

Development Management Sub Committee

Wednesday 9 February 2022

**Application for Planning Permission 21/05175/FUL
at 25 Marine Drive, Edinburgh, EH4 5EJ.
Proposed pavilion including changing rooms and club
room, container for goal storage, access road and car park
for Craigmoynton Community Youth Football Club.**

Item number

Report number

Wards

B01 - Almond

Summary

The proposals are associated with an acceptable recreation use within the green belt and therefore they comply with Policy Env 10 (Development in the Green Belt and Countryside). The loss of an area of open space would not compromise the continued use of the remainder of the area of open space. The proposals are compatible with the landscape character and amenity of the area, including that of the local nature conservation site. There are no adverse impacts on neighbouring amenity, including residential amenity. The proposals are acceptable in transportation terms. Subject to a recommended condition to secure cycle parking, the proposals are acceptable in parking terms. The proposals comply with the relevant policies of the Edinburgh Local Development Plan.

The proposals comply with the relevant sustainability principles set out in Scottish Planning Policy.

There are no material considerations that outweigh this conclusion.

Links

[Policies and guidance for this application](#)

LDPP, LDES01, LDES04, LDES05, LEN10, LEN12, LEN15, LEN16, LEN18, NSG, LDES04, LDES05, LEN08, LEN09, LEN10, LEN12, LEN15, LEN16, LEN18, LTRA02, LTRA04, LTRA09,

Report

Application for Planning Permission 21/05175/FUL at 25 Marine Drive, Edinburgh, EH4 5EJ. Proposed pavilion including changing rooms and club room, container for goal storage, access road and car park for Craigroyston Community Youth Football Club.

Recommendations

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

Background

2.1 Site description

The site is a total area of 0.82 hectares and comprises:

(i) an area of rough grassed open space to the immediate south of Silverknowes Caravan site. The site lies between the caravan site and two grassed football pitches; and

(ii) an existing unsurfaced local access track and the tree and shrub lined verges running alongside it, locally known as the "Cattle Track". This north-south orientated track connects Marine Drive to the Salvesen housing development and Muirhouse Parkway to the south.

The whole site - both (i) and (ii) is part of a larger area of land within the green belt and is also part of a larger area of land designated in the Local Development Plan as open space. Additionally, the "Cattle Track" and the tree and shrub planted soft verges alongside it are part of the larger area designated in the Local Development Plan as a local nature conservation site.

Nearby to the south of the site beyond the grassed football pitches is the site of the former Silverlea Care Home. On the southwestern part of the former care home site there are a group of portacabins presently in use as the club house and changing facilities of Craigroyston Community Youth Football Club (CCYFC).

Silverknowes Golf Course bounds the site to the west and grassed pitches of the World of Sport bounds the site to the east.

Located near to the site are two locally designated sites (as defined in The Edinburgh Biodiversity Action Plan). These are Davidson Mains to the Quarry Local Biodiversity Site and Silverknowes Local Biodiversity Site which is the adjacent Silverknowes Golf Course.

2.2 Site History

No relevant site planning history.

Other relevant applications:

28 September 2021 - Planning application validated for a proposed residential development comprising 142 flats including colonies with associated roads, parking and greenspace at Silverlea Old Peoples Home, 14 Muirhouse Parkway, Edinburgh. (Application reference number 21/05056/FUL) - Pending decision.

Main report

3.1 Description of the Proposal

The proposal is for:

- (i) the erection of a football pavilion including club house and changing facilities;
- (ii) the siting of a container for goal storage;
- (iii) The formation of an associated car park comprising 10 parking spaces, including two disabled parking spaces;
- (iv) the formation of a vehicular access to the proposed car park at the point of the existing entrance off Marine Drive to the "Cattle Track";
- (v) The replacement of the existing unbound surface of the "Cattle Track" with a surfaced shared road/footway/cycleway with passing places positioned at points along its length. That shared road/footway/cycleway will be the access to the proposed car park.

The proposals are for use by Craigroyston Community Youth Football Club (CCYFC). The proposed pavilion will replace the existing club house and changing facilities which are presently temporarily housed within a group of cabins located within the site of the former Silverlea Care Home.

