

Development Management Sub Committee

Wednesday 22 January 2020

Report for forthcoming application by

Crosswind Developments Ltd. for Proposal of Application Notice

19/05303/PAN

At Land To South West Of Meadowfield Farm, Turnhouse Road, Edinburgh

Proposed mixed use development including commercial floorspace Class 1 shops. Class 2 financial and professional services. Class 3 restaurants and cafes sui generis including public houses. Class 4 business. Class 6 storage and Class 7 hotels. Class 10 non-residential institutions. Class 11 assembly and leisure residential floorspace including affordable and flats. Associated infrastructure. Car parking and landscaping.

Item number

Report number

Wards

B01 - Almond

Summary

The purpose of this report is to inform the Development Management Sub Committee of a forthcoming application for planning permission for a mixed use development including commercial floorspace, residential development, associated infrastructure, car parking and landscaping

In accordance with the provisions of the Town and Country Planning (Scotland) Act 1997, as amended, the applicants submitted a Proposal of Application Notice on 01 November 2019.

Links

Coalition pledges

Council outcomes

Single Outcome Agreement

Recommendations

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

Background

2.1 Site description

The proposal site (29 hectares) is defined by Edinburgh Airport to the north west and the Edinburgh-Fife railway to the north east. The southern site edges are defined by the Castle Gogar Estate and Castle Gogar Drive (a tree lined avenue), the Edinburgh Tram Depot and Myreton Drive which provides access between the depot and the Gogar Roundabout. The Edinburgh Gateway Station, providing connections to tram and heavy rail, lies to the south east.

The majority of the site comprises operational land for Edinburgh Airport including 12/30 'Crosswind' runway which was decommissioned in 2018. The site is now being marketed by the applicants as 'Elements Edinburgh' although by virtue of its former use, the area is still commonly referred to as 'Crosswinds'.

The proposal site lies substantially within the airport boundary as defined in the LDP with the land designated as Special Economic Area.

LDP Transport Proposal T9 outlines the requirements for the Gogar Link Road, required to support long term development in West Edinburgh and connecting Eastfield Road to the Gogar Roundabout via the International Business Gateway. The LDP identifies an indicative alignment and safeguard which crosses the southern part of the application site.

The Gogar Burn which flows to the southern edges of the site is designated as a Local Nature Conservation Area with Areas of Importance for Flood Management lying immediately adjacent. These partially extend into the proposal site in the vicinity of Castle Gogar Estate.

LDP Greenspace proposal GS7 identifies an enhancement and diversion of the Gogar Burn with indicative alignment crossing the site from north to south. This proposal seeks to reduce flood risk in west Edinburgh, improve water quality and enhance biodiversity.

2.2 Site History

15 March 2016 - Proposal of Application Notice agreed for mixed use development incorporating Class 4 (Business), Class 5 (General Industrial), Class 6 (Storage and Distribution), Class 7 (Hotel), Class 9 (Houses), Class 11 (Leisure), Student Accommodation (Sui Generis), landscaping, associated access and all ancillary development at site 100 Metres East of 194 Glasgow Road, Edinburgh. This partially relates to the southern extents of the proposal site (Application Reference:- 16/00927/PAN)

06 November 2019 - Proposal of Application Notice agreed for the formation of a new airport access road from the east of the terminal building at Edinburgh Airport to Gogar Roundabout. The south eastern extents partially overlap with this proposal. (Application Reference: - 19/04534/PAN)

Land to the west

11 September 2019 - Application for Phase 1, Edinburgh International Business Gateway comprising mixed use development including business + employment uses, hotels, residential and ancillary uses at land to the east of Eastfield Road. Application subject to call in by Scottish Ministers (Application Reference: - 15/05580/PPP)

Land to the south east

30 November 2018 - Planning Permission in Principle granted for pedestrian and cycle bridge over railway with associated landscaping at land to the south west of Meadowfield Farm, Turnhouse Road, Edinburgh (Application Reference: - 18/07600/PPP)

Land to the north east

26 September 2019 - Planning Permission in Principle granted by Scottish Government Reporters for residential development, up to a maximum of 1,400 units including ancillary development, landscaping, access and services and all other ancillary development for land at Turnhouse Road (LDP allocated site HSG19) (Application reference: - 16/04738/PPP, DPEA reference: - PPA-230-2207)

Main report

3.1 Description of the Proposal

The proposal is for mixed use development likely to comprise Commercial floorspace (Class 1 - Shops, Class 2 - Financial and Professional Services, Class 3 - Restaurants and Cafes, Sui Generis - such as public houses, Class 4 - Business, Class 6 - Storage and Distribution, Class 7 - Hotels, Class 10 - Non-residential institutions and Class 11 - Assembly and Leisure) Residential (including affordable housing and flats), associated infrastructure, car parking and landscaping.

