

**Full Planning Application 05/03897/FUL
at
106A Biggar Road
Edinburgh
EH10 7DU**

**Development Quality Sub-Committee
of the Planning Committee**

1 Purpose of report

To consider application 05/03897/FUL, submitted by J B Thomson. (Captain).
The application is for: **Construct car park and widen access road to
remove parking from A702 trunk road**

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

2 The Site and the Proposal

Site description

The proposed car park is currently a field, 39.4m x 59.0m, used for grazing horses. There is a stone dyke along the southern boundary, post and wire fence along the northern boundary and a horizontally boarded 1.8m high timber hit and miss fence along the eastern boundary. The western boundary is undefined. To the south of the site are telegraph poles and in the south western corner of the site is a small tree. The site slopes from the south west corner down towards the north west corner.

The access to the site is gained from a tarmacked road onto the A702 trunk road. There are trees on either side of the access road.

Site history

16 August 2005, a planning application for a 68 space car park on the same site was withdrawn, reference 05/01376/FUL

8 December 1998, an application for an access stair was approved, reference 98/01205/FUL

4 March 1993, permission was granted for alterations and an extension to the clubhouse, reference 92/02541/FUL.

Description of the Proposal

Scheme 2

It is proposed to widen the existing access road to 6.0m and provide a footpath on the northern side of the access road adjacent to the southern boundary of 104 Biggar Road.

A vehicular access would be formed in the south eastern corner of the field. Part of the field would be converted to a 61 space car park, 11 parking spaces would be provided along the southern edge of the field, 9 along the western edge, 14 along the northern edge, 22 spaces would be located in the centre of the field and 5 spaces along the eastern edge. A 4.0m deep landscaping strip is proposed along the western site boundary, a 6.0m wide strip along the northern boundary and a 1.0m wide strip to the east. The corners of the site would contain larger landscaped areas. The western site boundary would be defined by a post and wire fence whilst the other boundaries would remain the same. Along the, northern, western and eastern boundaries a beech/hawthorn hedge would also be planted. A mix of trees and wild grasses would also be planted within the landscaped areas.

Levels within the field would be altered and a french drain and soakaway would be included in order to address surface water drainage.

The application is also accompanied by a supporting statement outlining the need for the proposal along with detail of the planting and drainage proposals. The statement also makes reference to archaeological and transportation issues. The applicant also submitted a copy of a letter from the Scottish Executive Enterprise Transport & Lifelong Learning department supporting application 05/01376/FUL on the grounds of improved road safety.

Scheme 1

There was initially insufficient detailing of the proposed landscape specifications. The landscaping did not extend to the edge of the site and the access detail was incorrect

3 Officer's Assessment and Recommendations

DETERMINING ISSUES

The determining issues are: -

- 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?

ASSESSMENT

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

- a) Whether the principle of the proposal is acceptable;
 - b) Whether the proposal would result in an adverse visual impact;
 - c) Whether the amenity of neighbouring properties would be unduly affected;
 - d) Whether there is any risk to road safety;
 - e) Whether there would be any undue effect on archaeological remains; and,
 - f) Whether the site will be adequately drained.
- a) The Golf Course is an appropriate use within the Green Belt and maintains the character of the area.

Currently Lothianburn Golf Club rely upon on-street parking along the A702 trunk road. However, parking on the A702 was reduced following the alterations to the road layout by the Scottish Executive.

Lothianburn Golf Club has advised that following the reduction in on-street parking membership numbers have fallen. The provision of dedicated off-street parking would support the existing operation and the number of spaces proposed is supported by Government advice. Planning Advice Note 43 Golf Courses and Associated Developments suggests that 18-hole golf courses should have between 100-120 spaces. The Council's Parking Standards only advocate 36 parking spaces for an 18 hole golf course.

The principle of providing a dedicated car park for Lothianburn Golf Club is accepted. Additionally, given that the golf course is located outwith an urban area the proposed higher level of parking is accepted in this instance.

b) The site would be visible from the city bypass and Biggar Road, A702, heading southwards. A landscaping scheme incorporating nine tree types and a beech/hawthorn hedge is proposed around the edge of the site. The hedge would be planted around the edge of the site and would be supplemented with Rose Hips and Black thorn. The proposed trees would be positioned between the hedge and car park. A mix of wild grasses would be sown around the base of the trees. The existing topsoil would be removed and placed within the proposed landscaped areas around the edge of the site, providing more soil for the planting and setting the car park at a lower level.