The proposed pavilion is a single-storey rectangular plan building measuring approximately 14.5 metres wide by 12.5 metres deep. Its external walls are finished in a combination of buff facing brick and fibre cement plank cladding. It has a shallow, green, mono pitched roof, which is 3.58 metres high at the ridge. There are Photo Voltaic (PV) panels installed on its roof.

Supporting Statements:

- Design and Access Statement;
- Transport Assessment;
- Sustainability Statement;
- Tree survey assessment and tree constraints plan;
- Arboricultural impact assessment (AIA);
- Drainage Strategy and flood risk assessment;
- Ecological assessment Report;

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

3.2 Determining Issues

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

- 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?

In the assessment of material considerations this report will consider:

- the Scottish Planning Policy presumption in favour of sustainable development, which is a significant material due to the development plan being over 5 years old;
- equalities and human rights;
- public representations and
- any other identified material considerations.

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- (a) the principle of use on the site is acceptable;
- (b) impact on trees is acceptable;
- (c) impact on ecology is acceptable;
- (d) the amenity of existing neighbours is acceptable;
- (e) access, parking and road safety are acceptable;
- (f) other material considerations are considered;
- (g) equalities and human rights are considered;
- (h) public comments are addressed.

The non-statutory Guidance 'Edinburgh Design Guidance' is a material consideration that is relevant when considering some of the above policies. Where relevant, it will be considered in the assessment below.

(a) Principle

LDP Policy Env 10 (Development in the Green Belt and Countryside) permits development in this area if it meets one of the criteria (a-d) set out in the policy and would not detract from the landscape quality or rural character of the area.

Criterion a) sets out development for the purposes of particular uses in the countryside where a countryside location and is essential for that use to take place. This includes agriculture, forestry and countryside recreation.

Criteria b) and c) relate to changes of use and extension of an existing building.

Criterion d) is for the replacement of existing buildings with new buildings in the same use.

The proposal does not meet criteria b) as it is not for a change of use of an existing building of architectural merit or a valuable element in the landscape worthy of retention. It does not meet criteria c) as it is not for the redevelopment relating to an existing use or building(s). It does not meet criteria d) as it is not for the replacement of an existing building with a new building in the same use.

The football pitches are an acceptable established use within the green belt. In order for this recreation use to operate effectively, there is a need for an associated clubhouse and changing facilities in close proximity to the pitches. Criteria a) of Policy Env 10 does not preclude any buildings, structures or hard standings if they are required in association with an acceptable green belt use. The existing football club pavilion and clubhouse are presently housed in temporary buildings located some distance away to the south east of the pitches, on part of the site the subject of planning application 21/05056/FUL. The existing buildings are dilapidated and not suitable for continuing use. There are operational advantages to the football club of the proposed replacement pavilion and clubhouse being positioned closer to the pitches than the current temporary ones are. There are no identified suitable alternative sites within the urban area that is close to the pitches on which a replacement pavilion and clubhouse could be provided. In the particular circumstances, there is justification to locate the replacement clubhouse and associated development adjacent to the pitches on land in the green belt. Therefore, the proposal meets the first part of criteria a) Policy Env 10.

In order for the proposal to meet with the second part of criteria a) of Policy Env 10, the proposed buildings, structures and hardstandings, must be of a scale, quality of design appropriate to the use.

In terms of its single-storey height, scale, form, positioning and materials and given the existing and proposed landscaping, the proposed pavilion would not appear incongruous or intrusive in short or long views of it. Therefore, it would not detract from the landscape quality and rural character of the area.

The floor area of the container for goal storage is relatively small. Given its location on the site it would be viewed in the context of existing and proposed trees and shrub landscaping. No other details of the proposed container have been submitted with the application. In the interests of safeguarding the character and amenity of the area, including the landscape character of the area, details of its appearance, including finishing materials and colour, should be secured by a planning condition. Subject to this it would not detract from the landscape quality and rural character of the area, including that of the local nature conservation site.

In terms of its scale, positioning, design and surface finish, on the proviso that the proposed tree and shrub planting is carried out, the proposed car park would not detract from the landscape quality and rural character of the area, including that of the local nature conservation site.

The trees and shrubs alongside the existing access track provide strong landscape edges to the track. The trees and shrubs to be retained will provide strong landscape edges to the proposed shared access road, footway and cycleway on the site of the access track and thereby that shared surface would not detract from the landscape quality and rural character of the area.

