

# Development Management Sub Committee

Wednesday 19 April 2017

**Application for Planning Permission 16/06259/FUL  
At 93 Station Road, Ratho Station, Newbridge  
Change of use - Meet and Greet service car parking on  
existing land of the old railway car park (in retrospect).**

<b>Item number</b>	4.22
<b>Report number</b>	
<b>Wards</b>	A01 - Almond

## Summary

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A minor departure from the adopted Edinburgh Local Development Plan is acceptable on this occasion as the development would have no impact on wider objectives of the Green Belt, and would not detract from the landscape quality or rural character of the area. The proposal will have no adverse impact on road safety or residential amenity. The proposed development is considered acceptable. There are no material considerations which outweigh this assessment.

## Links

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[Policies and guidance for this application](#) LDPP, LEN10, LDES05,

# Report

## **Application for Planning Permission 16/06259/FUL At 93 Station Road, Ratho Station, Newbridge Change of use - Meet and Greet service car parking on existing land of the old railway car park (in retrospect).**

### **Recommendations**

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

### **Background**

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#### **2.1 Site description**

The application site is a narrow strip of land situated to the south of Ratho Station. The site is the former rail station, which has not been operational for some time. The site is relatively flat and hard landscaped. A 2.4 metre metal security fence and flood lighting encloses an area of car parking which is approximately 0.17 hectare. Access is taken from Station Road to the west of the site, where there is high metal security gate and temporary office structure. The area to the west of the site is used for the storage and cleaning of hire coaches. The Edinburgh - Glasgow railway line runs along the south of the site, with open agricultural land beyond. There is a mature tree band to the north of the site, with housing beyond. The surrounding area is primarily a mixture of residential and industrial development. Hillwood Primary School is also situated approximately 100 metres to the north west of the site.

Access to the site is via Station Road to the north of the site.

The application site is situated within the designated Green Belt.

#### **2.2 Site History**

24 July 2014 - Planning permission granted for retrospective consent for the use of the site for the storage and cleaning of hire coaches (application number 12/04500/FUL).

Current - Enforcement case pending regarding an alleged Unauthorised Change of Use to Airport Car Park (reference 16/00368/ECOU). No action has been taken to allow for the consideration of this application.

#### Other Relevant Applications

20 December 2016 - Appeal allowed following refusal of planning permission for continued use of site for 24 hour secure airport car parking with ancillary valet services at Lochend Industrial Estate, 25 Queen Anne Drive Newbridge (application number 16/00869/FUL / appeal reference PPA-230-2190).

## **Main report**

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

Retrospective planning permission is sought for a change of use of use of the disused land to a meet and greet car parking service for Edinburgh Airport (sui generis).

Customer's vehicles are picked up from Edinburgh Airport and stored for the duration of their trip on site. Vehicles are then dropped back at the airport to their owners. The maximum number of vehicles to be sorted on site is estimated to be 90. The average number of trips generated per day is estimated to be 12. Usual operational hours are between 7 am to midnight, seven days a week, but dependant of the flight times of clients.

A 2.4 metre high metal security fence has been erected around the car storage area. Two floodlights have been installed overlooking this area. A temporary single storey cabin is located in the west of the site, which is used as an office. Access is taken via Station Road to the west, via a high metal security fence.

### **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 is acceptable in principle;
- b) the proposal will result in an unreasonable loss of amenity;
- c) the proposal will adversely impact transport considerations;
- d) any impacts on equalities or human rights are acceptable; and
- e) any public comments raised have been addressed.

## **a) Principle**

The application site is situated within the designated Green Belt of the Edinburgh Local Development Plan (LDP). The key test for all proposals in the Green Belt and Countryside is to ensure that the development does not detract from the landscape quality or rural character of the area. The purpose of these designations is not to prevent development from happening.

Policy ENV 10 of the LDP states that development will only be permitted where one of the following criteria is met:

- a) Purpose of agriculture, woodland and forestry, horticulture or countryside recreation;
- b) Change of use of an existing building, providing the building is of architectural merit;
- c) Development relating to an existing use or building;
- d) Replacement of an existing building with a new building in the same use.

