

Development Management Sub-Committee Report

Wednesday 17 April 2024

Application for Planning Permission

Land 160 metres northeast of 4 Oversman Road, Edinburgh.

Proposal: Proposed development of Sui Generis car showroom with car storage and motor vehicle service and repair, ancillary offices, erection of 2.4m high fence, access, car parking and landscaping.

Item – Committee Decision

Application Number – 23/07321/FUL

Ward – B17 - Portobello/Craigmillar

Reasons for Referral to Committee

The application is referred to the Development Management Sub-Committee as the site is Council owned. Consequently, under the Council's Scheme of Delegation, the application must be determined by the Development Management Sub-Committee.

Recommendation

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

Summary

The principle of development is acceptable on the site and has been established by the previous grant of planning permission in principle 22/05666/PPP. The currently proposed Sui generis (of the Town and Country Planning (Use Classes) Scotland Order 1997) car showroom with car storage and motor vehicle service and repair, ancillary offices and associated works, is acceptable in planning terms. The proposal is compatible with policy priorities that include sustainability in terms of transport and materials use, climate change mitigation and adaptation, and development on vacant land. Therefore, the proposal complies with National Planning Framework 4 and the Edinburgh Local Development Plan, as well as the Council's Edinburgh Design Guidance. There are no other material considerations which outweigh this conclusion.

SECTION A – Application Background

Site Description

The site is an area of vacant land of some 0.8 hectares, bordered by Oversman Road to the south and Whitehill Road to the east. It comprises the eastern part, known as plot C, of the 3 business/industrial plots granted planning permission in principle under planning reference 22/05666/PPP and subsequently detailed planning permission under planning application reference 23/02090/FUL. The site is presently covered with unmanaged shrubs, grass and small trees. Larger industrial and commercial buildings generally of a functional appearance are within its vicinity. These include a timber merchant, a range of home improvement stores, car dealerships and fast food outlets. It is located within a business and industrial area as identified in the Local Development Plan (LDP) and adjacent to a commercial centre.

Description of the Proposal

Detailed planning permission is currently sought for the use of plot C as a Sui generis car showroom with car storage and motor vehicle service and repair, ancillary offices, the erection of a 2.4-metre-high fence, formation of an access, and car parking. The application description originally also included possible business, industrial and storage and distribution uses under Classes 4, 5 and 6 of the Town and Country Planning (Use Classes) Scotland Order 1997. The applicant is no longer seeking planning permission for Classes 4, 5 and 6 use and thus the application description has been revised to omit reference to these other uses.

The currently proposed building is a portal frame unit, with limited mezzanine areas above. The derived building height is typically industrial in character with the 6 / 8m clear internal heights being a standard requirement for such building uses. The building is of contemporary form with a flat roof and is largely a functional industrial aesthetic.

The proposed car parking includes 40 spaces for customers including 20 EV spaces and 3 disabled accessible spaces. Additionally, 66 storage parking spaces including 4 EV spaces are proposed. These 66 storage spaces are behind a fence and not accessible for customer parking.

The proposed cycle parking includes 19 employee spaces within a secure, covered cycle store and 3 customer spaces.

Supporting Information

The following supporting documents has been submitted with the application:

- planning statement;
- design statement;
- flood risk assessment;
- tree survey;
- ecological survey;
- report on site investigation.

These are available to view on the Planning and Building Standards Online Service.

