 50kW (100 Amp) DC with 43kW (64 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

Reasons:-

1. Due to the temporary nature of the proposed development.
2. In order to safeguard the amenity of neighbouring residents and other occupiers.
3. In order to promote sustainable car usage and reduce potential impacts on air quality.

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. 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.

3. 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.
4. The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address;
5. 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 Head of Planning and Transport 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. All such disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport.
6. It is essential that monitoring of parking and traffic demands is carried out and arrangements modified if required in discussion with the Council and emergency services, as stated in the Transport Assessment.
7. Subject to obtaining permanent consent a scheme for protecting the nearby residential accommodation from illumination and/or glare shall be submitted and approved in writing by the Council's Planning Authority. The scheme shall show that the design, installation and operation of the floodlighting system shall be such that no floodlighting bulb or floodlighting bulb reflecting surface shall be visible within any residential premises. All works which form part of the approved scheme shall be completed prior to the flood lighting system coming into use.
8. Before the development is put into use, noise monitoring shall be undertaken at two of the proposed six trial events. Monitoring shall be undertaken at the nearest noise sensitive properties.
9. The applicant is advised to consider entering into a good neighbour agreement with any groups which are involved in promoting community relations in the area.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

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 has been assessed and has no adverse impact in terms of equalities or human rights. The provision of parking for those with disabilities and an area for disabled patrons to the front of the stand is an improvement in terms of equalities.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application is not subject to 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 21 October 2016 and 308 letters of representation were received 166 objecting and 131 supporting. These included comments from Merchiston Community Council, Edinburgh Chamber of Commerce, Royal Edinburgh Hospital, Meadowspot Owners Parking Committee, Merchiston Gardens Pleasure Ground Association, Merchiston Gardens Garages Association, Tennis Scotland and Official Edinburgh Rugby Supporters Club.

A full assessment of the representations can be found in the main report in the Assessment.

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 lies within the urban area of the Edinburgh Local Development Plan where it is designated as open space.

Date registered

30 September 2016

Drawing numbers/Scheme

1-20,

Scheme 1

John Bury

Head of Planning & Transport
PLACE
City of Edinburgh Council

Contact: Jennifer Zochowska, Senior Planning Officer
E-mail:jennifer.zochowska@edinburgh.gov.uk Tel: 0131 529 3793

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

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 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Env 18 (Open Space Protection) sets criteria for assessing the loss of open space.

LDP Policy Env 19 (The Protection of Outdoor Sports Facilities) sets criteria for assessing the loss of outdoor sports facilities.

LDP Policy Tra 6 (Park and Ride) sets out the circumstances park and ride facilities will be permitted.

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 Ret 7 (Entertainment and Leisure Developments - Preferred Locations) identifies the City Centre, at Leith and Granton Waterfront and town centres as the preferred locations for entertainment and leisure developments.

Relevant Non-Statutory Guidelines

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 and landscape, in Edinburgh.

Appendix 1

Application for Planning Permission 16/04715/FUL At George Watsons College, Grandstand, (Myreside Stadium), Myreside Road Erection of two temporary spectator stands and ancillary facilities including television gantry, hospitality marquee, portable food and drink units, portable retail marquee and portable toilets.

Consultations

Environmental Protection

16/04715/FUL | Erection of two temporary spectator stands and ancillary facilities including television gantry, hospitality marquee, portable food and drink units, portable retail marquee and portable toilets. | George Watsons College Grandstand, (Myreside Stadium) Myreside Road

An initial trial using Myreside is proposed for the second half of the 2016/17 Season. This will involve hosting six games at the ground between January and May 2017.

It is proposed to erect two temporary stands (Class 11) and provide ancillary facilities including a television gantry, hospitality marquee (sui generis), food and drink units (sui generis), retail marquee (Class 1) and portable toilets.

The two new temporary stands will provide covered seating for approximately 2,800 spectators. The overall ground capacity will rise from 4,500 to approximately 5,500. The capacity will be increasing by replacing the current standing areas at the north and south ends of the stadium with temporary stands. The applicant has advised that home matches will avoid days when there are home matches at Tynecastle football stadium. Home matches against Glasgow Warriors will be played at Murrayfield rugby stadium. The applicant has advised that the current average crowds at Murrayfield are between 2600 and 3500.