While the proposal does not comply with any of the criteria for development in the Green Belt or Countryside set out in Policy Env 10, the site is industrial in its appearance and is sandwiched between the railway line and established housing. The site is not situated within the open countryside and is located adjacent to a similar established business in the Green Belt. The railway line forms a clear boundary between Ratho Station and the open countryside, which will remain unaltered. Given the low level nature of the development on site, there would be no impact on the landscape quality or rural character of the area.

A minor departure from the LDP is acceptable on this occasion as the development would have no impact on wider objectives of the Green Belt, and would not detract from the landscape quality or rural character of the area.

## **b) Amenity**

The nearest housing development to the development is to the south of the application site. There is an existing tree belt along this boundary and the development is further set back from this boundary. Given the limited size of the site it is not considered that there will be an adverse impact on the amenity of the neighbouring properties.

In addition due to the restricted scale of the development there are not considered to be any air quality issues.

## **c) Transport**

There is no specific LDP policy in relation to airport car parking. While the Local Transport Strategy accepts that there is a need for some airport car parking, it also emphasises the necessity to reduce the number of vehicle trips generated and increase the use of sustainable travel modes to Edinburgh Airport.

A recent appeal allowed on a site approximately 600 metres to the north west in Newbridge (reference 16/00104/REF) concluded that the *'site's location would principally serve those travelling from the west, and therefore I consider that its impact on the modal shift to public transport is likely to be negligible'*. Given this decision and the limited scale of the operation, the proposal would not have a significant impact

The scale of the parking is relatively low and the proposals have been considered in relation to the access in to the site and traffic movements on Station Road, in particular the school. It has been concluded that there are no impacts on road safety from the proposed development. Concerns have also been raised in relation to parking on the public road from the proposals. This relates to a public road and any permanent storage of vehicles within this area would be a matter for the Council to address as Roads Authority. If required the Council would have the option to install waiting restrictions if required.

The site is located to the south of the land identified within the LDP under Transport Safeguard T1 for an extension to the tram. It is considered that the proposals will not have an impact on this safeguard.

#### **d) Equalities and human rights**

The application has been assessed and has no impact in terms of equalities or human rights.

#### **e) Public comments**

Eighteen letters of objection have been received on the following grounds:

##### Material Consideration

- Increase in vehicle traffic and resultant impact on road safety, specifically primary school pupils; addressed in section 3.3 c);
- Limited on-street parking; addressed in section 3.3 c);
- Increase in air pollution; addressed in section 3.3 b);
- Ample existing airport parking in the area; addressed in section 3.3 c);
- Noise and disturbance; addressed in section 3.3 b);
- Inappropriate Green Belt use; addressed in section 3.3 a); and
- Prejudice potential future tram line/station; addressed in section 3.3 c).

##### Non-material Consideration

- Cars are a fire risk; and
- Cars are at risk of vandalism.

## **Conclusion**

A minor departure from the Local Development Plan is acceptable on this occasion as the development would have no impact on wider objectives of the Green Belt, and would not detract from the landscape quality or rural character of the area. The proposal will have no adverse impact on road safety or residential amenity. The proposed development is considered acceptable. There are no material considerations which outweigh this assessment.

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

### **3.4 Conditions/reasons/informatives**

#### **Informatives**

It should be noted that:

1. Prior to the issuing of consent the applicant to enter into a suitable agreement to make provision for a Traffic Regulation Order (TRO) to control vehicles loading and waiting in the vicinity of the development site. (£2,500)

#### **Financial impact**

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##### **4.1 The financial impact has been assessed as follows:**

There are no financial implications to the Council.

#### **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 The equalities impact has been assessed as follows:**

The application has been assessed and has no impact in terms of equalities or human rights.

#### **Sustainability impact**

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##### **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**

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

There is no pre-application process history.

## 8.2 Publicity summary of representations and Community Council comments

A total of 18 letters of representation have been received to the proposals. Ratho and District Community Council have responded in their capacity as Statutory Consultees.

### Background reading/external references

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- 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 is located within the green belt.

