

# Development Management Sub-Committee Report

**Wednesday 18 September 2024**

**Application for Planning Permission  
13 East Mains of Ingliston, Ingliston Road, Newbridge.**

**Proposal: Proposed hotel development, landscaping, access, servicing, car parking and associated ancillary development.**

**Item – Committee Decision  
Application Number – 24/00866/FUL  
Ward – B01 - Almond**

## **Reasons for Referral to Committee**

The application is referred to the Development Management Sub-Committee as a Tram contribution of £358,035 is required and a transport contribution towards the West Edinburgh Transport Contribution Zone of £173,769 is required. Under the Council's Scheme of Delegation, as the contribution sought exceeds £250,000, the application must be determined by the Development Management Sub-Committee.

## **Recommendation**

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

## **Summary**

The proposal complies with National Planning Framework 4 and the Local Development Plan. The principle of hotel use in this location is acceptable. The design, scale and layout are appropriate for this site and the development would not adversely impact upon amenity. Transport generation and parking proposals are acceptable. Flood and drainage proposals are acceptable.

Subject to the recommended conditions and the conclusion of a legal agreement in relation to a tram contribution and a cumulative transport contribution the proposed hotel extension is acceptable and complies with the development plan. There are no material considerations which outweigh the conclusion that the proposal accords with the development plan.

## **SECTION A – Application Background**

### **Site Description**

The development site extends to 1.5 hectares and lies to the west of Edinburgh Airport, north east of the Royal Highland Showground site and directly south of Fairview Mill. The site is occupied by Flying Scot Airport Car parking, comprising of hard standing with some single storey garages and a small building, formerly a dwelling house but currently used as part of the parking facility operations.

There are a variety of planted trees, shrubs and hedges situated along all of the site boundaries with an area of established trees to the north of the site.

There are currently three vehicular access points into the site two from Fairview Road and one from the Fairview Mill access road in the north east corner.

### **Description of the Proposal**

The proposal is for a 238 bed hotel over 6 storeys in a large horizontal building. The associated restaurant and conferencing facilities are annexed to the south western corner of the building. Facilities within the hotel include a restaurant (673sqm), conference facilities (632sqm) and spa facilities (497sqm).

Three existing single storey buildings/ structures are proposed to be demolished.

Some perimeter planting is proposed in the form of new trees, grass, wildflowers and shrubs, alongside 1m hedging.

The main vehicular access point is to be taken via a new priority junction from Fairview Road to the south of the site, with an additional servicing and delivery access point off Ingliston Road to the west of the site. 102 parking spaces are proposed, with an additional 15 accessible spaces and 38 EV spaces. 38 cycle parking spaces are proposed. Parking for 10 motorcycles and 6 coaches is also available.

The proposed materials consist of beige cladding panels with some red facing brick, full height glazing set in a regular fenestration pattern. Feature porte cochere structures at the front and the rear will be finished in aluminium cladding.

### **Supporting Information**

- Air Quality Assessment
- Design and Access Statement
- Drainage Assessment
- Flood Risk Assessment
- Landscape Information
- Light Pollution Planning Statement
- Noise Impact Assessment
- Phase 1 Preliminary Risk Assessment
- Pre-Application Consultation Report
- Surface Water Management Plan

- Sustainability Statement
- Transport Statement
- Tree Survey and Arboricultural Impact Assessment.

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

### **Relevant Site History**

23/04770/PAN  
13 East Mains of Ingliston  
Ingliston Road  
Ingliston  
Newbridge

Hotel development of approximately 240 rooms across range of sizes / products.  
Proposal includes landscaping, associated car parking, servicing, access and ancillary development.

Pre-application Consultation approved.  
12 October 2023

20/02217/AMC  
13 East Mains of Ingliston  
Ingliston Road  
Edinburgh

Approval of Matters Specified in Conditions of Planning Permission 16/02706/PPP for erection of Hotel (Class 7) with associated car parking, servicing, access arrangements and landscaping.

Approved  
28 January 2021

### **Other Relevant Site History**

16/02706/PPP PPP granted for mixed use development including hotel (Class 7), restaurant/ bar (Class 3) with associated car parking, servicing, access arrangements and landscaping. Temporary continuation of existing airport car parking (as amended).

24/03005/SCR EIA Screening Request for hotel development - EIA not required.

### **Pre-Application process**

Pre-application discussions took place on this application.

### **Consultation Engagement**

Archaeology

Edinburgh Airport

The Coal Authority

Environmental Protection

SEPA

Flood Planning

Transport Planning

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

## **Publicity and Public Engagement**

**Date of Neighbour Notification:** 6 March 2024

**Date of Renotification of Neighbour Notification:** Not Applicable

**Press Publication Date(s):** 15 March 2024

**Site Notices Date(s):** Not Applicable

**Number of Contributors:** 0

## **Section B - Assessment**

### **Determining Issues**

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

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

Do the proposals comply with the development plan?