A noise impact assessment from the proposed games has been submitted to address concerns that the increased capacity and introduction of associated uses may affect the amenity of nearby residents.

The nearest residential properties to the sports ground are the flats to the north on Myreside Road. The south elevation of the upper floors overlook the sports ground. To the south east is the Royal Edinburgh Hospital; a new treatment building has recently been constructed along the boundary with the sports ground. The first floor of the building is visible from the sports ground and accommodates office space and plant rooms. The ground floor of the building which accommodates patient's bedrooms is not visible behind the existing perimeter wall.

The main source of noise from the proposed games will be voices of spectators and players talking and shouting. The main spectator location and therefore noise source location will not change significantly from the existing main stand and spectator embankments, though there will be an increase in the number of spectators.

The proposed supporter marquee and various retail outlets will result in spectators spending time in locations currently not used.

The noise level from one game to another will vary depending on the number of spectators, number of points scored and level of excitement for example.

The noise impact assessment has identified that the rear of the north stand will need to have acoustic treatments to the rear to reduce noise from the stand emanating towards the flats. Environmental Protection shall recommend a condition to ensure this is carried out.

The predicted average change in noise level from the proposed increase in the spectator's capacity is +0.9 dB. This is not a worst case scenario but is in the realm of the current consent. The change over the current typical Watsonians attendance at games will be more significant as the ground capacity is currently underutilised. An increase in 1dB would not be perceptible.

The predicted change would also apply to the overall change in noise level from the crowd entering and exiting the stadium on the local streets. In terms of the maximum peaks, there should be no change in the level of the peaks; however they may occur more frequently due to the increased number of spectators.

In order to limit any increase in the noise from the PA system the noise impact assessment states that any additional speakers shall not give rise to noise levels at the residential properties higher than the current PA system. The use of multiple smaller speakers, closer to the crowd, will limit the overall level of noise breakout from the ground. Environmental Protection shall recommend a condition is attached to ensure that this is carried out.

The main supporter marquee will be located adjacent to the existing Watsonians Clubhouse across Myreside Road. This will provide bar and covered area for up to 300 people and will be open for 90 minutes before and after the rugby match. The marquee and bar will be closed during the match. There will be no external seating or drinking area. There is no amplified music proposed for the marquee. Power will be provided by a generator.

The noise from within the marquee would consist primarily of people's voices. The noise level will vary depending on the number of people talking within the marquee.

The applicants' noise impact assessment has considered the noise from inside the marquee. As a result of the likely noise levels, existing background noise levels and distance attenuation to the nearest residential properties 200m away it is unlikely to be audible.

The generator powering the lights and bar in the Marquee has not been selected yet however the applicants noise impact assessment has modelled the likely impacts a standard generator would have on the nearest residential properties and it will not be audible. Environmental Protection shall recommend an informative is attached to any consent to ensure the applicant is aware of the noise levels required to be achieved at the nearest residential properties.

Retail activities will be located within the two ground entrance areas adjacent to Myreside Road. Retail will also be located to the west of the south stand. Clothing retail will be restricted to adjacent to the macron store adjacent to the north stand. The applicant has advised that there will be no fried food retail adjacent to the flats to the north on Myreside Road. The retail will be open from 90 minutes before the rugby match and remain open during the match, closing immediately at the end of the match.

The retail stands will generally be small trailers or pop up marquees. There will be no external seating area provided. There is no amplified music proposed for the retail areas. Power will be provided by a generator in each area. Planning has advised that these temporary mobile units do not necessarily require planning permission. However they will require a licence to operate and will be inspected and controlled under the licensing regime.