The trees that will be removed along the access road shall be replaced.

The proposed landscaping scheme will result in the proposal being absorbed into the landscape, when established, preventing an adverse visual impact within the green belt.

The depth of the landscaping was increased and detail changed to make the planting more sympathetic to the landscape setting. The planting proposed is deemed acceptable.

c) There would be five parking spaces along the boundary with 104 Biggar Road. There would be a landscaped area and 1.8m high palisade fence preventing people from looking into the rear garden of the neighbouring property or headlights shining into the neighbouring property. Furthermore the proposal is unlikely to unduly increase the ambient noise levels within the area. The amenity of the neighbouring residential property will not be unduly compromised.

d) Neither the Council's Transport section or Scottish Executive Enterprise, Transport and Lifelong Learning Department have objected. The latter has advised in a letter that a car park will improve the safety of trunk road users through clearing the number of parked vehicles and reducing the number of obstructions to visibility. If consent is granted conditions regarding the construction of the access road should be attached.

The public Right of Way will be maintained and in order to ensure that it is not obstructed during construction a condition is proposed ensuring that access is maintained. A further condition is attached advising that details of the proposed bollards should be agreed.

e) Archaeological remains have been recorded within the vicinity of the proposal and as a result it would be prudent to ensure that there was an appropriate scheme of archaeological investigation undertaken. This would be a condition of consent.

f) The applicant has indicated that measures will be in place to deal with surface water run-off and have proposed a french drain and soakaway system. It is conditioned that this is maintained.

In conclusion, the principle of a car park within the green belt is accepted. There are no material planning considerations which outweigh this assessment.

It is recommended that the Committee approves this application, subject to the conditions relating to archaeological investigations, sustainable urban drainage systems, maintaining the Right of Way, improvements to the access road and implementation of the landscaping proposals.

Alan Henderson

Alan Henderson
Head of Planning and Strategy

Contact/tel	Kevin Murphy on 0131 529 3794
Ward affected	52 - Fairmilehead
Local Plan	South West Edinburgh
Statutory Development Plan Provision	Green Belt
Date registered	21 November 2005
Drawing numbers/ Scheme	1, 2, 3A, 4-6, 7A and 8A Scheme 2

Advice to Committee Members and Ward Councillors

The full details of the application are available for viewing on the Planning and Building Control Portal : www.edinburgh.gov.uk/planning.

If you require further information about this application you should contact the following Principal Planner,

If this application is not identified on the agenda for presentation, and you wish to request a presentation of this application at the Committee meeting, you must contact Committee Services by 9.00a.m. on the Tuesday preceding the meeting on extension 4229/4239. Alternatively, you may e-mail gavin.king@edinburgh.gov.uk or sarah.bogunovic@edinburgh.gov.uk

Application Type Full Planning Application
Application Address: 106A Biggar Road
Edinburgh
EH10 7DU
Proposal: Construct car park and widen access road to remove parking
from A702 trunk road
Reference No: 05/03897/FUL

Consultations, Representations and Planning Policy

Consultations

Fairmilehead Community Council

Fairmilehead Community Council have now had an opportunity to discuss the matter at the public meeting on Tuesday 6 December and I am authorised by the Council to lodge objections as follows.

Reference is made to the Policies with the City of Edinburgh Council, West Edinburgh Local Plan, and the original objections, stated in the letter dated 13 July 2005 still stand.

Policy DQ2 - Environmental Impact

Sub para d: likely to cause an unacceptable noise impact.

The area does not suffer from existing excessive noise, apart from the main A702, Biggar Road. However it is felt that if this development is allowed then having a 61 space car park at the rear of a private dwelling house is likely to increase the ambient noise. At certain times, particularly in the evening, there is the possibility that this noise will be considerable if all vehicles leave the car park about the same time.

Policy GE1 - Green Belt

The proposed development is wholly within the Green Belt and is part of Pentlands Regional Park.

Policy GE2 - Development in the Green Belt

Sub para a: countryside recreation

Whilst it could be argued that golf is not a countryside recreation it is our understanding that the rule for parking spaces is 2 for each tee. Lothianburn is an eighteen hole course therefore the maximum number of spaces would be 36. The plans show that there are 61 spaces proposed.