Relevant Site History

22/05138/SCR
Land 160 Metres Northeast Of
4 Oversman Road
Edinburgh
EIA screening request.
EIA Not Required
18 October 2022

23/06151/SCR
Land 160 Metres Northeast Of 4
Oversman Road
Newcraighall
Edinburgh

EIA Screening request.
EIA Not Required
20 March 2024

23/02090/FUL
Land 160 Metres Northeast Of 4 Oversman Road
Edinburgh
Proposed development of three detached business and industrial units, (Classes 4, 5 and 6 of the Town and Country Planning (Use Classes) Scotland Order 1997), including but not exclusive to, trade counter, builders merchant, tool hire, ancillary offices and ancillary retail, and motor vehicle service and repair with associated external storage, erection of 2.4m high fence, access, car parking and landscaping.
Granted
31 October 2023

22/05666/PPP
Land 160 Metres Northeast Of
4 Oversman Road
Edinburgh
Proposed development of three detached business and industrial units, including trade counter (use Classes 4, 5 and 6) and Sui Generis car showroom with associated access, car parking and landscaping.
Granted
2 May 2023

Other Relevant Site History

None.

Pre-Application process

There is no pre-application process history.

Consultation Engagement

Transportation Authority

Environmental Protection

Archaeology Services

Refer to Appendix 1 for a summary of the consultation response.

Publicity and Public Engagement

Date of Neighbour Notification: 22 December 2023

Date of Renotification of Neighbour Notification: Not Applicable

Press Publication Date(s): Not Applicable

Site Notices Date(s): Not Applicable

Number of Contributors: 0

Section B - Assessment

Determining Issues

This report will consider the proposed development under Sections 24, 25 and 37 of the Town and Country Planning (Scotland) Act 1997 (the 1997 Act):

Having regard to the legal requirement of Section 24(3), in the event of any policy incompatibility between National Planning Framework 4 (NPF4) & Edinburgh Local Development Plan 2016 (LDP) the newer policy shall prevail.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling material considerations for not approving them?

If the proposals do not comply with the development plan, are there any compelling material considerations for approving them?

In the assessment of material considerations this report will consider:

- equalities and human rights;
- public representations and
- any other identified material considerations.

Assessment

To address these determining issues, it needs to be considered whether:

a) The proposals comply with the development plan?

National Planning Framework 4 (NPF4) was adopted by the Scottish Ministers on 13 February 2023 and forms part of the Council's Development Plan. NPF4 policies supports the planning and delivery of Sustainable Places, Liveable Places and Productive Places and are the key policies against which proposals for development are assessed. Several policies in the Edinburgh Local Development Plan (LDP) have equivalent and alternative policies within NPF4.

The relevant NPF4 and LDP policies to be considered are:

- NPF4 Sustainable Places policies 1, 2, 3 and 9
- NPF4 Liveable Places policy 14
- NPF4 Business and Industry policy 26
- LDP Design Principles for New Development policies Des 1, Des 3, Des 4, Des 5, Des 6, Des 7 and Des 8
- LDP Environment policies Env 12, Env 22
- LDP Employment and Economic Development policy Emp 8
- LDP Transport policies Tra 2, Tra 3, Tra 4

The 'Edinburgh Design Guidance' is a material consideration that is relevant in the consideration of environment, design and transport policies.

Principle

NPF4 policy 9 (Brownfield, vacant and derelict land) states that development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of vacant land which has naturalised should be taken into account.

NPF4 policy 26 (Business and industry) supports development proposals for business and industry uses on sites allocated for those uses in the LDP.

LDP policy Emp 8 supports business, industrial or storage development on sites identified on the Proposals Map as part of a 'Business and Industry Area'.

The principle of the use of the site for Sui generis car showroom and car storage and motor vehicle service and repair use is established by the previous grant of planning permission in principle and subsequent grant of detailed planning permission 23/02090/FUL. The current proposal for a Sui generis car servicing garage with showroom on the site is compliant with NPF4 policies 9, and 36 and LDP policy Emp 8.

Climate Mitigation and Adaptation

NPF4 policy 1 gives significant weight to the global climate and nature crisis to ensure that it is recognised as a priority in all plans and decisions. The proposed development contributes to the spatial principles of 'Compact Urban Growth' through the use of a vacant site for sustainable, energy-efficient business/industrial development within an established business/industry part of the city.

