

Development Management Sub-Committee Report

Wednesday 10 May 2023

**Application for Planning Permission
4 East Mains Of Ingliston, Ingliston Road, Newbridge**

Proposal: Hotel development (Class 7) with ancillary restaurant / bar (Class 3/Sui Generis), fitness suite (Class 11) and associated facilities with access, landscaping, parking and infrastructure.

**Item – Other Item at Committee
Application Number – 22/04151/FUL
Ward – B01 - Almond**

Reasons for Referral to Committee

In accordance with the statutory scheme of delegation, the application has been referred for determination by the Development Management Sub-committee as it relates to a development of wider public interest.

Recommendation

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

Summary

The site is a suitable sustainable location for the proposed development and the use is compatible with the character of the locality. The proposal is considered to provide due regard to global climate and nature crisis and will not result in an unreasonable loss of neighbouring residential amenity.

The proposed development is in accordance with NPF 4 and the Edinburgh Local Development Plan. The proposals align with the objectives of the West Edinburgh Strategic Design Framework (WESDF).

The proposal is acceptable with regards to Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 and will not harm the setting of nearby listed buildings.

There are no material considerations which indicate that the proposal should be refused. Therefore, the proposal is acceptable.

SECTION A – Application Background

Site Description

The application site is a 0.45 ha brownfield site close to Edinburgh Airport (1100m to main terminal entrance). A residential ruin sat within the site which has since been demolished.

It's situated to the north of the A8 Glasgow Road into the city from the west.

To the west is Ingliston Road providing access to Royal Highland Centre (RHS) and service access to the airport.

To the immediate north is land used for car parking which is identified for the future tram halt and extension, beyond which is a single storey nursery. The land to the north and west is all under ownership of the RHC.

The site is bounded to the east by an airport parking facility and to the east of this (ca. 450m from the site) is the Ingliston Park and Ride Facility which is also serviced by the Park and Ride Tram Halt (ca. 750m from the site).

To the south of the A8 is a petrol station and housing, beyond which is farmland.

The site is within the urban area, and designated as employment land in the LDP.

There are nearby listed buildings including the Category A Ingliston House and Stables (Ref: LB27436 dated 22/01/1971) and Category B Listed Gogar Castle (Ref: LB27112 dated 14/07/1966).

Site Context

On 2 March 2000 an application for outline planning permission for the "proposed demolition of existing guest house & erection of a new hotel & integrated restaurant development with associated car parking, access and landscaping" was refused by the Council (planning reference 99/02697/OUT). At the time, the site within the designated Green Belt of Edinburgh as defined by the Development Plan. The site was removed from the greenbelt designation in the recent Edinburgh Local Development Plan, adopted November 2016.

(Royal Highland Centre Masterplan (Planning Reference 10/01832/PPP)

Planning Permission in Principle has been sought for a 20-year Masterplan for the future development of the Royal Highland Centre, which incorporates the following;

- 12,391 sqm of hotel floorspace;
- A 11,885 'Centre of Excellence';
- 1,800 sqm for conference/ leisure space;
- A 7,644 sqm 'Agricultural Hub' office; and
- 5,050 sqm of other office.

The application was minded to grant pending the conclusion of the Section 75 legal agreement. This legal agreement was never concluded.

Description Of The Proposal

The application planning permission for the erection of Hotel development (Class 7) on the site. The proposal includes ancillary uses including a restaurant / bar (Class 3/Sui Generis), a fitness suite (Class 11) and other associated facilities. Site works also include creation of an access, landscaping, parking facilities and associated infrastructure.

The proposal provides for a singular building with eight floors of accommodation. Six floors of bedroom accommodation are proposed to be sandwiched between the other hotel associated functions. An external screened plant is also proposed at roof level. The hotel accommodation will provide for 204 beds, along with a roof top restaurant function area with outdoor terrace on level seven.

A total of 33 car parking spaces are proposed, four of which are accessible and six of which are to be electric vehicle charging spaces. The application also proposes 24 cycle parking spaces and five motorcycle spaces. Vehicular access will be taken from Ingliston Road, on the west side of the site.

Comprehensive landscaping is proposed to the site, along with new tree planting.

Amendments

The proposal was amended to include glazed acoustic barriers to the terrace at level seven, in the interests of amenity. In addition minor amendments were made to the landscaping and planting scheme to ensure protection of existing trees and improve the landscaping proposals. Revised drawings were submitted to reflect these changes.