The applicants' noise impact assessment has advised that the potential for disturbance from the proposed activities can be significantly reduced by having a noise management plan in place. Environmental Protection agrees with this however not all the suggested measures can be controlled or conditioned through planning. The following noise mitigation measures were recommended by the applicant in the form of a noise management plan:

- o Appropriate stewarding to be provided to direct and control spectators. Stewards to be trained to identify and address any excessive noise that would amount to anti-social behaviour.*
- o Traffic management plan to be in place. Including that Myreside Road should be closed for 10/15 minutes at the end of games to assist with quick crowd dispersal.*
- o Access gates adjacent to residential properties to the north to remain closed at all times.*
- o All plant to be located as far as practical from noise sensitive locations and to be selected to ensure the City of Edinburgh NR 25 noise criteria is achieved.*
- o Rear of the north stand to be sheeted with acoustic scaffolding sheets or solid boarding.*
- o Local residents to be notified in advance of the dates of the matches and be provided with a telephone number and email address that complaints can be made to.*
- o All retail outlets at the ground to closed at the end of games to assist with quick crowd dispersal.*
- o No external drinking at the supporter's marquee to be allowed.*
- o Waste collection will not be undertaken during night time hours, (23.00- 07.00).*
- o Glass beer bottles should not be available.*
- o The public address system should be controlled to the levels currently used.*
- o All complaints from local residents or businesses should be logged in the incident register.*
- o Noise monitoring to be undertaken at two of the proposed six trial events. Monitoring should be undertaken at the nearest noise sensitive properties.*

- o *No fried food retail adjacent to the flats to the north on Myreside Road.*

Local Air Quality Impacts

The site is located approximately 900m from the nearest Air Quality Management Area. The applicant has provided some supporting information on the local air quality impacts.

Public parking at the pavilion will be limited to blue badge holders. No official parking will be provided next to the ground for any other spectators and the only pedestrian access to the stadium will be via the turnstiles on Myreside Road. The applicant has advised that the first two fixtures are unlikely to attract a large crowd; however the remaining fixtures will be nearer capacity crowds.

The applicant has carried out a spectator survey to get information on how supporters currently travel to the Murrayfield rugby stadium. Most trips are made via public transport however a third still travels via private car or taxi. Moving to the Myreside stadium will result in a decrease in travel via train and tram but increase travel by bus and walking.

In order to control congestion the applicant proposes to operate Park and Ride operations from Napier University Craiglockhart and Murrayfield rugby stadium. Environmental Protection is not convinced that there will be enough capacity at the proposed Park & Ride sites. Therefore further capacity must be considered and further emphasis on other forms of sustainable transport must be considered.

The applicant has advised that the following mitigation measures will encourage spectators to use public transport. This includes a traffic restriction orders, stewarding and travel information provided to spectators. Environmental Protection recommend that a number of other mitigation measures are considered including public transport incentives for supporters such as free bus tickets for ever ticket sold. A rapid electric vehicle charging point should be installed in the car park. This could be for use of taxis only and would provide infrastructure for electric taxis to serve the site efficiently and provide a legacy facility regardless of the future use of the stadium. Grant funding is available from the Energy Saving Trust for this type of infrastructure.

It is highlighted in Edinburgh's Local Transport Strategy 2014-2019 that the Council seeks to support increased use of low emission vehicles and support the extension of the network of EV charging points.

The City of Edinburgh Parking Standards for Development Management also now encourages the use of EVs. It states that the Council is likely to introduce a requirement for EV charging infrastructure which depends on how charging technology evolves this includes:

- o *Dedicated parking spaces with charging facilities.*
- o *Ducting and infrastructure to allow electric vehicles to be readily accommodated in the future.*

Developers should now consider the potential for EV charging as they develop their proposals. Based on currently available technology Environmental Assessment recommends that at least one Electric Vehicle charging outlet should be of the following standard:

70 or 50kW (100 Amp) DC with 43kW (64 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

Floodlighting

The applicant has submitted a floodlighting assessment. This assessment relates to the proposed lighting upgrades as part of this application. The proposed system comprises of twelve double asymmetrical lights

The system shown in this assessment does not demonstrate the amount of spill generated from the complete final system. The design attributes from the existing system are not known this information is normally required upfront in order to ensure amenity can be protected. However based on the submitted details it has demonstrated that it is unlikely floodlighting will an issue. Due to the temporary nature of the application Environmental Protection will not be request any further information at this stage. It is recommended that a further floodlighting assessment is carried out during a game if consented. This will be used to inform a condition that will be required if the applicant proposes making this a permanent move.

