

# Development Management Sub Committee

**Wednesday 7 December 2016**

**Report for forthcoming application by**

**Edinburgh Airport Limited. for Proposal of Application Notice**

**16/05145/PAN**

**At 1, 2, 3, 4 Edinburgh Airport Police Station, Almond Road, Edinburgh Airport**

**Demolition of existing buildings and redevelopment of site for mixed used including hotel (Class 7) food and drink (Class 3), petrol filling station (Sui Generis), retail (Class 1) Office, (Class 4) with associated infrastructure (inc access, servicing arrangements, car parking, landscaping and public realm)**

<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 a forthcoming application for planning permission in principle for demolition of existing buildings and redevelopment of the site for mixed uses including hotel (class 7), food and drink (class 3), petrol station (sui generis), retail (class 1), office (class 4) with associated infrastructure (inc. access/servicing arrangements, car parking, landscaping and public realm) at land at Almond Avenue, Edinburgh.

In accordance with the provisions of the Town and Country Planning (Scotland) Act 1997, as amended, the applicant submitted a Proposal of Application Notice 16/05145/PAN on 17 October 2016.

# Links

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**Coalition pledges**

**Council outcomes** CO7, CO19, CO23

**Single Outcome Agreement** SO4

## **Recommendations**

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1.1 It is recommended that the Committee notes the key issues at this stage and advises of any other issues.

## **Background**

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### **2.1 Site description**

The development site is within the urbanised area of the airport lying to the south of the airport's main terminal buildings, control tower and car park. The site is currently used as office buildings and associated car parking by Edinburgh Airport. The site is accessed from Almond Avenue to the north, via Almond Drive to the west. Fairview Road lies to the south.

Almond Avenue to the north is privately maintained by Edinburgh Airport. It is an industrial cul-de-sac road which provides access to a series of small office and industrial units and several fenced compounds for car hire premises. The road currently has barriers in proximity to Almond Drive to prevent unauthorised vehicles accessing it. There is a turning circle located at the eastern end.

The site is flat, the southern boundary, running along Fairview Road, has an established tree belt.

### **2.2 Site History**

17 April 2012 - Planning permission was granted for a 350 bed hotel (10/01392/FUL). The application site for that proposal was larger, extending to Jubilee Road to the north.

### **Neighbouring Sites**

10 March 2016 - Planning permission was granted for a six storey 175 bed hotel to the north (15/00661/FUL).

Planning permission is pending for a 230 bed hotel to the south of the site on the corner of Fairview Road and Eastfield Road (15/05852/FUL).

24 April 2011 –Committee was minded to grant planning permission in principle for the Royal Highland Showground Masterplan (10/01832/PPP) subject to the conclusion of a section 75 legal agreement. This has still to be concluded.

## **Main report**

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

An application for planning permission in principle will be submitted for hotel development, drive through food and drink, petrol filling station and retail/sui generis use. No details have been submitted with the PAN application regarding layout, size, height, floor area, materials etc.

## **3.2 Key Issues**

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

### **a) the principle of the development is acceptable in this location;**

The principle of a hotel on this site was established with the granting of planning permission on 17 April 2012 for a 350 bed hotel (planning reference 10/01392/FUL).

The proposal for ancillary services and facilities will only be permitted where it can be demonstrated that these have strong direct functional and locational links with the airport and are compatible with the operational requirements of the airport.

A retail impact analysis will be required to demonstrate that there is no significant adverse effect on the vitality and viability of existing town centres.

### **b) the scale, design and height of the proposals are acceptable;**

All development proposals within the airport boundary must accord with the West Edinburgh Strategic Design Framework (WESDF) and other relevant local development plan policies. A design and access statement will be required to accompany the application, together with a Landscape and Visual Impact Analysis. This will include liaison with the airport in terms of air safety.

### **c) the proposal would affect highway safety;**

A Traffic Impact Assessment will be required. The proposal will be required to demonstrate how it contributes to meeting mode share targets set out in the WESDF. The application site is adjacent to excellent public transport facilities for example the Ingliston Park and Ride and a regular Airport bus service and a tram. Parking should be kept to a minimum.

### **d) the proposal would impact upon air quality;**

An Air Quality Management Area was declared in 2013 encompassing a section of the A8 between Newbridge Roundabout and Ratho Station. The main source of poor air quality in this area is derived from traffic emissions, therefore the applicant will be required to promote sustainable travel.

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

The applicants will be required to submit sufficient information to demonstrate that the site can be developed without having a detrimental impact on the environment. In order to support the application the following documents will be submitted:

- Pre-Application Consultation Report;
- Planning Statement;
- Design and Access Statement;
- Transport Statement;
- Landscape and Visual Impact Appraisal;

- Flood Risk Assessment and Surface Water Management Plan;
- Air Quality Impact Assessment;
- Noise Impact Assessment;
- Tree Survey;
- Sustainability Assessment;
- Archaeology Survey;
- Retail Impact Assessment; and
- Phase 1 Habitat and Protected Species Survey.

### **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 took place on this application.

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

The Proposal of Application Notice (reference 16/05145/PAN) outlined a public exhibition to be held on 29 November 2016 at the Hilton Edinburgh Airport Hotel. The results of the community consultation will be submitted with the 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.

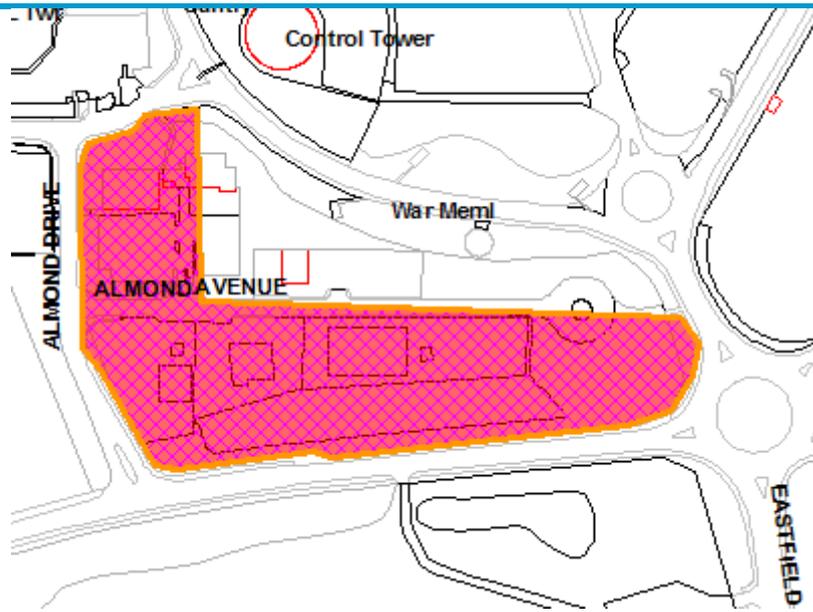
CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.

#### Single Outcome Agreement

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

## Location Plan

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