Supporting Information

- Design and Access Statement
- Cultural Heritage Desk Based Assessment
- PAC Report
- Planning Statement
- Hotel Demand Study
- Updated Noise Impact Assessment
- Air Quality Impact Assessment
- Energy Strategy
- Transport Statement
- Parking Management Strategy
- Landscape Management Plan
- Tree Survey Schedule and Plan
- Updated Arboricultural Impact Assessment
- Bat Report
- Preliminary Ecological Appraisal
- Self Cert A1
- Surface Water Management Plan

Relevant Site History

21/05522/PND

4 East Mains Of Ingliston

Ingliston Road

Edinburgh

Newbridge

EH28 8NB

Prior Notification for Demolition of buildings.

Permitted Development

18 November 2021

22/00812/PAN

4 East Mains Of Ingliston

Ingliston Road

Newbridge

EH28 8NB

Erection of hotel development (Class 7) with ancillary restaurant /bar (Class 3 /Sui Generis) and fitness suite (Class 11), associated facilities, together with access, landscaping, parking and infrastructure.

Pre-application Consultation approved.

8 March 2022

Other Relevant Site History

NONE

Pre-Application process

Pre-application discussions took place on this application.

Consultation Engagement

Roads Authority

City Archaeologist

Edinburgh Airport

Environmental Assessment

Infrastructure, Structure and Bridges - Flood Team

Historic Environment Scotland

Scottish Water

SEPA

Waste Services

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

Publicity and Public Engagement

Date of Neighbour Notification: 7 September 2022

Date of Renotification of Neighbour Notification: Not Applicable

Press Publication Date(s): 16 September 2022

Site Notices Date(s): Not Applicable

Number of Contributors: 0

Section B - Assessment

Determining Issues

Due to the proposals relating to a listed building(s), this report will first consider the proposals in terms of Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997:

- Is there a strong presumption against granting planning permission due to the development harming the listed building or its setting?
- If the strong presumption against granting planning permission is engaged, are there any significant public interest advantages of the development which can only be delivered at the scheme's proposed location that are sufficient to outweigh it?

This report will then 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 harm the listed building and its setting?

Section 59 (1) of the Planning (Listed Building and Conservation Areas)(Scotland) Act 1997 states:-

"In considering whether to grant planning permission for development which affects a listed building or its setting, a planning authority or the Secretary of State, as the case may be, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

Historic Environment Scotland's document 'Managing Change in the Historic Environment - Setting' states;

"Setting' is the way the surroundings of a historic asset or place contribute to how it is understood, appreciated and experienced."

The document states that where development is proposed it is important to:

- to identify the historic assets that might be affected;
- to define the setting of each historic asset;
- and to assess the impact of any new development on this.

Consideration is given to the setting the nearby listed buildings including the Category A Ingliston House and Stables and Category B Listed Gogar Castle.

The application site is located at a sufficient distance from the listed buildings. Given the distance and scale of the proposed development on the application site, the proposal will not result in harm to the setting of the nearby listed buildings.

Conclusion in relation to the listed building

The proposal is acceptable with regards to Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997:

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) are superseded by equivalent and alternative policies within NPF4. The relevant policies to be considered are:

- NPF 4 Policy 1 (Climate Crisis)
- NPF 4 Policy 2 (Climate mitigation and adaptation)
- NPF 4 Policy 30 (Tourism)
- NPF 4 Policy 7 (Historical Assets)
- NPF 4 Policy 3 (Biodiversity)
- NPF 4 Policy 9 (Brownfield, vacant and derelict land and empty buildings)
- NPF 4 Policy 22 (Flood risk and water management)

- NPF 4 Policy 13 (Sustainable Transport)
- NPF 4 Policy 18 (Infrastructure First)

- LDP Del 1 (Developer Contributions)
- LDP EMP 5 (Royal Highland Centre)
- LDP EMP 10 (Hotel Development)
- LDP Des 1 (Design Quality and Context)
- LDP Des 3 (Development Design- Incorporating and Enhancing Existing and Potential Features)
 - LDP Des 4 (Development Design - Impact on Setting)
 - LDP Des 4 (Development Design - Amenity)
 - LDP Des 11 (Tall Buildings- Skyline and Keyviews)
 - LDP Des 12 (Trees)
 - LDP Env 16 (Species Protection)
 - LDP Env 21 (Flood Protection)
 - LDP Env 22 (Pollution and Air, Water and Soil Quality)
 - LDP Tra 2 (Private Car Parking)
 - LDP Tra 3 (Private Cycle Parking)
 - LDP Tra 4 (Design of Off Street Car and Cycle Parking)
 - LDP Tra 7 (Public Transport Proposals and Safeguards)

The non-statutory 'Listed Buildings and Conservation Area' guidance, Edinburgh Design Guidance (EDG) and the West Edinburgh Design Framework and its Vision for West Edinburgh are material considerations relevant when considering the above.