Policy GE5 – Green Belt – Protection of Character

Whilst the whole of this policy could apply it is stated that “Development, including changes of use, should not give rise to traffic, noise or light intrusion”

The proposed development in its present form will, we feel, give rise to substantial traffic, noise and light intrusion particularly for the resident of the property at 104 Biggar Road who will have the car park right against the rear of their property.

In regards to noise the comments at policy DQ2 above also apply here. In the evenings and during the winter months there will also be light pollution and intrusion from the vehicles entering and leaving the car park with their headlights on.

Policy T8 – Private Parking

It is believed that the proposed development does not conform to the Council’s adopted parking standards. Reference to this is also made at policy GE2 above. A reduction could be achieved by removing the five spaces on the eastern boundary and turning this into shrubs but also see comments below.

Other Comments:

The road safety concerns expressed in the original correspondence to Midlothian Council from the golf club, particularly in letters of 27 August, 14 October and 22 November 2004 no longer apply. Since the road improvements carried out to the Biggar Road on behalf of the Scottish Executive lay-bys have been created allowing vehicles to park off the main traffic lanes.

Further, since the Council’s proposals for congestion charging have been dropped there is not the requirement for vehicles to park in the area to avoid the charges. Regular checks in the area have revealed that most of the time there are normally sufficient spaces available for members and visitors to park in the approved parking lay-bys albeit they may require to walk further than they may wish to the clubhouse.

Due to the roundabout to the north of the area and the turning area at the entrance to Midlothian Snow Sports Centre there is not a requirement for vehicles to undertake U turns when moving off or arriving as both the roundabout and turning area can, and should, be utilised.

The whole proposed development should be moved westwards to allow a distinct gap of 2-3 metres between its eastern boundary and the rear of the property at 104 Biggar Road. The gap should be planted with shrubs such as berberis and other prickly shrubs to act as a deterrent to persons to use this area.

In any case it is thought that the depth of the landscaping and shrubs on the northern and eastern boundaries should be at least doubled to provide an effective screen to prevent noise and light pollution.

The entrance to the proposed car park should be moved from its existing position to the west side of the area. This will help to limit the noise and disturbance caused by vehicles entering and leaving.

As the proposed entrance to the car park from Biggar Road is a public right of way it is felt that access to this should be maintained at all times and in the event of construction traffic, measures taken to protect users of the right of way.

It should be noted that the proposed car park could attract persons and/or vehicles who are not associated with the golf club and create a nuisance for the neighbours, particularly the resident at 104 Biggar Road. There have been instances of vehicle and other crimes in the area.

Archaeology Service

Although no archaeological remains have been recorded from the site itself it does however lie less than eighty metres to the north of the course's clubhouse the site in 1909 of the discovery of two prehistoric cists (NT26NW 10). Very little is known about these cists though this type of burial was the common form of burial at various periods from the Bronze Age through to the Early Christian Period.

The proposed development site is regarded as occurring within an area of potential archaeological significance and should therefore be considered under National Planning Policy Guidance 5: Planning and Archaeology (NPPG 5) and the accompanying Planning Advice Note 42 (PAN 42), both issued by the Secretary of State for Scotland in 1994. The aim is to preserve archaeological deposits in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

Given the sites close proximity to the 1990 discoveries it is highly likely that further cist burials may occur across this site. It is considered however that the impact of any proposed development, on current information, would not be considered sufficient to justify refusal of consent on archaeological grounds. However it is essential that an agreed programme of archaeological work (watching brief) be undertaken during any groundbreaking works in order to record an excavate any archaeological remains that may be disturbed by this work.

It is recommended that this programme of works is secured using a condition based upon the model condition stated in PAN 42 Planning and Archaeology (para 34), a follows;

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

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and

resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

Scottish Executive

The director advises that the conditions be attached to any permission the Council may give. In issuing planning permission the applicant should be informed that the consent does not carry with it the right to carry out the works within the Trunk Road boundary and that he must consult with the Enterprise, Transport and Lifelong Learning Department through its Operating Company (see below) on the terms and conditions under Roads legislation, that require to be agreed to enable works within the Trunk Road boundary to be approved (see overleaf for Trunk Road details).