Therefore, the proposals would not detract from the landscape quality and/or rural character of the area and therefore they comply with the second part of criteria a) of LDP Policy Env 10.

LDP Policy Env 18 (Open Space Protection) states that proposals involving the loss of open space will not be permitted unless it is demonstrated that certain criteria are met. These criteria relate to ensuring there would be no significant impact on the quality and character of the local environment; the open space is a small part of a larger area or of limited amenity or leisure value and there is a significant over-provision of open space serving the immediate area; biodiversity value, and local community benefit.

The area of open space on which the proposed pavilion, goal storage and car park are sited is unused rough grassland of relatively low amenity value and negligible recreational value. It does not contribute towards the landscape setting of the city. It is a relatively small area and the loss of it to the proposed development would not prejudice the recreational/leisure use of the remainder of the substantially larger area of open space of which it forms an integral part. Therefore, the proposals do not conflict with LDP Policy Env 18 (Open Space Protection).

The proposals are therefore acceptable in terms of LDP Policy Env 18 (Open Space Protection).

(b) Impact on Trees

Policy Env 12 (Trees) presumes against development likely to have a damaging impact on trees or woodland worthy of retention unless necessary for good arboricultural reasons. Where such permission is granted, replacement planting of appropriate species and number will be required to offset the loss of amenity.

The tree survey recorded 30 individual trees on and around the site and many more in groups. An Arboricultural Impact Assessment (AIA) was undertaken to evaluate the direct and indirect effect of the proposed design on trees to be retained and recommends tree protection measures. In addition, a tree constraints plan which delineates +20-year tree canopies has been submitted.

A total of 9 trees on the site have been identified for removal in order to facilitate the construction of the shared access road/footway/cycleway. These comprise small self-seeded trees close to the access track. The trees to be removed have little landscape value and the loss of them would not harm the landscape character and amenity of the area.

Ten replacement trees and groups of native shrubs as an understory to existing trees will be planted along the south side of the proposed new car park. The proposed tree and shrub planting adequately compensates for the loss of nine trees on the site.

The AIA proposes mitigation measures in order to minimise damage to any affected trees. All the recommended tree protection measures, which are listed in section 7.5 of the AIA report can be secured by a condition imposed on a grant of planning permission. Subject to all these tree protection measures being in place prior to development commencing on site and thereafter being retained until the development is completed, the proposals would safeguard the trees to be retained and therefore the proposal is acceptable in terms of impact on trees.

Subject to the recommended conditions, the proposals comply with LDP Policy Env 12.

(c) Ecology

Policy Env 16 (Species Protection) presumes against development that would have an adverse impact on species protected under European or UK law unless:

- a) there is an overriding public need for the development and it is demonstrated that there is no alternative;
- b) a full survey has been carried out of the current status of the species and its use of the site;
- c) there would be no detriment to the maintenance of the species at 'favourable conservation status';
- d) suitable mitigation is proposed.

A report on an ecological assessment analysis undertaken by an ecologist has been submitted as part of the application and an addendum report was subsequently submitted. In respect of impact on designations and protected species the report concludes that: (i) there is no European/UK Statutory designations within 2.5km of the site; (ii) There are two locally designated sites (as defined in The Edinburgh Biodiversity Action Plan) which are within 1km of the development site. A disused railway line - Davidson Mains to the Quarry LBS (Local Biodiversity Site) which is 850m south of the site and Silverknowes LBS which is the adjacent Silverknowes Golf Course. There will be no significant impacts on these local designated sites arising from the proposals.

In respect of impact on protected species, the report concludes that two protected species are likely to be found on the Silverlea site, namely badgers and bats. No evidence was found of badgers using the land, and there is restricted opportunity for sett excavation. There was evidence of the site being used by foxes. There was no evidence found of bats on the site. Two further separate visits were carried out by the ecologist to investigate the presence of bats to the football club buildings in July 2021, and no evidence of bats was found.

In general, the Ecological Assessment concluded that: (i) The mature trees on the southern part of the site are valuable for wildlife and many are to be retained: (ii) Some of the vegetation does present nesting opportunities for birds on site. Care should be taken to remove vegetation out with the bird nesting period; and

(iii) There will be a negligible adverse impact on the biodiversity of the development site from the loss of unexceptional habitats. It is therefore anticipated there will be a neutral/minor positive effect on the biodiversity by proposed development. The assessment states that the proposed landscape strategy for the site will maximise opportunities to enhance local biodiversity and will provide new habitats suitable for species to thrive and integrate, which will support biodiversity.