Historic Environment

The proposal's impact on the historical setting of neighbouring listed buildings is assessed above. The proposal complies with NPF 4 Policy 7.

Principle of Development

Consideration has been given to the proposal's relationship with existing and potential future adjacent uses, including the wider Royal Highland Show masterplan and Edinburgh Airport.

The site is covered by Policy designation (EMP 5 Royal Highland Centre) which designates the area as being part of the Royal Highland Centre. Complementing this policy, is the West Edinburgh Strategic Design Framework (WESDF). All development proposals within the RHC boundary must accord with the West Edinburgh Strategic Design Framework (WESDF). This framework seeks to ensure proposals are acceptable in terms of scale and location, accessibility by public transport, pedestrian and cyclists, traffic generation, car parking and other environmental considerations.

It is noted that the RHS Planning Permission is Principle for the wider site includes an allowance of up to 12,500m² of hotel accommodation so there is an established principle of hotel use within the designated area.

NPF 4 Policy 30 states that development proposals for new development that promote tourism in locations identified in the LDP, will be supported. These proposals for tourism related development should take into account the following:-

- The contribution made to the local economy, compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors;
- The impacts on communities, for example by hindering the provision of homes and services for local people;
- Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural area;
- Accessibility for disabled people;
- Measures taken to minimise carbon emissions; and
- Opportunities to provide access to the natural environment.

The proposal complies with the above criteria, being located in a designated area of the local development plan and is compatible with the surrounding locality in terms of use and scale. The proposal has been designed with sustainable travel and reducing carbon emissions in mind. The site has good public transport links to the city centre, including the airport bus link and Edinburgh Tram.

In terms of the Edinburgh Local Development Plan, LDP Policy Emp 10 (Hotel Accommodation) states that hotel development will be permitted in the boundaries of the Edinburgh Airport. In this instance, the proposed use provides a direct ancillary function to the airport by providing accommodation for arriving and departing travellers.

The West Edinburgh Design Framework and its Vision for West Edinburgh is applicable to the site. The framework establishes how new buildings should contribute towards the future aims of framework area with the following principles:

- Proposals should make efficient use of land and achieve the highest standards of sustainable design.
- Developments should aim to achieve the highest standards of architectural design and contribute to the image of Edinburgh as a modern prosperous city through creating a contemporary, high quality aesthetic.
- Buildings should take advantage of existing features and infrastructure.
- Buildings should be designed to facilitate interconnectivity and help promote active travel and public transport use.
- Built development should contribute towards the gateway experience into Edinburgh and Scotland.
- Built development should incorporate a range of supporting uses to compliment the area's core employment uses.

In this instance, the site is located within the boundary of land designated for development, which includes an allowance for hotel development as it is acknowledged hotel uses will compliment the existing RHS and Airport. The proposal provides for a contemporary purpose built building, drawing upon historical architectural features and colours from nearby historical buildings within the area. The site lies within a sustainable location, which is well served by existing transport links, including bus and tram. It should also be noted that the site sits adjacent to an identified proposed tram stop. However, there are no confirmed timescales for delivery of this facility. The applications intention is to provide a gateway development, creating a border between the greenfield land and the airport and Royal Highland Show associated developments.

The proposal therefore aligns with the principles of the West Edinburgh Design Framework.

NPF 4 Policy 9 encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development. The proposal re-uses a vacant site and as such complies with the objectives of Policy 9.

Overall, the proposed hotel use is therefore acceptable in principle and complies with NPF 4 Policy 30 and Policy 9, along with LDP Emp 5 and Emp 10 and accords with the principles of the West Edinburgh Strategic Design Framework, subject to compliance with other relevant LDP Policies addressed below.

Design, Scale and Materials

LDP Policy Des 1 (Design Quality and Context) supports new development where the design reflects the positive characteristics of the area. LDP Des 4 (Design- impact on Setting) requires new development proposals to have similar characteristics to the surrounding urban grain, paying close attention to scale, height and positioning of buildings, materials and detailing.

Edinburgh Design Guidance (EDG) sets out key aims for new development to have a positive impact to the immediate surroundings, through its height and form; scale and proportions; positioning of the buildings and site materials and detailing.