NPF4 policy 2 a) supports development proposals that are sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and in 2 b) those that are sited and designed to adapt to current and future risks from climate change. NPF4 policy 9 intends to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development.

LDP policy 22 (Pollution and Air, Water and Soil Quality) presumes against development proposals where there will be a significant effect for health, including air quality, the environment and amenity.

In the applicant's planning statement, they confirm that from the outset the development is designed to be sustainable in design and performance, with targeted inclusion of various design features that will enhance the overall sustainability of the scheme. The features include increased air tightness, no gas supply, on-site renewable energy generation through the use of roof mounted photovoltaic (PV) panels. In addition, the proposal includes enhanced cycle storage provision, including electric bike charging points and non-standard cycle spaces, enhanced electric vehicle charging points and high efficiency lighting internally and externally.

The stated intended sustainability measures meet the current standards set out in the Council's sustainability form.

The current application delineates changes to Plot C (from a builder's yard to a servicing garage and showroom) including an increase in proposed customer/staff parking by 1 space and the provision of 66 vehicle storage spaces. Environmental Protection consider that the 1 extra customer/staff space to 40 spaces than previously consented, plus the addition of 66 car storage spaces, indicates that the current proposal will be worse in air quality impact terms than the previously consented scheme for Plot C.

An air quality impact assessment/statement (AQIA) has not been provided in support of the current application. However, the planning authority does not consider that 1 additional customer/staff parking space and 66 storage spaces would give rise to significant additional vehicle trips and consequent significant additional air quality impacts. It is a reasonable assumption to make that the proposed 66 storage spaces would generate less vehicle journeys than customer/staff spaces would. Of the proposed 40 customer/staff spaces 24 are electric vehicle (EV) charging spaces. The proposed development also includes 22 cycle parking spaces of which 3 are for customer use. The proposed EV car charging provision will go some way to mitigating air pollution. Therefore, it would not be reasonable for the planning authority to insist that the applicant carry out a AQIA that considers cumulative impact. Notwithstanding, the previously consented scheme included a delivery vehicle charge point, which was considered as a good air quality mitigation measure. However, this has been omitted from drawings submitted with the current application. The car servicing garages and showroom will still take deliveries. Therefore, in the interests of air quality, an informative is recommended advising that a delivery vehicle charge point is installed.

Flooding and Drainage

LDP policy Env 21 (Flood Protection) presumes against development that would increase flood risk.

Separate drainage systems for foul and surface water within the site are proposed, which will discharge into existing Scottish Water Foul and Surface Water sewers adjacent to the site in Oversman Road. The applicant has provided the relevant full flood risk assessment (FRA) and surface water management information for the site as part of the self-certification (with third party verification) process. The FRA does not identify any issues associated with flooding and concludes that the overall Flood Risk is low.

The proposals satisfy the Council's Flood Prevention requirements.

Biodiversity

NPF4 policy 3 (Biodiversity) requires that proposals for local development include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance.

LDP policy 12 (Trees) states that development will not be permitted if likely to have a damaging impact on any tree or woodland worthy of retention unless necessary for good arboricultural reasons. Where such permission is granted, replacement planting of appropriate species and numbers will be required to offset the loss to amenity.

There are a number of trees, hedges and shrubs within the site. A tree survey and arboricultural assessment submitted in support of the application states that to facilitate the development the majority of trees and plants on site will have to be removed. These are low quality young trees and shrubs with low life expectancy and can be replaced with new planting.

A landscaping plan has been provided. It illustrates planting along site boundaries containing hedges, shrubs and trees to soften views of the building and the associated car parking along site boundaries and landscape pockets containing trees. A condition has been added requiring that the landscaping is carried out within a specified timescale. Subject to this, the proposal is in accordance with NPF4 policy 3 and LDP policy Env 12.

NPF4 policy (Natural Places) part 4f, states that development proposals that are likely to have an adverse effect on species protected by legislation will only be supported where the proposal meets the relevant statutory tests.