In order to encourage wildlife into the site the Ecological Assessment recommends that bat boxes could be placed in some of the existing trees and building facades throughout the development could incorporate under eaves swallow and swift nesting bricks. An informative for the inclusion of bat boxes and swallow/swift bricks within the development is recommended.

The proposals comply with Local Development Plan Policy Env 16 (Species Protection).

(d) Residential Amenity

The proposal would not prejudice the continued operation of adjacent land uses, including the adjacent caravan park. The proposal would not have a materially detrimental effect on the amenity of any residential property.

(e) Transport Matters:

Policy Tra 2 (Private Car Parking) states that planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking limits set out in Council Guidance.

Policy Tra 3 (Private Cycle Parking) states that planning permission will be granted for development where proposed cycle parking and storage complies with the standards set out in Council guidance.

Access and Traffic Generation:

The transportation assessment informs that visibility splays of 2.4m x 43m is achieved at the proposed access off Marine Drive. The Roads authority does not raise a concern with the access. However, they raise concerns regarding: (i) the absence of a separate footway alongside the proposed access road; (ii) no justification given to the level of parking proposed; and, (iii) the absence of cycle parking. For these reasons they consider that the application should be continued.

There is an existing public footway running along the south side of Marine Drive from which the 'Cattle Track' can be accessed on foot. Pedestrians will be able to access the proposed shared access/footway/cycleway from that existing public footway. The proposed access road/footway/cycleway will be shared by pedestrians, cyclists and vehicles accessing/egressing the proposed car park. Shared use of it is considered acceptable owing to the relatively small size of the car park and thus the likely volume of vehicular traffic that would be using it. In the particular circumstances, it would not be reasonable to require the provision of a segregated footway/cycleway alongside the access as advised by the Roads Authority.

Moreover, there is insufficient space within the site for a segregated footway/cycleway to be formed without trees that are of important landscape value having to be felled, to the detriment of landscape character and amenity of the area and to biodiversity.

Car Parking:

A limited number of vehicle parking spaces (10 spaces) are proposed, and this includes disabled parking spaces. The amount of car parking is considered acceptable in this case given that the site is located relatively close to existing public transport connections and bus stops and it is well connected to good footpath and cycle paths within the area. Sustainable modes of travel to and from the proposed pavilion should be encouraged and trips by private vehicle discouraged. The small amount of parking spaces proposed will help achieve this.

For the same reasons stated above it would it be reasonable to insist that the applicant/developer include a designated taxi/minibus bay within the site. However, an informative can be added to a grant of planning permission requiring that the applicant developer a Travel Plan as is recommended by the Roads Authority.

Cycle Parking:

No details of cycle parking have been submitted with the application. To encourage the future users of the proposed pavilion to cycle to/from it, cycle parking, which should be secure and under cover, should be provided. Details of the cycle parking, including number of spaces and design, can be secured by a planning condition.

(f) other material considerations

Archaeology

The site is with an area of archaeological potential, principally relating to prehistoric occupation given its position along a raised beach overlooking the Forth. Archaeological work has been carried out in the immediate area, most notably in 2007 to the immediate south during the construction of the current sports pitches. The results of this watching brief produced no significant remains and suggested the site had been heavily ploughed. Given the scale of the proposed development and the negative results from the 2007 adjacent watching brief, the CEC Archaeology officer considers that it is unlikely that the current proposal will have a significant archaeological impact. Accordingly, it is concluded that there are no significant archaeological remains.

SPP - Sustainable Development

Scottish Planning Policy (SPP) is a significant material consideration due to the LDP being over 5 years old. Paragraph 28 of SPP gives a presumption in favour of development which contributes to sustainable development. Paragraph 29 outlines the thirteen principles which should guide the assessment of sustainable development.

The proposal complies with Paragraph 29 of SPP.

Emerging Policy Context

NPF 4 - Draft National Planning Framework 4 is being consulted on at present. As such, it has not yet been adopted. Therefore, little weight can be attached to it as a material consideration in the determination of this application.