The surrounding area is of mixed character which varies in style and material palette with no prominent architectural style in the area. There is a mix of modern, purpose-built buildings for aviation use, hotels, car parking facilities and residential properties. The surrounding landscape is characterised by rolling agricultural land with the International Business Gateway (IBS) located to the east.

There are a number of existing hotels located throughout the area. These vary in height up to 6 storeys, including the Moxy and Hampton by Hilton which sit at 5-6 storeys and lie to the north of the site. In this instance, the proposed eight storey building will sit higher than any existing hotel developments. This additional height is an intentional design solution to promote the hotel as a gateway development.

Local view analysis submitted in support of the application shows that the introduction of the building within the landscape will not appear as an incongruous addition to the site or wider landscape. Whilst the hotel will be visible in these views given the topography of the landscape, this will not be significant enough to be detrimental on the visual appearance and character of the landscape. As such the scale of the building is appropriate in its context and the character and appearance of area will be retained.

LDP Policy Des 11 (Tall Buildings) states planning permission will only be granted for development which rises above the building height prevailing generally in the surrounding area, where:-

- a) a landmark is to be created that enhances the skyline and justified for the proposed use;
- b) the scale of the building is appropriate in its context; and
- c) where there is no adverse impact on important views of landmark buildings, historic skyline, landscape features or setting including the Firth of the Forth.

Submitted View Analysis included long views and consideration of Key Protected views, including the Pentland Hills, the Forth Bridge, views East towards the city of Edinburgh, Arthurs Seat and towards Edinburgh Castle.

The breach of the prevailing building height is acceptable in this instance. The impact of the additional storeys on the skyline and key views have been assessed and the proposal will not adversely affect any key views, historic skyline or setting.

The proposal demonstrates a high-quality design and the suitability of the proposed layout, height, mass and scale in this prominent location. The contemporary design and material palette are appropriate for its intended use and location and intentionally draws upon architectural details from historical buildings in the area. Elevational detailing and fenestration design successfully reduces the elevational massing of the building, softening its visual impact, particularly when viewed from Glasgow Road and further south, and from the north.

Overall, the proposal will introduce a contemporary building to the site that creates an active and attractive frontage and does not adversely affect the character and appearance of the surrounding area or key views, in compliance with policies Des 1, Des 3 and Des 4, Des 11.

Landscaping and Natural Environment

LDP Policy Env 12 (Trees) states development will not be permitted if likely to have a damaging impact upon a tree protected by a Tree Protection Order or any other trees or woodland worthy of retention unless for good arboriculturally reasons.

In this instance, particular consideration was given to the two Scots Pine trees located at the proposed entrance to the site. These trees are described as small but distinctive and worthy of retention.

The scheme was revised slightly to ensure there would be minimal impact upon these trees. An updated Arboricultural Impact Assessment and Landscape Proposals and Planting Plan were submitted removing the paving bands as previously proposed and introducing additional tree planting to the southern boundary. The amendments to the scheme ensure the retention of the more prominent trees along Glasgow Road, as well as the two Scot Pines at the entrance to the site. The varied choice of replacement trees proposed to be planted along the roadside frontage to give a better screen/setting to the site is welcomed.

There are a number of other trees and shrubbery within the site which are not worthy of retention and their removal is acceptable.

In terms of landscaping, the proposal is appropriate to the intended purpose of the site and provides a site-specific landscape response. Overall, the proposals are in compliance with objectives of LDP Policy Env 12 and will not have a damaging impact upon any tree worthy of retention.

NPF 4 Policy 3 aims to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks. Policy Env 16 (Protected

Species) relates to species protection and requires that suitable mitigation be proposed where a development proposal may impact upon a protected species.

A Bat Report and Preliminary Ecological Appraisal were submitted in support of the application. As demolition of the existing structures on site have already taken place there are no potential risks to bat nests on the site.

Overall, the proposal is unlikely to impact upon any protected species, and the supporting information accords with the LDP Policy Env 16.

Neighbouring Amenity

LDP Policy Des 5 (Design-Amenity) supports proposals that have no adverse impact on neighbouring developments.

The site was previously a residential site. The closest noise sensitive properties such as residential accommodation to the site lie to the west. It is noted that current background noise levels are high due to transport noise. This level of noise does decrease in the evening hours making any potential late noise entertainment noise more perceptible.

The applicant has submitted an updated Noise Impact Assessment in support of the application which has been reviewed by Environmental Protection.