Masterplan proposals are at an early stage of development with quantum of commercial and residential floorspace yet to be confirmed.

3.2 Key Issues

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

a) The proposed use would be acceptable in principle having regard to National Planning Policy, the development plan and non-statutory guidance;

National Planning Framework (NPF3) identifies the proposal site as an area for associated business development relating to Edinburgh Airport. Strategic Airport Enhancements consisting of the construction of buildings for business, general industrial or storage and distribution use requiring a near airport location where gross floor space is or exceeds 10,000 square metres or exceeds 2 hectares in area would therefore be considered as 'National Development'.

The Edinburgh Local Development Plan (LDP) identifies the majority of the site as Special Economic Area. Relevant considerations relating to the principle of the proposed use are set out in Local Plan Policy Emp 4 - Edinburgh Airport. This outlines that the development and enhancement of Edinburgh Airport will be supported within the airport boundary as defined on the Proposal Map. Proposals for ancillary services and facilities will only be permitted where it can be demonstrated that these have strong and direct functional links with the airport and are compatible with the operational requirements of the airport.

b) The proposal would achieve coordinated development within west Edinburgh, both committed and proposed;

National planning policy identifies the potential of West Edinburgh for nationally important economic development. The proposal lies within an area which currently forms an operational part of Edinburgh Airport and lies adjacent to several strategic development sites including the International Business Gateway, RBS Gogarburn, proposed large scale housing development at Maybury, West Craigs and Cammo, the Royal Highland Showground, Edinburgh Park and South Gyle. The Edinburgh Gateway Intermodal Station, providing connections with the tram and heavy rail services also lie to the south east of the site.

The West Edinburgh Study recently commissioned by the Council, will provide a strategic overview of development in west Edinburgh. This is likely to be an important material consideration in the determination of the planning application. As such, the applicants should pay close regard to the outcomes of this study and the requirements of LDP Policy Des 2, Co-ordinated development which seeks to ensure that development will not compromise the effective development of adjacent land or comprehensive development within the wider area.

c) The masterplan proposals would provide a suitable framework for the future development of the site and will address requirements of relevant policy and guidance;

The proposal will represent the development of a major strategic site in west Edinburgh, the nature of proposals constituting a National Development. In view of its significance, early masterplan proposals for the proposal site were considered by the Edinburgh Urban Design Panel in November 2019.

The LDP and West Edinburgh Strategic Design Framework (WESDF) 2010 do not provide specific guidance relating to the development of the proposal site. However, the West Edinburgh Study recently commissioned by the Council, will provide a strategic overview of development in West Edinburgh. The applicants should pay close regard to the outcomes of this study in further progressing masterplan proposals for this site.

In order to guide the effective long term development of the site, application proposals must be supported by comprehensive masterplanning, this being prepared in close collaboration with the Council. This should be developed in accordance with best practice, including those principles established through Scottish Government guidance - PAN 83 Masterplanning and the Council's Edinburgh Design Guidance.

d) The proposals would address strategic transport considerations in west Edinburgh;

The Council commissioned a refresh to the original WETA (West Edinburgh Transport Appraisal) Study in 2016. Updated strategic transport modelling was prepared as part of this study, assessing two travel demand scenarios including: a) demand model trip generation, and b) Transport Assessment trip generation and mode share. This study did not consider the development of the proposal site, although it would be expected that the transport impacts of any development, e.g. traffic generation, modal share and parking levels would need to be considered in relation to the strategic transport modelling undertaken as part of the WETA Study.

LDP Transport Proposal T9 outlines requirements for the Gogar Link Road, to support long term development in West Edinburgh. An indicative alignment and safeguard for this route lies to the southern edges of the proposal site. The WETA Study also explored a potential alignment for this route, passing through the proposal site to link with the International Business Gateway (IBG) and Eastfield Road to the west.

A Proposal of Application Notice for the development of an Airport Eastern Access Road (Reference: - 19/04534/PAN) partially overlaps with the extents of this PAN.