City Plan 2030 - While the proposed City Plan is the settled will of the Council, it has not yet been submitted to Scottish Ministers for examination. As such, little weight can be attached to it as a material consideration in the determination of this application.

(g) Equalities and human rights

Due regard has been given to section 149 of the Equalities Act 2010.

The proposal would result in the loss of a relatively small area of open space which has little amenity or recreational value and the impact of this on equalities and human rights is negligible. The upgrading of the existing unsurfaced compacted earth track to a hard surfaced shared footway/cycleway/roadway would make the route more useable/inclusive.

No comments have been received in relation to human rights.

(h) Public comments

material representations - objection:

- The proposal would result in traffic congestion and resultant road safety concerns. - This is addressed in the section (f) above.

material representations - support:

- The football club is an essential part of the community and therefore the proposal would bring significant benefits to the community.

Overall Conclusion

The proposals are associated with an acceptable recreation use within the green belt and therefore they comply with Policy Env 10 (Development in the Green Belt and Countryside). The loss of an area of open space would not compromise the continued use of the remainder of the area of open space. The proposals are compatible with the landscape character and amenity of the area, including that of the local nature conservation site. There are no adverse impacts on neighbouring amenity, including residential amenity. The proposals are acceptable in transportation terms. Subject to a recommended condition to secure cycle parking, the proposals are acceptable in parking terms. The proposals comply with the relevant policies of the Edinburgh Local Development Plan.

The proposals comply with the relevant sustainability principles set out in Scottish Planning Policy.

There are no material considerations that outweigh this conclusion.

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

3.4 Conditions/reasons/informatives

Conditions:-

1. Prior to development commencing on site the recommended measures to mitigate constraints and impacts of the proposals on trees to be retained, which are listed in section 7.5 (Issues to be Addressed), section 7.6 (Tree Protection Plan) and Appendix 7 (Barriers) of the Arboricultural Impact Assessment report by Julian A Morris, dated November 2021 and the construction exclusion barriers delineated on the Tree Constraints Plan No.2013-A(00)052 REV D, all docketed to this planning permission, shall be implemented/installed/erected in full. Thereafter, other than the permanent measures which will remain in perpetuity, the tree protection measures shall remain in place until the development is completed in its entirety.
2. Prior to works commencing on site to construct the pavilion hereby approved, detailed drawings, and a written specification of undercover and secure cycle parking designed to accommodate no less than 10 cycle parking spaces, to be provided on site for use in association with the pavilion, shall be submitted for the prior written approval of the Planning Authority.

Prior to the pavilion first coming into use, the secure, under cover cycle parking approved by the Planning Authority shall be installed on site and made available for use. There shall be no variation therefrom unless with the prior written approval of the Planning Authority.

3. Prior to it being positioned/erected on the site, detailed elevation drawings or a manufacturers brochure of the container for goal storage hereby approved and details of its finishing materials and colours, shall be submitted for the prior written approval of the Planning Authority. The container sited/erected shall accord with the details so approved. There shall be no variation therefrom unless with the prior written approval of the Planning Authority.
4. Notwithstanding that delineated on application drawings, the proposed barrier to be erected across the new shared road/cycleway/footway shall be positioned and designed to allow pedestrians and cyclists to pass unobstructed around one or both sides of it when the barrier is down.
5. The shared access road/cycleway/footway and passing places shall not incorporate kerbs.

Reasons: -

1. In order to safeguard trees on the site and overhanging the site which are to be retained, and which make a valuable contribution to the landscape character and amenity of the area.
2. In order to ensure the timeous provision of cycle parking, in the interests of sustainable travel.
3. In the interests of safeguarding the rural character and appearance of the area.
4. In the interests of ensuring unobstructed passage for pedestrians and cyclists.
5. In the interests of safeguarding the rural and landscape character and amenity of the area.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. 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.
3. 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.
4. To encourage wildlife into the site bat boxes should be placed in some of the existing trees.
5. The applicant should contribute the sum £2,000 to progress a suitable order to introduce waiting and loading restrictions on Marine Drive as necessary.
6. In accordance with the Council's City Mobility Plan policy, the applicant should consider developing a Travel Plan including provision of a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), and timetables for local public transport.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

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 The equalities impact has been assessed as follows:

This application was assessed in terms of equalities and human rights. The impacts are identified in the Assessment section of the main report.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

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

Neighbour notification was carried out on the 15 October 2021. Two representations were received, one in support of the proposal and one neutral. A full assessment of the representations can be found in the main report in the Assessment section.