Due to the temporary nature of this application Environmental Protection does not have any concerns. If consented the experience from the trial period will be closely monitored. Therefore on balance Environmental Protection does not object to the principle of this application in regards to air quality and noise but recommend an informative as provided in our previous response.

Further noise details to be included as a condition or informative.

1. The development shall be completed in accordance with the requirements specified in the RMP, Technical Report ref R-7628 Dated 6 October 2016(as detailed below);

- o Appropriate stewarding to be provided to direct and control spectators. Stewards to be trained to identify and address any excessive noise that would amount to anti-social behaviour.*
- o Traffic management plan to be in place. Including that Myreside Road should be closed for 10/15 minutes at the end of games to assist with quick crowd dispersal.*
- o Access gates adjacent to residential properties to the north to remain closed at all times.*
- o Rear of the north stand to be sheeted with acoustic scaffolding sheets or solid boarding.*
- o Local residents to be notified in advance of the dates of the matches and be provided with a telephone number and email address that complaints can be made to.*
- o All retail outlets at the ground to closed at the end of games to assist with quick crowd dispersal.*
- o No external drinking at the supporter's marquee to be allowed.*

- o *Waste collection will not be undertaken during night time hours, (23.00- 07.00).*
- o *Glass beer bottles should not be available.*
- o *The public address system should be controlled to the levels currently used.*
- o *All complaints from local residents or businesses should be logged in the incident register.*
- o *Noise monitoring to be undertaken at two of the proposed six trial events. Monitoring should be undertaken at the nearest noise sensitive properties.*

shall be carried out in full and completed prior to the development being occupied.

2. Subject to obtaining permanent consent a scheme for protecting the nearby residential accommodation from illumination and/or glare shall be submitted and approved in writing by the Council's Planning Authority. The scheme shall show that the design, installation and operation of the floodlighting system shall be such that no floodlighting bulb or floodlighting bulb reflecting surface shall be visible within any residential premises. All works which form part of the approved scheme shall be completed prior to the flood lighting system coming into use.

3. An electric vehicle charging outlet shall be installed of the following standard:

70 or 50kW (100 Amp) DC with 43kW (64 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 sockets, the AC supply by a 62196-2 socket. Must have the ability to be de-rated to supply 25kW to any two of the three outlets simultaneously.

Informative

1. Electric vehicle charging points should be installed in accordance with Transport Scotland's Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles (2013).

2. Public Transport subsidies shall be provided to supports purchasing match tickets

3. Prior to occupation of the development, details demonstrating that noise from all plant complies with NR25 shall be submitted for written approval by the Head of planning and Building Standards

Details required

Prior to occupation of the development, details demonstrating that noise from all plant (including air source heat pump system) complies with NR25 within the nearest residential property (with window partially open for ventilation purposes) shall be submitted for written approval by the Head of Planning and Building Standards.

Should you wish to discuss the above, please do not hesitate to contact me on 0131 469 5160.

Roads Authority Issues

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. *The applicant will be required to contribute the sum of £2,000 per order to progress suitable orders as necessary to:*
 - a. *introduce temporary waiting and loading restrictions;*
 - b. *introduce temporary turning bans;*
 - c. *introduce temporary access restrictions;**all orders and other traffic management measures to be agreed with the Council and emergency services;*
2. *The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address;*
3. *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 Head of Planning and Transport 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. All such disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved by the Head of Planning and Transport.*

Note:

- a. *Current Council parking standards would expect up to 150 parking spaces for the proposed 4,500 seats. On-site parking will be limited to operational needs and disabled badge holders. Spectators will be accommodated at Murrayfield Stadium (400 spaces for ticket holders), Craiglockhart (200 spaces for season ticket holders) and at The Edinburgh Clinic (50 spaces for corporate hospitality). The submitted Transport Assessment states that approximately 500 spectator vehicles would be expected for 2,600 spectators and, by extrapolation, 865 cars for 4,500 spectators and 1,050 for 5,500 spectators. Therefore a maximum of approximately 400 vehicles would be expected to be accommodated on-street;*
- b. *The peak match travel demands are expected to be outwith the general travel peaks and anticipated traffic levels are considered to be able to be accommodated within the road network;*
- c. *It is essential that monitoring of parking and traffic demands is carried out and arrangements modified if required in discussion with the Council and emergency services, as stated in the Transport Assessment.*

Police

We would welcome the opportunity for one of the Police Architectural Liaison Officers to meet with the architect to discuss Secured by Design principles and crime prevention through environmental design in relation to this development.