The proposed roof terrace on the western elevation has the potential to result in noise to the detriment of neighbouring amenity. The applicant provided an addendum to the original noise impact assessment, which resulted in changes to the upper floors of the hotel. The main form of mitigation will be in the form of an acoustic barrier erected around the external roof-top terrace. Drawings have been amended showing the changes, with specific details on the location, materials, height, mass, design and sound reduction levels of the barriers. These changes have been accepted by Environmental Protection.

A condition is recommended in relation to the proposed plant to ensure there is no impact upon residential amenity.

Overall, Environmental Protection has raised no objection to the proposal given the amendments to the scheme and recommended conditions.

The proposal will not result in any privacy issues.

There are no daylight or overshadowing impacts as a result of this development.

Overall, the proposal is compliant with LDP Policy Des 5 and the Edinburgh Design Guidance and will not be to the detriment of neighbouring residential amenity.

Parking and Road Safety

NPF 4 Policy 13 aims to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

LDP Transport Policies require proposed car parking levels to not exceed the maximum levels stipulated in Council's guidance. Developers are encouraged to pursue lower levels of parking, and support the inclusion and promotion of sustainable transport facilities such as cycle parking and electric vehicle infrastructure. LDP Policy Tra 3 (Private Cycle Parking) and LDP Policy Tra 4 (Design of Off-Street Car Parking and Cycle Parking) require proposed cycle and storage provision to comply with the standards set out in council guidance.

The application proposes 33 car parking spaces; 4 of which are accessible and 6 of which are electric vehicle charging spaces. The proposal also includes 24 cycle and 5 motor cycle spaces for the proposed 204 bed hotel. The cycle parking will be provided in the form of a mix of Sheffield stands at the entrance to the proposed development and a secure room within the proposed development.

The site is well serviced by public transport. There are a number of frequent local bus services from the city centre and the building will be served by an existing bus stop immediately adjacent to the site.

A transport statement has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network.

The proposed car parking spaces for the expected occupants are considered acceptable for this location. In this instance, the provision for cycle parking is welcomed in order to promote sustainable transport to the site.

Overall the proposal is acceptable in terms of road safety and parking. The proposal complies with LDP Policy Tra 2, Tra 3 and Tra 4, and NPF 4 Policy 13.

LDP Policy Tra 12 (Edinburgh Public Safety Zones) seeks to control development within the zone, with extension being an exception to this policy. The proposal has no implications upon the defined Edinburgh Public Safety Zones.

LDP Policy Tra 7 (Public Transport Proposals and Safeguards) aims to ensure any development would not prejudice the implementation of any public transport proposals and safeguards. In this instance, the site sits immediately to the south of an identified future tram extension.

Edinburgh Trams was consulted on the proposal and have commented this development is sufficiently far enough away from the existing tram to have any significant impact on that.

In terms of the potential future extension which would run immediately adjacent to this site, but there are not plans that confirm its specific alignment and the impact of such a route. Edinburgh Trams have commented that with the future extension, it is likely a junction with Ingliston Road would need traffic signals, so its not clear how the development vehicular access would interact with those signals along with its close proximity to Glasgow Road. It is recommended that the access arrangement is reviewed to take this into consideration now to avoid abortive works in the future. However, given specific dates and plans for implementation of the tram extension have

yet to be confirmed, the proposed access arrangements are acceptable and would not prejudice the implementation of the proposals if they come forward.

LDP Del 1 require developers to compensate for any negative or additional impact (either individual or cumulative) upon infrastructure. In this instance the applicant will be required to contribute the sum of £149,937 (based on 204 bed hotel) to West Edinburgh Transport Appraisal actions set out in the Edinburgh Local Development Plan Action Programme, December 2021.

A Section 75 legal agreement will be required to secure these funds. Further details are provided within the attached informatives.

Overall, the proposal is acceptable in terms of safety, parking provision and infrastructure and in compliance with NPF 4 Policy 13 and LDP policies Tra 2, Tra 3 and Tra 4., along with Tra 7 and 12.

Subject to a legal agreement to secure the necessary contributions, the proposal will comply with NPF 4 Policy 18 and LDP Del 1.

Air Quality

NPF 4 Policy 2 requires development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible. LDP Policy Env 22 (Air Quality) aims to ensure that no development will result in significant adverse effects for health, environment or air quality and appropriate mitigation measures can be provided to minimise the adverse impacts. Reducing the need to travel and promoting the use of sustainable modes of transport are key principles identified in the local development plan.

Environmental Protection were consulted on the proposal and have commented with regards to the potential impact upon air quality. Whilst not located within, the site is located adjacent to an identified Air Quality Management Area (AQMA) for traffic related pollution. As such vehicles travelling to and from the hotel are likely to travel through the AQMA when accessing and egressing the hotel.