A report on an ecological assessment of the site was submitted with the application. The report confirms that no evidence of protected species was identified.

Informatives are recommended that bat and bird boxes, invertebrate niches, such as bee/insect 'hotels' and provided on the site and, swift bricks and bat bricks are included on elevations of new buildings and within the site. Additionally, a wildlife friendly lighting scheme during both the construction and operational phases should be adopted.

Archaeological Remains

NPF4 policy 7 (Historic assets and places) part o, states that non-designated historic environment assets, places and their setting should be protected and preserved in situ wherever feasible. Where there is potential for non-designated buried archaeological remains to exist below a site, developers will provide an evaluation of the archaeological resource at an early stage so that planning authorities can assess impacts.

The application site is the site of the historic Newcraighall Colliery and Brickworks closed in the 1960's and early 1990's respectively. In response to condition 3 attached to the previous planning permission 23/02090/FUL, an archaeological evaluation was undertaken by AOC Archaeology on the wider site and a report on this subsequently submitted to the planning authority. The report concludes that no significant results were uncovered, and no further post-excavation work is required. Accordingly, the Council's Archaeological Advisor confirms that no further action is required for this application site given these negative evaluation results.

The proposed development is in accordance with NPF4 policy 7.

Design, Quality and Place

NPF4 Policy 14 supports development proposals that are designed to improve the quality of an area and are consistent with the six qualities of successful places.

The quantum of development proposed in this current application does not amount to over development of this site within an established business/industrial area.

Overall, the height, scale, massing and design is functional, utilitarian and in keeping with the existing neighbouring industrial development in the locality.

The finishing materials are compatible with other developments in the locality and reflects the industrial character of the area.

The proposal is well-designed and appropriate in this location, in accordance with NPF 4 policy 14 and, Des 1 (Design Quality and Context), Des 3 (Incorporating and Enhancing Existing and Potential Features), Des 4 (Development Design - Impact on Setting), Des 7 (Layout Design), and Des 8 (Public Realm and Landscape Design).

The number and position of the access(s) into the site off Oversman Road, location and quantity of car parking, and all acceptable.

The proposed development accords with NPF policy 14 and the LDP design policies Des 1 - Des 8.

Amenity of neighbouring residents and future occupiers of the site

LDP policy Des 5 (Development Design - Amenity) states that planning permission will be granted for development where it is demonstrated that the amenity of neighbouring developments is not adversely affected and that future occupiers have acceptable levels of amenity in relation to noise, daylight, sunlight, privacy and immediate outlook.

NPF4 policy 26 Part e) i) (Business and industry) states that development proposals for business and industry will take into account the impact on surrounding residential amenity, sensitive uses and the natural historic environment. This is addressed below.

Environmental Protection consider that the new plant room and jet wash may impact upon amenity if not suitably mitigated. Accordingly, they advise that a Noise Impact Assessment (NIA) be undertaken that includes assessment of them. A NIA has not been submitted with the application. However, the application site (plot C) is not closer to any of the neighbouring residences than plots A and B are. The closest residence of Niddrie Cottages is located some 127 metres from the application site boundary. Additionally, as stated above, Niddrie Cottages are shielded from the site by an existing continuous row of industrial/storage buildings along the south side of Newcraighall Road. Given this, it is unlikely that the proposed plant and jet wash would give rise to undue noise nuisance to Niddrie Cottages. Therefore, it would not be reasonable or necessary for the planning authority to insist that a NIA is submitted to assess the noise impact of the plant and jet wash.