Further comments received 16th November 2016

I write on behalf of Police Scotland regarding the above planning application.

Following my earlier email dated 19th October 2016 I can confirm that I met with the architect Callum Fraser of Holder Planning and a representative of the Scottish Rugby Union to discuss their plans on 1st November 2016.

From the discussions held and review of the proposed plans with the architect I can see no concerns from a crime prevention/security view point in relation to the development.

Waste Services

This is a business and as such does not fall within my teams remit.

I would advise the applicant that they need to ensure they are complying with business waste regulations/duty of care and have a licensed waste carrier collecting their waste. Chances are they do as they operate from Murrayfield

Merchiston Community Council

We wish to COMMENT on the above application.

Many residents adjacent to the Myreside site and within 0.5 miles of it are very concerned about this application but others who are more distant and keener on rugby and sports, and less likely to be adversely affected by it, are more positive, especially as many have associations with George Watson's school. Therefore, we have taken the position to comment on the proposal to show its short-comings and make some suggestions rather than to object to it or to approve of it.

AMENITY

By far the largest concern we have is for the impact of a large capacity crowd of 4500 - 5500 both travelling to and leaving the site especially on the amenity of residential property very close by. We note that houses abutt the site along its northern boundary where there is 0 metres of curtilage between the outer walls of existing 1960s housing and the site. The sunny south facing windows and balconies of these houses look directly on to the site hidden behind a low bank, and currently they have an unimpeded line of sight to the Pentlands. The proposed north stand will be 21.6 metres from this block of flats, separated only by a 5 metre strip of grass plus the low bank which we feel is far too close for the amenity of these residents, not only during the match but as crowds of that size gather to enter and exit through the north turnstiles on to Myreside Road. These are only ten metres away. It is not just for the duration of the match but the before and after match period that would be a problem, especially as food, drink, and toilet units are to be placed near to the north turnstiles. We understand that stewards will patrol the bank behind the north stand to ensure that those leaving the stand will exit on to Myreside Road via the north turnstiles and not attempt to enter residents' gardens or go past their windows but that does not go far enough to protect these residents' amenity as if any escape the vigilance of the stewards they could potentially walk right past these balconies with their large windows, only inches away from them.

Whilst we are assured by the site visit of 4th November 2016 that the height of the proposed north stand would probably be low enough for most residents to be able to see over it to the Pentlands, those further along Myreside Road and at a lower level might not be able to.

Therefore, our recommendation would be to have one long stand opposite to the current stand rather than the proposed two smaller stands at the short ends as this would place the stands further away from residential property and reduce the risk of their view being impeded, and of the impact of crowds entering and leaving the site so close to houses.

The massive TV gantry proposed along the east side is however 6 metres high and would be unsightly from nearby houses.

The light pollution from the beam lights would be highly disturbing to the residential housing only 21.6 metres away as would the noise pollution of a 5000+ strong crowd. Indeed, it is specifically in order to make a great noise in a smaller space that Edinburgh Rugby proposes moving away from Murrayfield as this Youtube clip shows where Stewart McNally that the noise of a 5000+ strong crowd is 'insane' and 'these are the kind of crowds we want to play to.... If you put those 5000+ people into the likes of Myreside it's going to make a helluva atmosphere'.

[https://www.youtube.com/watch?v=DI-](https://www.youtube.com/watch?v=DI-hK1TM3Ro&feature=youtu.be&_ccCt=7Csv3U4HeZdTk0L9ckptQUFjcVedvbLFCQIp5qQwrBqBWRRfeTj%7eXRdWZwkywXfk)

[hK1TM3Ro&feature=youtu.be&_ccCt=7Csv3U4HeZdTk0L9ckptQUFjcVedvbLFCQIp5qQwrBqBWRRfeTj%7eXRdWZwkywXfk.](https://www.youtube.com/watch?v=DI-hK1TM3Ro&feature=youtu.be&_ccCt=7Csv3U4HeZdTk0L9ckptQUFjcVedvbLFCQIp5qQwrBqBWRRfeTj%7eXRdWZwkywXfk)

At Murrayfield the enclosed elliptical design encloses the sound and absorbs it. But at Myreside the pitch will be open so that sound will escape to houses 21.6 metres away.

