

**Application by City of Edinburgh Council
at
Eastfield Road
Newbridge
EH28 8NJ**

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

2 June 2004

Proposal: Park and ride facility comprising car park, terminus building
and dedicated bus access
Applicant: City Of Edinburgh Council.
Reference No: 04/00362/CEC

1 Purpose of report

To recommend that the application be **GRANTED** subject to;

Conditions

1. The development hereby permitted shall be commenced no later than five years from the date of this consent.
2. No development shall take place 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 to and approved in writing by the Head of Planning & Strategy, having first been agreed by the City Archaeologist.
3. The design and installation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment, and no structure borne vibration is perceptible within any nearby living apartment.

4. The car park shall be operated in strict accordance with the approved "Management Operating System," hereby approved. A review of the operating system shall be submitted for the approval of the Head of Planning and Strategy within one year from the date of this consent and every year thereafter unless otherwise agreed in writing.
5. Prior to the commencement of development, a bird control management agreement shall be submitted for the approval of the Head of Planning and Strategy. The agreement shall contain measures to monitor and prevent nesting in the development (specifically of Corvids and Wood pigeons). The agreement shall also include details of the means of dispersing birds at short notice in the event of a request from Edinburgh Airport.
6. 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.
7. Prior to the commencement of development, details of all external lighting shall be submitted for the approval of the Head of Planning and Strategy. The lighting system shall be controlled so that there is no direct illumination of neighbouring land, and so that any light spillage onto neighbouring land shall not exceed 25 lux.
8. Any tannoy equipment or amplified announcements shall be so controlled so that they are inaudible within any noise sensitive premises.
9. Before any part of the development is brought into use, cycle parking shall be provided within the site to meet the standard required by City of Edinburgh Council policy; the type and siting of such parking shall be approved in writing by the Head of Planning & Strategy before work commences on site, and no alteration to the approved cycle parking provision shall be made without the further written approval of the Head of Planning & Strategy.
10. The application shall be referred to the Scottish Ministers prior to determination.

Reasons

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
2. In order to safeguard the interests of archaeological heritage.
3. In order to safeguard the amenity of neighbouring residents and other occupiers.

4. To ensure the car park is used for its intended purpose of providing park and ride facilities to the city Centre.
 5. To avoid endangering the safe operation of aircraft through the attraction of birds.
 6. In order to ensure that the approved landscaping works are properly established on site.
 7. In the interests of amenity security and safety.
 8. In order to safeguard the amenity of neighbouring residents and other occupiers.
 9. In order to ensure that the level of off-street parking is adequate.
 10. The development hereby permitted shall be commenced no later than five years from the date of this consent.
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2 Main report

Site description

The application site lies to the east of Eastfield Road and to the North of the A8 Glasgow Road. The application site measures approximately 324 metres in length by 150 metres in width. The site is currently used as agricultural land with a number of agricultural buildings to the west of the site and Ingliston Cottage situated in the south west corner of the site. It is intended that these buildings will be demolished if the application is successful. The City of Edinburgh Council owns the site.

Site history

00/02615/OUT On the 23 April 2003 the Development Quality sub-committee determined that they were minded to grant Outline Planning Permission for a park and Ride facility.

The application was referred to the Scottish Executive Development Department who determined that they did not wish to intervene in this application, on the 3 June 2003.

Development

This application, submitted by the City of Edinburgh Council, seeks detailed approval to construct a park and ride facility, including a terminus building a dedicated bus access and associated landscaping.

The terminal building has a footprint of approximately 176 square metres with an overhanging mono-pitched feature canopy covering approximately 390 square metres.

The building is of a modern mainly glazed construction with patinated copper cladding, steel columns and timber boarding.

A ten metre plus landscaping strip is proposed around the boundary of the site with the southern boundary and the east of the site planted with a woodland mix.

Consultations

Lothian and Borders Police

No objection,

Applicants intention to achieve Secured Car Park initiative, applauded. Design advice issued.

BAA 1 March 04

The proposal requires fuller investigation on the subject of potential bird hazard risk.

18 May 2004

No aerodrome safeguarding objection, subject to the following condition:
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Development shall not begin until a management agreement in the form of a section 75 or Memorandum of Understanding has been endorsed to the effect that Corvids and Wood pigeons will not be allowed to nest in the development area and that any roosts of Corvids, Pigeons or Starlings will be dispersed at the request of Edinburgh Airport Ltd.

The agreement should be agreed and signed by all interested parties.

Archaeology

No objection subject to a condition: -

No development shall take place 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 to and approved in writing by the Head of Planning & Strategy, having first been agreed by the City Archaeologist.

Transport 1 March 2004

The application should be continued, to allow consultation with Lothian and Borders Police, with regard to the impact on Eastfield Road, especially during special events e.g. the Royal Highland Show.

(A letter has been sent to CI Alan Duncan Traffic Management L&B Police HQ)

Transport 1 April 2004

No objections to the proposal

The details of the traffic management on Eastfield Road, including the site access are the subject of discussions with Lothian and Borders Police. Following preliminary discussions with the police, I am satisfied that there is an achievable solution that can be contained within the boundary of the public road.