Background reading/external references

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

**Statutory Development
Plan Provision**

The site is located in the green belt, as defined in the Edinburgh Local Development Plan and Policy Env 10 (Development in the Green Belt and Countryside) applies to it. In addition, part of the site is designated as open space in the LDP and Policy Env 18 (Open Space Protection) applies to it.

Date registered

4 October 2021

Drawing numbers/Scheme

01-10,

Scheme 1

David Givan

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Adam Thomson, Planning Officer

E-mail:adam.thomson@edinburgh.gov.uk

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

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

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

LDP Policy Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 15 (Sites of Local Importance) identifies the circumstances in which development likely to affect Sites of Local Importance will be permitted.

LDP Policy Env 16 (Species Protection) sets out species protection requirements for new development.

LDP Policy Env 18 (Open Space Protection) sets criteria for assessing the loss of open space.

Relevant Non-Statutory Guidelines

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

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

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

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

LDP Policy Env 12 (Trees) sets out tree protection requirements for new development.

LDP Policy Env 15 (Sites of Local Importance) identifies the circumstances in which development likely to affect Sites of Local Importance will be permitted.

LDP Policy Env 16 (Species Protection) sets out species protection requirements for new development.

LDP Policy Env 18 (Open Space Protection) sets criteria for assessing the loss of open space.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

LDP Policy Tra 9 (Cycle and Footpath Network) prevents development which would prevent implementation of, prejudice or obstruct the current or potential cycle and footpath network.

Appendix 1

Application for Planning Permission 21/05175/FUL at 25 Marine Drive, Edinburgh, EH4 5EJ' Proposed pavilion including changing rooms and club room, container for goal storage, access road and car park for Craigroyston Community Youth Football Club.

Consultations

CEC Transportation - Date: 20/04/2021

Summary Response

The application should be continued.

Reasons:

Full Response

1. Footway is required on the proposed site access. The proposed development is expected to generate pedestrian and cycle trips and the current access arrangement does not cater for walking and cycling.
2. Justification of the level of parking and its compliance with the Council's parking standards is required;(10 car parking spaces including 2 disabled bays proposed - there is no explanation for its compliance with the Council's parking standards. The applicant should consider taxi/minibus bay to cater for public transport needs)
3. Cycle parking provision and its compliance with the Council's parking standards required.

Should you be minded to grant the application the following should be added as conditions or informatives as appropriate;

- I. The applicant should contribute the sum £2,000 to progress a suitable order to introduce waiting and loading restrictions on Marine Drive as necessary;
- II. In accordance with the Council's City Mobility Plan policy, the applicant should consider developing a Travel Plan including provision a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport.

Note

- a) Visibility splay of 2.4m X 43m can be achieved for the site access. Marine Drive is 30mph road

CEC Environmental Protection - Date: 20/10/2021

Environmental Protection does not object to the proposed development.

The application concerns the construction of a new pavilion which will provide changing facilities and a club room for a community youth football team on previously undeveloped land. The development will be located on land to the north of two football pitches and accessed from Marine Drive. To the north of the development site is a Caravan and Motorhome park, to the east are further football pitches and an indoor football facility and to the west is Silverknowes Golf Course.

Please contact me on 0131 469 5806 should you wish to discuss the above.

CEC Archaeology Services - Date: 27/10/2021

Further to your consultation request I would like to make the following comments and recommendations concerning this application Proposed pavilion including changing rooms and club room for Craigroyston Community Youth Football Club.

The site occurs with an area of archaeological potential principally relating to prehistoric occupation given it's position along a raised beach overlooking the Forth. As such archaeological work has been carried in the immediate area, most notably in 2007 to the immediate south during the construction of the current sports pitches. The results of this watching brief by Headland Archaeology produced no significant remains and suggested the site had been heavily ploughed.

Given the scale of the proposed development and the negative results from the 2007 adjacent watching brief, it has been assessed that it is unlikely that this scheme will have a significant archaeological impact. Accordingly it has been concluded that there are no significant archaeological implications.

Please contact me if you require any further information.

Yours sincerely

John A Lawson
(Archaeology Officer)

Location Plan



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END