For a 204 bedroom hotel the car parking allocation of 33 is reasonable, but environmental protection have raised concern with the number of proposed EV charging infrastructure given the sites location to the AQMA. As such, a conditions are recommended to further minimise the impact of the development on air quality.

Overall, the proposal will not have a detrimental impact upon air quality in the locality, and the recommended conditions will ensure any impact is minimised. Subject to the recommended condition, the proposal complies with NPF4 Policy 2 and LDP Policy 22.

Flood Risk and Water Surface Management

NPF 4 Policy 22 aims to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. Policy Env 21 (Flood Prevention) states that planning permission will not be granted for development that would increase a flood risk or be at a risk of flooding itself, impeded the flow of flood water or be prejudice to existing or planned flood defence systems.

Overall, the Council's Flood Prevention Team is satisfied with the proposal and raises no objection, subject to condition being attached requiring a survey of the culvert at Eastfield Road be undertaken to confirm whether additional mitigation or maintenance and repairs are needed to enable the proposed surface water discharge to the culvert. This survey is required to be concluded prior to the commencement of development on site.

SEPA were consulted on the proposals and were satisfied that matters of flood risk prevention and water surface management could be addressed by the Local Authority.

Overall, the proposal has been designed to mitigate potential flood risk and subject to the attached conditions accords with NPF 4 Policy 22 and LDP Policy Env 21.

Other Material Considerations

Archaeology

LDP Policy ENV 9 (Development Sites of Archaeological Significance) aims to protect archaeological remains.

A condition is recommended in order to protect any potential historical remains.

Aerodrome safety

The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. Edinburgh Airport was consulted on the proposal and conditions are recommended to ensure there are no conflicts with aerodrome safety, as well as informatives.

Waste

An informative is attached with respect to waste collection and refuse.

Conclusion in relation to the Development Plan

The proposed development complies with the provisions of NPF 4 and the LDP.

c) There are any other material considerations which must be addressed?

The following material planning considerations have been identified:

Emerging policy context

On 30 November 2022 the Planning Committee approved the Schedule 4 summaries and responses to Representations made, to be submitted with the Proposed City Plan 2030 and its supporting documents for Examination in terms of Section 19 of the Town and Country Planning (Scotland) Act 1997. At this time little weight can be attached to it as a material consideration in the determination of this application.

The West Edinburgh Strategy for Sustainable and Inclusive Growth (WE-SSIG) is currently at the Phase 2 Consultation stage.

In the emerging WE-SSIG the site sits within a central corridor, noted as a spine of commerce, aviation and industry linking the city West Edinburgh and beyond, and advocating mixed use development connecting existing and new communities.

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 have been received in relation to the proposal.

Conclusion in relation to identified material considerations

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

Overall conclusion

The site is a suitable sustainable location for the proposed development and the use is compatible with the character of the locality. The proposal is considered to provide due regard to global climate and nature crisis and will not result in an unreasonable loss of neighbouring residential amenity.

The proposed development is in accordance with NPF 4 and the Edinburgh Local Development Plan. The proposals align with the objectives of the West Edinburgh Strategic Design Framework (WESDF).

The proposal is acceptable with regards to Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 and will not harm the setting of nearby listed buildings.

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. i) 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. A minimum of six parking spaces shall be served by 7Kw (32amp) Type 2 electric vehicle charging sockets and shall be installed and operational in full prior to the development being occupied.

4. At least one Rapid charger shall be installed and operational prior to occupation. The rapid charger shall be of the following minimal output - 70 or 50kW (100 Amp) DC with 43kW (63 Amp) AC unit. DC charge delivered via both JEVS G105 and 62196-3 connectors, the AC supply by a 62196-2 connector. Must have the ability to be de-rated to supply 25kW to the AC and either of the DC outlets simultaneously.

5. The following noise protection measures to the proposed hotel, as defined in the Robin Mackenzie Partnership 'Environmental Noise Assessment' report (R-9146A-NS-RGM), dated 10 December 2021 and shall be carried out in full and completed prior to the development being occupied.

- Glazed rooftop 1800mm high acoustic barrier as detailed in drawing numbers EMH-HLM-01-07-DR-A-00171, EHM-HLM-01-ZZ-DR-A-00324 & EHM-HLM-01-ZZ-DR-A-00325; and

- Glazing units with a minimum insulation value of 37dB with a minimum 4/12/6.4mm double glazing being installed for the external glazing to the hotel bedrooms. Acoustic trickle ventilation providing $D_{n,e,w}$ 37 dB when in the open position shall be installed to all facades.