Conditions to be attached to any permission the Council may give:

1. The proposed access shall join the trunk road at a new junction which shall be constructed by the applicant to a standard as described in the Department of Transport Advice Note TA 41/95 (Vehicular Access to All-purpose Trunk Roads) (as amended in Scotland) complying with Layout 3 (the layout will be similar to layout 8). The junction shall be constructed in accordance with details that shall be submitted and approved by the Planning Authority, after consultation with the Roads Authority, before any part of the development is commenced.

2. The gradient of the access road shall not exceed one in forty metres for a distance of ten metres from the nearside edge of the trunk road carriageway, and the first ten metres shall be surfaced in a bituminous surface and measures shall be adopted to ensure that all drainage from the site does not discharge onto the trunk road.

Reason for the advice:

1,2. To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not to be diminished.

1,2. To ensure that vehicles entering or exiting the access can undertake the manoeuvre safely and with minimum interference to the safety and free flow of traffic on the trunk road.

1,2. To ensure that material from the site is not deposited on the trunk road to the detriment of road safety.

In a previous letter regarding the previous application it was advised that:

We understand that the Council's car parking standards for golf courses only allow 2 spaces per tee, however in this instance the Scottish Executive Trunk Road Network Management Division (SE-TRNMD) would support the provision of the 68 space car park as proposed.

Currently there is no off street car park at the golf club and subsequently all cars park at the side of the A702(T). In recent years the SE-TRNMD has tried to restrict the amount of available parking in the area by introducing footway widening. At the

time there were a number of objections to the amount of loss of parking including local councillors objecting. A compromise was reached with allowed about 75 cars to park using both sides of the trunk road. The scheme was introduced in the interests of road safety and has worked fairly successfully.

This application for the formation of a car park would greatly improve the safety of trunk road users by clearing the parked vehicles and reduce the number of obstructions to visibility. The provision of the car park would also make it very much safer for the golf club users by removing the need for them to cross the busy trunk road. Visibility for the proposed access will be improved by removing the parked cars and could be improved by the completion of the original traffic calming scheme that was first considered.

I appreciate that there may be other factors for the Council to consider when determining this application, but on traffic ground SE-TRNMD would whole heartily support this application as it improves road safety in the area.

Scotways

We recently provided information showing right of way LC71 in the area of the proposed car park. We see that it is noted on the latest plans.

East Lothian Council

It is noted that the application is a resubmission of an original application to which East Lothian Council made a response in June 2005. The same comments apply to this application as to the original and these are set out below.

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

The application seeks the construction of a new car park to relieve parking pressure on the A702. This will be located to the rear of existing roadside development and may be considered to be an improvement in terms of local road safety. You may consider that the net effect on the Green Belt is not significant at this location and that the purposes of the Green Belt, as set out in Policy ENV2 of the Edinburgh and the Lothians Structure Plan 2015, may not be compromised by this proposed development.

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

Transport

No objections to the application.

This section's view on this application is that it is desirable to restrict or remove the parking on the mains A702 road in order that there is not a net increase in the number of parking spaces. The reason for this would be to ensure that the amount of parking provided meets the Council's parking standards.

West Lothian Council

No response received.

Midlothian Council

No response received.

Edinburgh Green Belt Trust

No response received.

Pentland Hills Regional Park

Response dated 16 December 2005

The principal issues raised in our previous objection have been addressed in this more detailed plan however, there remain a few outstanding concerns from the Regional Park's perspective on this application.

Landscaping

The choice of shrubbery is inappropriate for this location, (berberis and cotoneaster in particular) being rural and agricultural in aspect we feel the landscaping choice reflects more of an urban character. We would wish a revision of this aspect of the plan.

The visual impact of this development will be significant and we must mitigate that with suitable planting. I would hope you could include this as a condition of consent and ensure consultation with a the Regional Park.

Boundary

It has been the policy and practise arising from previous subject local plans of the park, to ensure all boundary structure are replaced like for like, or where appropriate , to reinstate characteristic boundaries such as drystone dyke.

The inclusion a new post and wire fencing along the boundary of the car park here would not add to the landscape character of this area and a timber palisade fence will need to be adequately assessed to ensure the security that I expect that is being provided to the homeowner is not detrimental of the visual amenity of this location.

We commend the inclusion of hawthorn hedge and hope that will replace the post and wire fence. Again could this be addressed through planning conditions.