TRANSPORT AND INFRASTRUCTURE

The other big concern that we have is for transport, infrastructure, and access. Myreside Road is a narrow road and the site is poorly served by public transport, especially at weekends. The no. 38 bus is infrequent as is the no. 27 which goes along Colinton Road, at weekends. Despite Myreside Road being narrow it is actually an arterial road linking Merchiston to Morningside. A TTRO would have to be placed on match days to close Myreside Road for several hours to allow the crowds to enter and disperse; local traffic would have to be re-routed and the Myreside Road access to the Royal Edinburgh Hospital would be blocked where there is a small ambulance bay. Major redevelopment of Craiglockhart Hill is proposed (over 200 housing units) and the Royal Edinburgh Hospital is being re-developed so the loss of Myreside Road in match days would be a considerable impediment to local traffic.

Edinburgh Rugby and Watson's have made no provision for on-site parking and are proposing that 200 spaces could be made available at Napier University Craiglockhart campus for season ticket holders only, 50 spaces for corporate hospitality guests at Edinburgh Clinic and 400 at Murrayfield from whence a shuttle bus would operate. A whole fleet of shuttle buses would be needed to bring 400 people and they would be set down at a complex five way junction where Myreside Road meets Colinton Road. This is another arterial route (Colinton Road) which would face disruption by these shuttle buses.

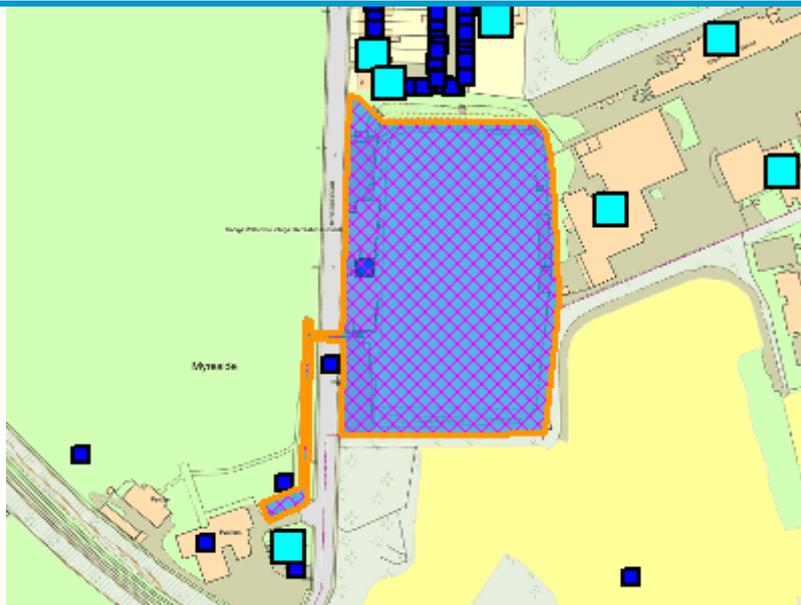
The expectation that between 178-784 cars might park in local side streets is not welcomed by those residents. Cars clogging up streets from Myreside to Bruntsfield is not welcomed by local residents and is contrary to Policy 8 (a) (b) of the Approved Strategic Development Plan as this will increase car emissions in a residential area. Residents in Merchiston Gardens are particularly concerned. George Watson's College has a great deal of land and this should be used not local side streets.

TEMPORARY?

Whilst the application appears innocuous in that it proposes only temporary stands, this is likely to become a permanent feature as it is clear from the video clip that Edinburgh Rugby intend this.

Whilst the physical structures are limited (though their proximity to housing 21.6 metres away greatly increases their impact) the regulation of noise and light pollution and traffic is thereafter limited should permission be granted, particularly as regards the frequency and duration of matches.

Location Plan



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