**Date registered**

20 December 2016

**Drawing numbers/Scheme**

1 and 2,

**David R. Leslie**

Chief Planning Officer  
PLACE  
The City of Edinburgh Council

Contact: Elaine Campbell, Team Manager  
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**Links - Policies**

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**Relevant Policies:**

**Relevant policies of the Local Development Plan.**

LDP Policy Env 10 (Development in the Green Belt and Countryside) identifies the types of development that will be permitted in the Green Belt and Countryside.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

# Appendix 1

## **Application for Planning Permission 16/06259/FUL At 93 Station Road, Ratho Station, Newbridge Change of use - Meet and Greet service car parking on existing land of the old railway car park (in retrospect).**

### **Consultations**

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#### **Transport Planning**

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

*Prior to the issuing of consent the applicant to enter into a suitable legal agreement to make provision for the following:*

*1. If directed, within six months of completion of the development, by the Head of Planning & Transport make application for a Traffic Regulation Order (TRO) to control vehicles loading and waiting in the vicinity of the development site.*

*Reason - To ensure that no overspill parking will affect the local roads and footways in the vicinity of the development. The applicant will if directed to submit the order request meet all costs associated with the order (£2,500).*

#### **Ratho and District Community Council**

*Ratho and District Community Council objects to this planning application on the grounds that local residents and staff at Hillwood Primary School have expressed concerns about the additional traffic generated by the proposal and the increase in risk to the safety of school children, residents and other road users it presents on Station Road, Ratho Station. The bases for this concern are as follows:*

*1. Station Road, Ratho Station is a 'dead end' road which provides access to Hillwood Primary School, several dwelling-houses and a few commercial premises, including the applicant's site.*

*2. Station Road is regularly and extensively used for all day on-street parking by local residents and other vehicle users. The parked vehicles restrict two-way traffic flow by large vehicles and this already gives rise to traffic congestion.*

*3. At school starting and finishing times, traffic congestion is further compounded by parents delivering and collecting young children to/from Hillwood Primary School.*

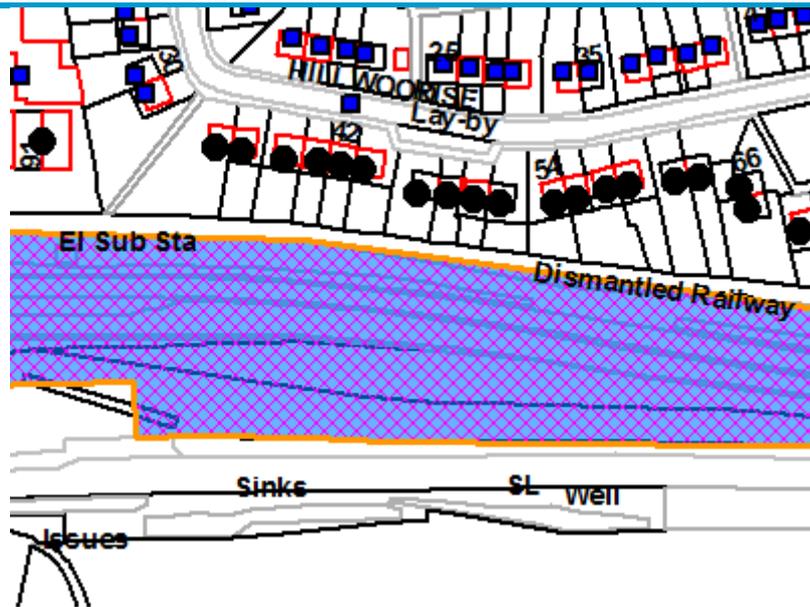
*4. Children walking to school are required to cross Station Road at Hillwood Primary School due to the general locus of the feeder catchment.*

*5. Additional daily traffic on Station Road will give rise to additional air pollution in and around the primary school.*

*In recognition that this is a retrospective planning application, Ratho and District Community Council recommends that regard be given to the relative impact that such a commercial venture has on the local resident community (and local school) and that practicable measures be implemented to improve road and public safety.*

## Location Plan

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