Existing walls should be retained, with the exception of the requirement of the car park entrance.

What will replace the wall that is to be removed at the car park entrance?

Access

We still have concerns about the multi-use aspect of the busy entrance with cyclists, horses, walkers and now significantly increased car usage.

Signage will need to be provided....design and wording can be agreed with the Regional Park, to advice accordingly as it will need to comply with the Land Reform Act and the Scottish Outdoor Access Code.

Can you please identify where the bicycle parking will be located and that these will be available for public use.

The bollards as show should not be upon the surface of the right of way but be included entirely within the car park entrance.

What are the implications for public access of this right of way during construction? What arrangement will be in place for public usage of this right of way during construction? What alternative arrangements will be made, and/or are the developers seeking an exclusion of access rights during this construction. If so this will need to be applied for (to CEC) in advance and the Regional Park consulted. Again we would suggest these matters be addressed in the planning conditions.

Drainage

This land is on a reasonable slope. Field drains are provided for in the plan, but there is no indication where the run off is directed to?

Where are the sumps/soakaways to be located?

You may be aware that Swanston Farm will be (if they have not done so already) submitting a further planning application in respect of their golf club house and now new car park facilities at Swanston.

It be worth considering the cumulative landscape/visual amenity impacts of two development in close proximity.

Response dated 30 January 2006

The planting scheme seems more sympathetic than that previous submitted.

The car park should really be made of permeable paving with geotextile and an adequate exfiltrating sub-base. This is a SUDS standard that we would expect so that water is absorbed on site and does not run-off. A sump may still be needed to catch all at times of storm rainfall but that's based on calculation. Edinburgh Highways may not have such high standards as we apply but that doesn't suggest

we should not be looking for such a response in the Park. SEPA should be advising the council of the standard it seeks.

SEPA

SEPA has no objection in principle to the proposals however comments will apply:

Surface

1. The enclosed drainage plan shows the construction of the car park surface to be Compacted Type 1 drainage to a soakaway. As such SEPA does not see the development having any impact on surface water quality.

Landscaping and Construction Works

2. The development of the site may involve the importation or removal of waste material such as soil and therefore may require a waste management licence or confirmation of exemption. These aspects will have to be referred to SEPA's area staff to ascertain the position. When waste is either imported or exported from the site, the applicant and their contractors should be aware of the relevant requirements relating to the transport of controlled wastes by registered carriers and the furnishing and keeping of duty of care waste transfer notes.

3. The best practice defined by SEPA's Pollution Prevention Guidelines (PPG1 and PPG6) should be adhered to at all times during construction and operations. These publications are available free of charge from any SEPA office or on the SEPA website www.sepa.org.uk/guidance/ppg/ppghome.htm.

Representations

Two letters of representation have been received. One an objection from a neighbouring property and the other a letter of comment from Damhead Community Council.

The following material concerns have been raised:

- * Road safety concerns;
- * Parking provision exceeds guidelines;
- * Visual impact;
- * Reduction in residential amenity;
- * Loss of trees

Material comments received:

- * Protect the Right of Way

Full copies of the representations made in respect of this application are available in Group Rooms or can be requested for viewing at the Main Reception, City Chambers, High Street.

Planning Policy

The proposal lies within the Edinburgh Green Belt, The Pentland Hills Regional Park and an Area of Nature Conservation Interest in the South West Edinburgh Local Plan area. The existing rural characteristics are to be protected and there is a presumption against new development.

Under the provisions of the Draft West Edinburgh Local Plan the site is also within the Green Belt and Regional Park as well as an Area of Great Landscape Value.

PAN 43 (Golf Courses and Associated Developments) provides advice on the location, siting and design of golf courses and associated facilities

Relevant Policies:

South West Edinburgh Local Plan

Policy E8 seeks to restrict development in the Green Belt to agriculture, forestry, countryside, recreation or other uses appropriate to a rural area, except where it can be shown to be necessary and where no suitable alternative location exists. Prime agricultural land will be safeguarded.

Policy E12 establishes that within the Areas of Great Landscape Value defined on the Proposals Map, the protection and enhancement of landscape quality will be the overriding consideration in the determination of development proposals.