The West Edinburgh Study will provide a strategic overview of development in West Edinburgh. The applicants should pay close regard to the outcomes of this study in further progressing proposals for this site. These should seek to maximise connectivity, particularly through the development of active travel routes and effective linkages to adjacent development areas and transport infrastructure. These would include the adjacent International Business Gateway (IBG), Edinburgh Gateway Intermodal Station, tram and bus routes, the Gyle Centre, West Craigs/Maybury and the Airport.

e) There are environmental factors that require consideration;

LDP Greenspace proposal GS7 identifies an enhancement and diversion of the Gogar Burn, with an indicative alignment crossing the site from south to north. This proposal seeks to reduce flood risk in west Edinburgh, improve water quality and enhance biodiversity. The implications for the delivery of this proposal will need to be fully understood as part of the application process, particularly to ensure that policy requirements are addressed.

f) There are other environmental considerations that require consideration.

The proposal would constitute EIA development and an Environmental Impact Report will need to accompany the application. An EIA Scoping request was received by the Council on 17 December 2019, and this will be considered in accordance with the EIA Regulations.

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

- Pre-application Consultation Report
- Planning Statement
- Design and Access Statement
- Flooding and Drainage Assessment, including Surface Water Management Plan
- Transport Assessment
- Air Quality Assessment
- Noise Assessment
- Land Contamination Assessment
- Tree Survey
- Phase 1 Habitat and Protected Species Survey
- Desk Top Archaeology Report; and
- S1 Sustainability Statement Form

This list is not intended to be exhaustive and further information requirements may be identified during the course of pre-application discussions.

3.3 Assessment

This report highlights the main issues that are likely to arise in relation to the various key considerations. This list is not exhaustive and further matters may arise when the new application is received, and consultees and the public have the opportunity to comment.

Financial impact

4.1 The forthcoming application may be subject to a legal agreement.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 This is a pre-application report. When a planning application is submitted it will be assessed in terms of equalities and human rights.

Sustainability impact

7.1 A sustainability statement will need to be submitted with the application.

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The Proposal of Application Notice 19/05303/PAN outlines arrangements for a formal public consultation event. This will comprise a manned public exhibition to be held at the Gyle Shopping Centre on Tuesday 14 and Wednesday 15 January 2020.

This event will include exhibition boards, with consultation leaflets providing details of a dedicated consultation website. Members of the project team will also be in attendance. In addition, information boards will be placed at Edinburgh Gateway, South Gyle and Edinburgh Park train stations where this is feasible.

Corstorphine, Ratho and District, Cramond and Barnton Community Council's and Local Neighbourhood Partnerships have been issued with a copy of the Planning Application Notice. Local Ward Councillors for Almond, Pentland Hills, Corstorphine/Murrayfield and Drumbrae/Gyle have also been notified. The applicant proposes to discuss proposals with Corstorphine, Ratho and District and Cramond and Barnton Community Councils, as well as local ward Councillors, in advance of the submission of the planning application.

The applicant also notes that in addition to the formal consultation arrangements, a number of charette events have been held during 2019, these informing masterplanning proposals for the site. These have been by invitation only but have included key stakeholders such as local community councils and statutory consultees.

The results of the community consultation will be submitted as part of the Pre-application Consultation Report.

Background reading/external references

- To view details of the proposal of Application Notice go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)

David R. Leslie

Chief Planning Officer

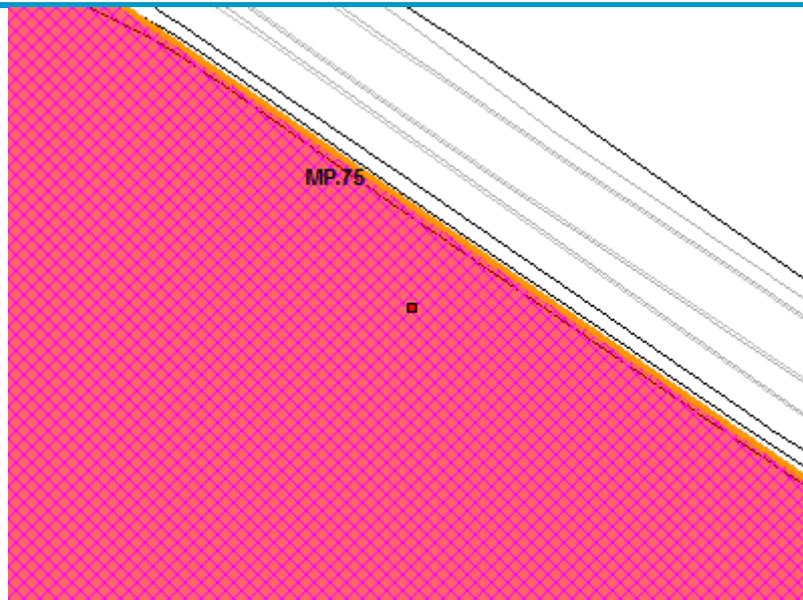
PLACE

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Location Plan



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