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

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

In the assessment of material considerations this report will consider:

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

## Assessment

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

### a) The proposals comply with the development plan?

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

- NPF 4 Policies 1, 3, 6, 9, 12, 13, 14, 22, 23 and 30;
- LDP Policy Emp 10;
- LDP Policies Des 1, 2, 5, 7, 8;
- LDP Policies Env 12, 21 and 22 and
- LDP Policies Tra 3 and 4.

The non-statutory Edinburgh Design Guidance is a material consideration that is relevant when considering this proposal.

### Principle of Development

The LDP identifies this application site as being within the urban area. It is considered that a hotel development in this location will complement the function of the Royal Highland Centre and Edinburgh Airport. The principle of a hotel on the wider site was previously established with the granting of planning permission in principle on 12 March 2019 for a mixed use development (Ref: 16/02706/PPP), and a further AMC application for a hotel (Ref: 20/02217/AMC).

The LDP confirms that tourism is the third biggest source of employment in Edinburgh and that maintaining and developing this key sector in the city's economy relies upon sufficient provision of high-quality tourist accommodation.

LDP Policy Emp 10 supports hotel uses in locations within the urban area with good public transport access to the city centre.

NPF4 Policy 30 (Tourism) states that proposals for tourism related development will take into account:

- i) The contribution made to the local economy;
- ii) Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors;
- iii) Impacts on communities, for example by hindering the provision of homes and services for local people;
- iv) Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas;

- v) Accessibility for disabled people;
- vi) Measures taken to minimise carbon emissions;
- vii) Opportunities to provide access to the natural environment.

The application site is located on an existing developed site within Edinburgh's urban area. The proposed hotel use will retain an employment use element based on tourism and will contribute to the wider area.

The site is within an accessible location with public transport links to the city and beyond on bus and tram routes. The development will contribute to the local economy through jobs supported during the construction phase and those created through the operational phase. The development will not hinder the provision of homes and services for local people as it does not propose the conversion of existing residential accommodation. The proposal is close to existing transport infrastructure with connections to the City and other parts of Scotland, and near the Royal Highland Centre which hosts events which may attract tourists. With reference to accessibility, floor levels will be the subject of Scottish Building Standards which requires 5% of all rooms to be accessible, accessible car parking is provided in accordance with the Council's parking standards, and lift access to upper floors is provided for all future guests. Access to the natural environment at this location as required by part b) criteria vii is a challenge at this location, however areas of landscaping and planting are included.

The impact on sustainable travel, carbon footprint and natural environment are assessed later in this report.

LDP Des 2 supports development that will not compromise the effective development of adjacent land or regeneration of a wider area.

Whilst previous applications (Ref: 16/02706/PPP and 20/02217/AMC) were granted for a development across a wider site, including the site to the north for a comprehensive mixed use development, it is not considered that a hotel in this location (which was granted in the previous application) would prejudice the comprehensive planning of the wider area.

The principle of use is acceptable in this location and complies with NPF4 Policy 30 and LDP Policy Emp 10.

### Climate Change

NPF4 Policy 1 (Tackling the climate and nature crisis) gives significant weight to the global climate and nature crisis to ensure that it is recognised as a priority in all plans and decisions. The proposed development contributes to the spatial principles of 'Compact Urban Growth' and through the use of an existing developed site for alternative uses.

NPF4 Policy 9 (Brownfield, vacant and derelict land and empty buildings) encourages the use of previously developed land over greenfield development. In particular, criterion a) states development proposals that will result in the sustainable reuse of brownfield land will be supported. Outcomes should maximise use of existing assets, minimise land take, contribute to natural recovery and productive green space, and regenerate to improve well-being and transform places.

NPF4 Policy 12 (Zero Waste) sets out that development proposals should seek to reduce, reuse or recycle materials in line with the waste hierarchy.

The proposal would bring an existing brownfield site into more active use. Whilst criteria d) of NPF4 Policy 9 notes that demolition is the least preferred option, the proposal complies with criteria a) in that it promotes the reuse of brownfield land.

The materials from the demolished building should be reused where possible and a condition has been recommended to that effect. The proposal will make effective reuse of a brownfield site and would be built using appropriate materials.

On balance, the proposal complies with the overall policy objective of NPF4 Policy 9 to support the sustainable reuse of brownfield, vacant and derelict land, helping to reduce the need for greenfield development. The proposals are therefore acceptable and meet the aims of NPF4 Policies 1, 9 and 12 in relation to climate change and mitigation.

### Design, Scale and Layout

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

LDP Policies Des 1 and Des 7 ensure that developments will create or contribute towards a sense of place whilst enhancing community safety and urban vitality.

The Edinburgh Design Guidance (EDG) seeks to ensure that new developments will have a positive impact on their surroundings through height and form, scale and proportions, site layouts and materials utilised.

The purpose of LDP Policy Des 1 is to encourage innovation in the design and layout of new buildings, streets and spaces, provided that the existing quality and character of the immediate and wider environment are respected and enhanced, and local distinctiveness is generated.