Policy E15 aims to protect identified areas of high nature conservation value; the site of special scientific interest and the areas designated Nature Conservation on the Proposals Map will be protected from potentially damaging development and also establishes that development proposals generally will be considered for their impact on wildlife and its habitat, and supports the creation of new wildlife habitats, as part of suitable development proposals.

Draft West Edinburgh Local Plan

Policy DQ2 New development proposals will not be permitted which are likely to cause unacceptable harm to the environment, give rise to unmanageable flooding, do not adequately deal with site contamination and are likely to cause unacceptable noise.

Policy GE2 states that permission will not be given for development in the Green Belt except:

a) where necessary for the purposes of agriculture, horticulture, forestry and uses appropriate to its open character;

- b) changes of use of existing buildings provided these are of a substantial construction;
- c) changes of use of listed buildings and other buildings of an attractive visual character in their context;
- d) minor extensions of existing buildings where this would not lead to the unacceptable intensification of an existing non-conforming use.

Policy GE5 requires that the development proposals in the Green Belt should demonstrate that rural amenities and local landscape character and distinctiveness can be maintained and enhanced

Policy GE7 states that development will not be permitted in Areas of Great Landscape value where it will detrimentally affect the landscape quality.

Policy T8 requires that private car parking provision conforms with the Council's adopted parking standards and should be sited and designed to minimise its visual impact and effect on neighbouring properties and to take account of community safety.

Policy TRAN3 states that local plans should include car parking standards that relate the maximum permitted level to accessibility by public transport.

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

Non-Statutory Guidelines

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

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Application Address: 106A Biggar Road
Edinburgh
EH10 7DU
Proposal: Construct car park and widen access road to remove parking
from A702 trunk road
Reference No: 05/03897/FUL

Conditions/Reasons associated with the Recommendation

Recommendation

It is recommended that this application be **GRANTED** subject to the conditions below.

Conditions

1. The development hereby permitted shall be commenced no later than five years from the date of this consent.
2. The approved landscaping scheme shall be fully implemented within six months of the completion of the development, and thereafter shall be maintained by the applicants and/or their successors to the entire satisfaction of the planning authority; maintenance shall include the replacement of plant stock which fails to survive, for whatever reason, as often as is required to ensure the establishment of the approved landscaping scheme.
3. During construction right of way LC71 between Swanston and Biggar Road shall be maintained free from obstruction to the satisfaction of the Head of Planning and Strategy.
4. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Planning Authority.
5. The proposed access shall join the trunk road at a new junction which shall be constructed by the applicant to a standard as described in the Department of Transport Advice Note TA 41/95 (Vehicular Access to All-purpose Trunk Roads) (as amended in Scotland) complying with Layout 3 (the layout will be similar to layout 8). The junction shall be constructed in accordance with details that shall be submitted to and approved in writing by the Head of Planning and Strategy, after consultation with the Roads Authority, before any part of the development is commenced.

6. The gradient of the access road shall not exceed one in forty metres for a distance of ten metres from the nearside edge of the trunk road carriageway, and the first ten metres shall be surfaced in a bituminous surface and measures shall be adopted to ensure that all drainage from the site does not discharge onto the trunk road to the satisfaction of the Head of Planning and Strategy
7. The proposed field drain and soakaways to be implemented in line with the Sustainable Urban Drainage Systems Working Party/CIRIA Sustainable urban drainage systems - design manual for Scotland and Northern Ireland (C521). The field drain and soakaways shall be maintained to the satisfaction of the Head of Planning and Strategy.
8. The siting and external appearance of the indicated bollards shall be submitted to and approved by the Head of Planning and Strategy prior to being erected on site.

Reasons

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
2. In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.
3. To ensure access is maintained along the right of way.
4. In order to safeguard the interests of archaeological heritage.
5. To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not to be diminished.

To ensure that vehicles entering or exiting the access can undertake the manoeuvre safely and with minimum interference to the safety and free flow of traffic on the trunk road. and,

To ensure that material from the site is not deposited on the trunk road to the detriment of road safety.