6. Prior to the use being taken up, the extract flue and ventilation system serving the commercial kitchen shall be capable of 30 air changes per hour in the kitchen area and discharge at roof top level.

7. No development shall take place until full details of the solar PV scheme including a Glint & Glare Assessment have been submitted to and approved in writing by the Local Planning Authority. This must be conducted by a competent body. No subsequent alterations to the approved schemes are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

8. Submission of a Bird Hazard Management Plan Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow/green roofs on buildings or solar panel structures within the development site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards.'

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

9. No structure may be erected, unless and until such time as the Local Planning Authority receive confirmation from the Airport Operator in writing that: (a) an IFP Assessment has demonstrated that an IFP Scheme is not required; or (b) if an IFP Scheme is required such a scheme has been approved by the Airport Operator; and (c) if an IFP Scheme is required the Civil Aviation Authority has evidenced its approval to the Airport Operator of the IFP Scheme (if such approval is required); and (d) if an IFP Scheme is required the scheme is accepted by NATS AIS for implementation through the AIRAC Cycle (or any successor publication) (where applicable) and is available for use by aircraft.

10. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis & reporting, publication, public engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

11. Prior to commencement of development, the applicant shall conduct a survey of the culvert at Eastfield Road to confirm whether additional mitigation or maintenance and repairs are needed to enable the proposed surface water discharge to the culvert. If additional mitigation or maintenance and repairs is required by the findings, these measures shall be approved by the Planning Authority and implemented accordingly.

12. A detailed specification, including trade names where appropriate, of all the proposed external materials shall be submitted to and approved in writing by the Planning Authority before work is commenced on site; Note: samples of the materials may be required.

1. To accord with Section 58 of the Town and Country Planning (Scotland) Act 1997.

2. In the interests of amenity and public safety.

3. In order to mitigate the impact of traffic generated pollution on air quality.

4. In order to mitigate the impacts of generated traffic upon air quality.

5. In the interests of protecting amenity.
6. In the interests of amenity.
7. To ensure the development does not endanger the safe movement of aircraft or the operation of Edinburgh Airport through interference with communication, navigational aids and surveillance equipment and glare issues.
8. It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.
9. In the interests of aviation safety.
10. In order to safeguard the interests of archaeological heritage.
11. In the interests of water management and flood risk
12. In order to enable the planning authority to consider this/these matter/s in detail.

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. Developer Contributions and Legal Agreement Informative

The applicant will be required to contribute the sum of £149,937 (based on 204 bed hotel) to West Edinburgh Transport Appraisal actions set out in the Edinburgh Local Development Plan Action Programme, December 2021.

A8 eastbound bus lane from 'Dumbbells' to Maybury junction	£7,923
Bus Lane under Gogar roundabout	£198
Improved bus priority linking SW Edinburgh with Gyle/IBG/Airport (inc. ped/cycle facilities where appropriate)	£13,824
Upgrade Bus Interchange facility at Ingliston P+R	£9,257
Development Link Road main street carriageway	£17,387
Dualling of Eastfield Road ('Dumbbells' to IBG) Phase 1	£5,563
Dualling of Eastfield Road (IBG new access into Airport to inc. priority bus) Phase 2	£3,527
'Dumbbells' roundabout improvement	£3,712
'Dumbbells' westbound off slip signals	£2,670

Newbridge additional lane from M9 to A8	£1,794	
A8 Gogar roundabout - four lane Northern Circulatory Improvements		£5,243
Gogar to Maybury additional eastbound traffic lane	£64,282	
Total	£149,937	

Consent shall not be issued until a suitable legal agreement, including those requiring a financial contribution payable to the City of Edinburgh Council, has been concluded in relation to transport infrastructure.

The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.

4. Environmental Protection Informative

a) The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment.

b) All remaining parking spaces shall be served by a minimum 3 Kw (16-amp three pin plug) with an optional upgrade to 7Kw (32amp) Type 2 electric vehicle charging sockets. These should be installed and operational in full prior to the development being occupied.

c) It should be noted that when designing the exhaust ducting, Heating, ventilation and Air Conditioning (HVAC) good duct practice should be implemented to ensure that secondary noise is not generated by turbulence in the duct system. It is recommended that the HVAC Engineer employed to undertake the work, undertakes the installation with due cognisance of the Chartered Institute of Building Services Engineers (CIBSE) and American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Guidance.