Odour, vibration and lighting

The unit on plot A of the previous application was consented for a car servicing and cosmetic repair facility, the emissions from which will be controlled by bespoke abatement equipment, with exhaust flue design and positioning in compliance with statutory government guidance to minimise the potential for odorous emissions to atmosphere. A VOC/odour/fume assessment was provided in support of the previous application. It advised that any odour impact potential is considered to be small. The nearest flue extraction point source within the proposed development would be located approximately 90 metres from the closest sensitive residential receptor. The assessment advised that effective dispersion should be rapidly achieved from the point of exit. It is therefore expected that any associated fumes will be unlikely to impact upon residential amenity. This current application relates to plot C of that larger site, which is not any closer to sensitive residential receptors than plot A is. Therefore, it is expected that any associated fumes from the current proposal will be unlikely to impact upon residential amenity.

Ground Contamination

The site may be affected by contamination and historical coal mining issues which will require assessment and remediation to ensure the site is made safe for the proposed end use. Should permission be granted a condition is recommended to ensure the site is made safe for the proposed end use.

The site is not located within the defined Development High Risk Area, and therefore there was no statutory requirement to consult with the Coal Authority.

Transportation

Car and Cycle Parking

LDP policy Tra 2 (Private Car Parking) requires that developments make provision for car parking levels that comply with and do not exceed the parking levels set out in the non-statutory guidance.

The proposed 106 car parking spaces including 22 EV charging spaces is acceptable based on the Council's parking standards for Sui Generis - Motor Trade: display area. However, the number of accessible bays should be increased from 4 spaces to 7 spaces to comply with the minimum requirement. This can be controlled by a planning condition. The number of EV car parking charging points exceeds the Council's minimum requirement and is acceptable. Subject to the abovementioned planning condition, the proposal complies with LDP policy Tra 2.

LDP Policy Tra 3 (Private Cycle Parking) requires that cycle parking and storage within the development complies with Council guidance.

In terms of quantum of spaces, the proposed provision of cycle parking spaces complies with the council's parking standards. An informative is recommended that the applicant/developer engage with the planning authority to agree a mix of types of cycle parking, including spaces for non-standard cycles. Subject to this, the proposal complies with LDP policy Tra 2.

Conclusion in relation to the Development Plan

The proposed development broadly complies with the provisions of NPF4 and the LDP and there is not considered to be any significant issues of conflict.

c) Other matters to consider

The following matters have been identified for consideration:

Emerging policy context

On 5 April 2024 the Planning and Environmental Appeals Division published its report into the examination of the Proposed City Plan 2030 and supporting documents in terms of Section 19 of the Town and Country Planning (Scotland) Act 1997. The Council is currently considering the recommendations and modifications required to the Proposed City Plan 2030. It is the intention that the modifications will be considered by the Council before the end of June 2024. At this time in the context of the consideration of this particular application limited weight can be given to the relevant policies of City Plan 2030 until the proposed modifications have been fully considered.

Equalities and human rights

Due regard has been given to section 149 of the Equalities Act 2010. No impacts have been identified.

Consideration has been given to human rights. No impacts have been identified through the assessment and no comments have been received in relation to human rights.

Public representations

No representations were received.

Conclusion in relation to other matters considered

The proposals do not raise any issues in relation to other material considerations identified.

Overall conclusion

The principle of development is acceptable on the site and has been established by the previous grant of planning permission in principle 22/05666/PPP. The currently proposed Sui generis (of the Town and Country Planning (Use Classes) Scotland Order 1997) car showroom with car storage and motor vehicle service and repair, ancillary offices and associated works, is acceptable in planning terms. The proposal is compatible with policy priorities that include sustainability in terms of transport and materials use, climate change mitigation and adaptation, and development on vacant land. Therefore, the proposal complies with National Planning Framework 4 and the Edinburgh Local Development Plan, as well as the Council's Edinburgh Design Guidance. There are no other material considerations which outweigh this conclusion.