Environmental and Consumer Services

No objections subject to the following conditions: -

The design and installation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment, and no structure borne vibration is perceptible within any nearby living apartment.

The floodlighting system shall be controlled so that there is no direct illumination of neighbouring land, and so that any light spillage onto neighbouring land shall not exceed 25 lux.

The tannoy shall be so controlled as to be inaudible within any neighbouring premises.

Representations

The application was advertised on the 27 February 2004.

Three letters of representation were received.

The first of these letters from the Cycling Touring Club for Scotland, objects to the development on the basis that cycle parking has not been included. The club have also suggested that a monetary contribution should be sought for the upgrading of the A8 path running between the airport link and Newbridge.

The second letter, from the Cockburn Association, supports the need for park and ride systems in Edinburgh but objects to this development on the grounds that the land is Green Belt and a nearby alternative brown field site could be found.

A third letter has been submitted from "Friends of the Edinburgh Greenbelt," objecting to the principle of allowing car parking in this location, objecting to the standard of proposed landscaping, the car park shape and surfacing and the design of the proposed building.

Policy

The application site lies within the adopted Ratho, Newbridge and Kirkliston Local Plan area and the Finalised Rural West Edinburgh Local Plan 1999, area. The land is allocated as greenbelt.

Relevant policies:

The West Edinburgh Planning Framework

Relevant Policies:

Policy ENV12 presumes against development in the Green Belt unless necessary for agriculture or other stated rural uses.

Policy ENV18 presumes against development on prime quality agricultural land.

Policy TP21 safeguards land for bus-based park and ride sites and railway station car park extensions at specified locations in Edinburgh.

Policy TRAN1 states that local plans should safeguard land for major transport schemes.

Policy ENV2 presumes against development in the Green Belt unless for the purposes of agriculture, horticulture, forestry or uses appropriate to the rural character of the area.

Policy RN23 states that high quality agricultural land will be protected from development. Development which can be justified will be restricted to land of a lesser quality.

Policy RN27 states that the Green Belt policies will be maintained within the extended boundaries shown on the Proposals Map.

Policy RN28 states that permission will not be given for new development or redevelopment in the Green Belt for purposes other than agriculture, outdoor recreation or other uses appropriate only to a rural area. Provisions for the safeguarding of amenity and the improvement of the landscape are required.

Policy E5 restricts development in Green Belt and Countryside policy areas to protect their landscape qualities, rural character and amenity.

Policy E6 states that where acceptable in principle, development proposals in the Green Belt or Countryside must meet high standards of design and landscaping and meet criteria to safeguard local amenity.

Policy TRA8 safeguards land to facilitate the implementation of transportation proposals T1-T11.

Policy ENV08 states that a continuous Green Belt will be maintained around Edinburgh, and sets out the purposes for having the Green Belt.

3 Conclusions 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 needs to consider

- a) whether the development is appropriate within the greenbelt
- b) whether the detailed design and the impact of the application on the amenity of the area is acceptable.
- c) whether neighbouring residential amenities are safeguarded and
- d) whether the development adversely affects the interests of road safety.

a) The application site is identified as Green Belt within both the approved Lothian Structure Plan 1994, (LSP) and the adopted Ratho, Newbridge and Kirkliston Local Plan, (RNKLP) and also within the Finalised Edinburgh and the Lothians Structure Plan (FELSP) and the Finalised Rural West Edinburgh Local Plan 1999 (FRWELP).

The principle of the use of this land to provide a park and ride site to the City Centre was considered under planning application reference 00/02615/OUT.

Committee members were minded to grant Outline Planning Permission subject to the referral of the application to the Scottish Executive. The Scottish Executive chose not to call in the application and Outline Planning Permission was granted.

This current application meets with the terms of the previously granted Outline Planning Permission.

b) With the size of the proposed park and ride facility and the openness of the Green Belt at that point, it is inevitable that the development will have a visual impact.

Whilst the majority of the site is covered with car parking, these will be extensive landscaping around the boundary of the development.

The only building is a single storey structure with an overhanging canopy providing waiting areas and toilet facilities. The building also incorporates a small enquiry counter and staff office.

The building has a minimalist and open appearance incorporating high proportions of glazing and modern materials which are considered appropriate.

The visual impact of the proposed development will be reduced by extensive boundary screen landscaping within the site.

c) The closest dwelling lies more than 100 metres away and the operation of the car park is not expected to result in any significant detrimental effect on the amenity of surrounding properties.

d) The Head of Transport has raised no objection in relation to this application.

Conclusion

The principle of the use has been accepted through the grant of Outline Planning Permission ref 00/02615/OUT, on the 3 June 2003.

It is recommended that the Committee approves this application, subject to the conditions stated.

The application requires to be referred to the Scottish Executive as a notice of intention to development and due to the Council interest in the land.

Alan Henderson

Alan Henderson
Head of Planning and Strategy

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Ward affected 03 -Dalmeny/Kirkliston

Local Plan Rural West Edinburgh

**Statutory Development
Plan Provision** Greenbelt

File

Date registered 17 February 2004

**Drawing numbers/
Scheme** 03-06, 08-16