5. Roads Informatives

Occupation of the proposed development is not permitted prior to the satisfactory construction of the proposed footway on the east side of Ingliston Road. Road construction consent and road opening permits will be required under separate application.

The applicant should provide electric charging spaces for Blue Badge holders.

The applicant should consider developing a Travel Plan including provision of public transport travel passes, 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.

6. Scottish Water Informatives

Water Capacity Assessment

Scottish Water has carried out a Capacity review and we can confirm the following:

There is currently sufficient capacity in the Marchbank Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

There is currently sufficient capacity for a foul only connection in the Newbridge PFI Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

The nearest public sewer is approx. 800m from the proposed site. Early engagement with Scottish Water through the Pre-Development Enquiry process is recommended.

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

The developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request.

All proposed developments require to submit a Pre-Development Enquiry (PDE)

Form to be submitted directly to Scottish Water via our Customer Portal prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals. Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

7. Waste Services Informative

The City of Edinburgh Council do not provide a waste collection service for commercial properties the developer will need to source a private waste collection provider.

More information on this is available here:

http://www.edinburgh.gov.uk/info/20001/bins_and_recycling/1518/trade_waste

Architects should however note the requirement for trade waste producers to comply with legislation, in particular the Waste (Scotland) Regulations which require the segregation of defined waste types to allow their recycling. This would require separate storage space (off street) for the segregation of the different waste streams arising from their commercial activities. This area would be required has to be separate from any domestic waste storage for the area.

Background Reading/External References

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

Further Information - Local Development Plan

Date Registered: 2 September 2022

Drawing Numbers/Scheme

01-04, 05A, 06, 07A-08A, 09,10A, 11-12

Scheme 1

David Givan
Chief Planning Officer
PLACE
The City of Edinburgh Council

Contact: Sonia Macdonald, Planning Officer
E-mail:sonia.macdonald@edinburgh.gov.uk

Appendix 1

Summary of Consultation Responses

NAME: Roads Authority

COMMENT: No objections subject to the recommended informatives and conditions.

DATE: 24 March 2023

NAME: City Archaeologist

COMMENT: No objections subject to the recommended condition.

DATE: 21 September 2022

NAME: Edinburgh Airport

COMMENT: No objection subject to recommended conditions and informatives.

DATE: 10 October 2022

NAME: Environmental Assessment

COMMENT: No objections subject to the recommended conditions and informatives.

DATE: 17 April 2023

NAME: Infrastructure, Structure and Bridges - Flood Team

COMMENT: No objections subject to recommended condition.

DATE: 20 April 2023

NAME: Historic Environment Scotland

COMMENT: No comment.

DATE: 17 April 2023

NAME: Scottish Water

COMMENT: Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced. Informatives attached.

DATE: 17 April 2023

NAME: SEPA

COMMENT: No comment. matters of flood risk and water management to be addressed by Local Authority.

DATE: 17 April 2023

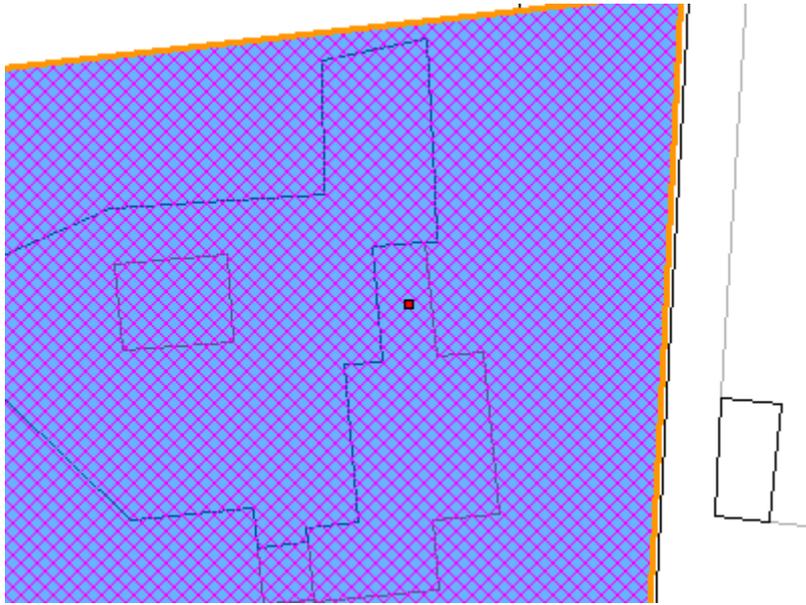
NAME: Waste Services

COMMENT: No objection, informatives attached.

DATE: 20 April 2023

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

Location Plan



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