Section C - Conditions/Reasons/Informatives

The recommendation is subject to the following;

Conditions

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted. If development has not begun at the expiration of this period, the planning permission lapses.
2. Prior to the commencement of construction works on site:
 - a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and
 - b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to, and approved in writing by the Planning Authority.
 - ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.
3. Prior to the units commencing operations, the EV charging points delineated on drawing No.KIN-CDA-CZ-ZZ-DR-A-020001 revision P6 and dated 04/04/23 shall be installed and made operational. As a minimum each charger should include standard 3-pin plug (13amp) installed with an option for future owner to upgrade them to a 7KW (32amp) with type two socket.

4. Development shall not begin until a phasing plan has been submitted to and approved in writing by the Planning Authority. The phasing schedule shall include the provision of SUDS, landscaping and transportation infrastructure including vehicular and cycle parking. Development shall be carried out in accordance with the approved phasing unless agreed in writing with the planning authority.
5. The approved soft landscaping scheme shall be fully implemented within the first planting season of the completion of the development. All planting carried out on site shall be maintained by the developer to the satisfaction of the Planning Authority for a period of 5 years from the date of planting. Within that period any plants which are dead, damaged, missing, diseased or fail to establish shall be replaced annually with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme, as may be submitted to and approved in writing by the Planning Authority.
6. Notwithstanding that delineated on application drawings, the number of accessible visitor/staff parking bays provided shall be increased from 4 spaces to 7 spaces.

Reasons:-

1. To accord with Section 58 of the Town and Country Planning (Scotland) Act 1997.
2. To ensure that the development is implemented in a manner which mitigates the impact of the development process on existing land users and the future occupants of the development.
3. In the interests of air quality mitigation.
4. To ensure the timely delivery of infrastructure and landscaping, in the interests of the amenity of the area.
5. To ensure a satisfactory appearance to the development in the interests of safeguarding the character and visual amenity of the area.
6. In the interests of ensuring an adequate quantity of accessible parking spaces for visitors and staff and to accord with LDP policy Tra 2 Private Car Parking.

Informatives

It should be noted that:

1. 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.

2. 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.
3. A wildlife friendly lighting scheme should be utilised during both the construction and operational phases.
4. Bat and bird boxes, invertebrate niches such as bee/insect 'hotels' should be provided on the site and additionally, swift bricks and bat bricks should be included on elevations of new buildings and within the site.
5. The access must be open for use by the public in terms of the statutory definition of 'road' and the proposed footway on the north side of Oversman Road should be constructed to adoptable standards under RCC. The extent of adoptable roads, including footways, footpaths, access, cycle tracks, verges and service strips should be agreed with the roads authority. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details.
6. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation.
7. The applicant should consider developing a Travel Plan including provision of a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport.
8. Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property.
9. 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 Council if they want the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved.
10. The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.

11. The applicant should note that the proposed development lies on or adjacent to a 'traffic sensitive street' and that this may affect the method and timing of construction, including public utilities - see <https://www.edinburgh.gov.uk/roads-pavements/road-occupation-permits/2>
12. A delivery vehicle charging point should be installed with a "rapid" 50 Kw (125amp) triple headed (Combined Charging Standard/CHAdeMO/Type 2) charger.
13. The applicant should engage with the Planning Authority to provide a broad mix of types of cycle parking, including 20% non-standard cycle spaces.

Background Reading/External References

To view details of the application go to the [Planning Portal](#)

Further Information - [Local Development Plan](#)

Date Registered: 13 December 2023

Drawing Numbers/Scheme

01, 02A, 03, 04A, 05, 06A, 07, 08, 09, 10, 11

Scheme 1

David Givan
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Adam Thomson, Planning Officer
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Appendix 1

Summary of Consultation Responses

NAME: Transportation Authority

COMMENT: No objection. Conditions/Informatives recommended.

DATE: 18 March 2024

NAME: Environmental Protection

COMMENT: No objection. Conditions and informatives recommended.

DATE: 16 March 2024

NAME: Archaeology Services

COMMENT: No objection.

DATE: 3 January 2024

The full consultation response can be viewed on the [Planning & Building Standards Portal](#).

Location Plan



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