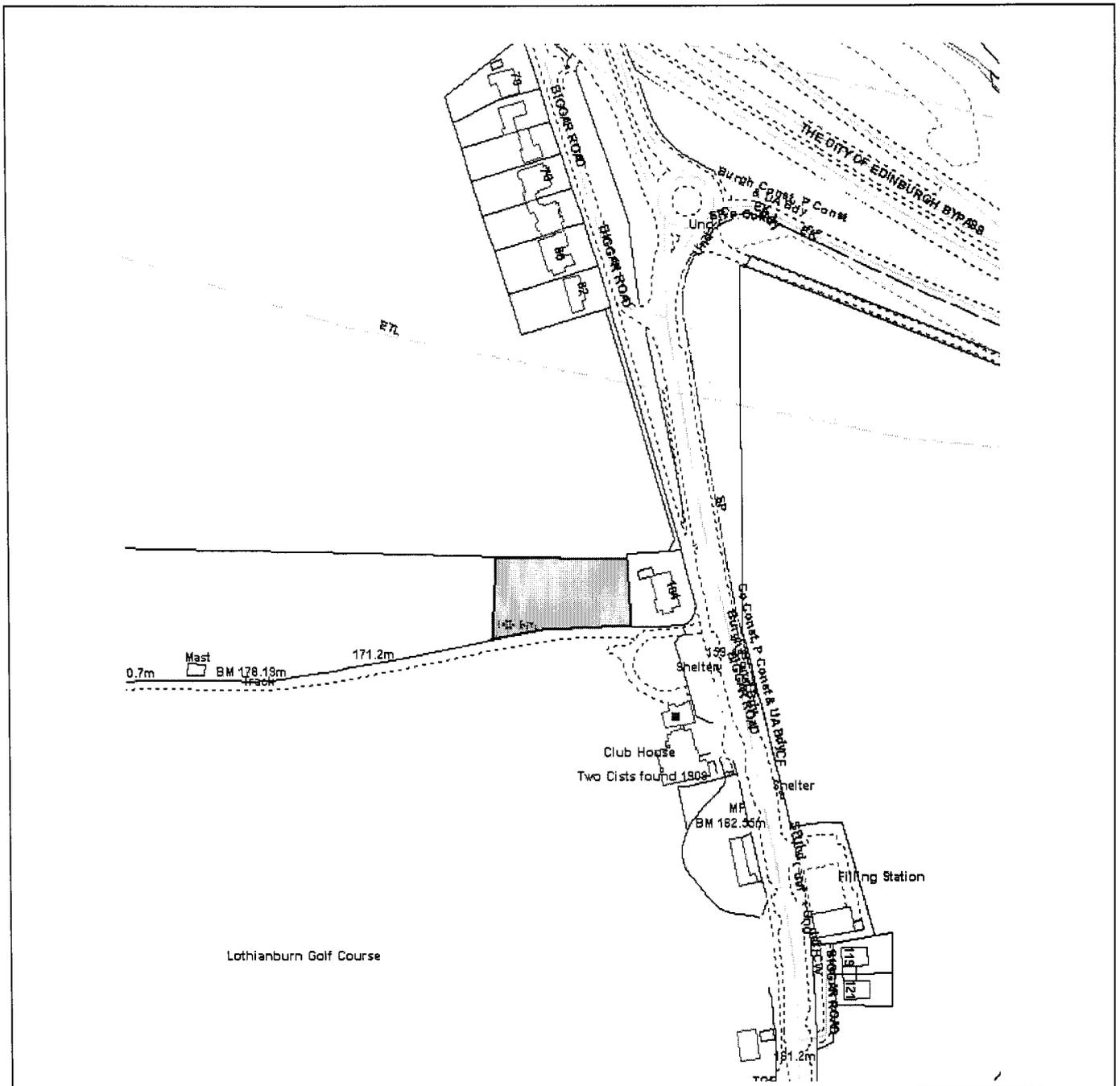
6. To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not to be diminished.

To ensure that vehicles entering or exiting the access can undertake the manoeuvre safely and with minimum interference to the safety and free flow of traffic on the trunk road, and,

To ensure that material from the site is not deposited on the trunk road to the detriment of road safety

7. In order to control surface water run-off.
8. In order to ensure that the bollards are of an appropriate scale and design for the area and do not obstruct the public right of way.

End



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PLANNING APPLICATION

Address	106A Biggar Road, Edinburgh, EH10 7DU		
Proposal	Construct car park and widen access road to remove parking from A702 trunk road		
Application number:	05/03897/FUL	WARD	52- Fairmilehead
THE CITY OF EDINBURGH COUNCIL THE CITY DEVELOPMENT DEPARTMENT- PLANNING & STRATEGY			