The spatial character of the surrounding area is mixed. Whilst the proposal is a considerable increase in building mass to that of the existing development on site, it is considered that the character of the surrounding area can easily absorb the scale. There is no prevalent design character in the surrounding area with a variety of architectural styles, and industrial factory directly to the north.

The proposed building is 6 storeys, sitting at 57.8m at its highest point from finished floor level. This is broadly comparable to other hotel developments to the eastern end of Fairview Road.

The hotel presents a linear and symmetrical design, finished with cladding and brick used for the restaurant and conference block to provide visual separation between the uses. The hotel building is located towards the south west corner of the site to provide a street frontage to the western end of Fairview Road and Ingliston Road with the largest quantity of the car parking to the rear, providing a more welcoming and slightly less car dominant arrival space.

The ground floor will have active uses, ensuring this entry floor has an activated space creating a sense of place for hotel users and enhancing the urban vitality of the wider area.

LDP Policy Des 8 supports proposals where all external spaces and features including streets, footpaths, green spaces and boundary treatments have been designed as an integral part of a scheme as a whole.

The proposal will enhance and activate the street frontage on Fairview Road with improved planting and connectivity into the site. Boundary treatments will achieve a sense of containment within the site and allow hotel users to enjoy the external spaces, especially the outdoor terrace in the south west corner.

The proposal will have a positive impact on its surroundings. The design scale and layout is considered acceptable and complies with NPF Policy 14 and LDP Policies Des 1, 7 and 8.

### Access and Parking

NPF4 Policy 13 (Sustainable transport) requires proposals to demonstrate that the transport requirements generated have been considered in line with sustainable travel priorities.

LDP Policy Tra 3 (Private Cycle Parking) and Tra 4 (Design of Off-Street Car and Cycle Parking) ensures that private car parking and cycle parking in new developments complies with and does not exceed the parking levels set out in the Edinburgh Design Guidance with appropriate design and layout.

The proposal consolidates three existing access points into a single main access point centrally on Fairview Road, with a secondary access on Ingliston Road for servicing and deliveries. The proposal includes 102 car parking spaces, with an additional 15 accessible spaces and 38 EV spaces - 155 in total. Parking for 10 motorcycles and 6 coaches is also available. This complies with the parking standards set out in the Edinburgh Design Guidance.

Cycle parking will be provided outside the rear entrance of the hotel, with provision for 35 cycles, including non-standard cycles. This complies with the Edinburgh Design Guidance standards for both hotel and restaurant use which requires a minimum of 33 cycle spaces. There are no standards for spa or conference uses but an additional two spaces have been included to account for these uses.

The applicant will be required to commit to the following transport contributions:

- £173, 769 to the West Edinburgh Transport Contribution zone (based on a 238 bed hotel)
- £358,035 to the Edinburgh Tram in line with the approved Tram Line Developer Contributions report.

The provision of car club vehicles should also be considered.

The proposal is acceptable in terms of access and parking and complies with NPF4 Policy 13 and LDP Policies Tra 3 and Tra 4.



## Amenity

NPF4 Policy 14 (Design, quality and place) advises that proposal which are detrimental to the amenity of the surrounding area will not be supported.

LDP Policy Des 5 (Amenity) ensures that new buildings meet the needs of users and occupiers, whilst considering the impact on neighbouring properties.

There are no neighbouring residential properties in close proximity to the proposal that would be impacted in terms of daylight, privacy, overshadowing or noise from the development.

The applicant has submitted a Noise Impact Assessment with respect to ensuring suitable noise insulation in the building from external sources. The dominant sources of external noise were identified as aircraft noise, road traffic noise and industrial noise. The assessment concludes that indicative façade glazing recommendations have been made to enable compliance with the suggested standard design criteria to be achieved all relevant areas of the proposed hotel.

The Council's Environmental Protection service has recommended a condition which applies the noise mitigation measures as set out in the Noise Impact Assessment, to be implemented prior to occupation of the development.

The proposal is acceptable in terms of amenity and complies with NPF4 Policy 14 and LDP Policy Des 5.

## Air Quality

NPF4 Policy 23 (Health and safety) d) requires development proposals to consider opportunities to improve air quality and reduce exposure to poor air quality, supported by an air quality assessment.

LDP Policy Env 22 supports development which have no adverse impact on air quality, with appropriate mitigation to minimise any adverse effects.

The site is approximately 1.2km from the eastern edge of the current Glasgow Road Air Quality Management Area (AQMA), between the M9 and Ratho Station on the A8, which has been declared for the exceedances of the annual mean objective concentration for nitrogen dioxide (NO<sub>2</sub>).

The supporting Air Quality Assessment (AQIA) advises that the proposal is anticipated to generate additional two way vehicle trips with car movements during peak periods and a total provision of 156 car parking and 6 coach spaces. The AQIA concludes that the future 2028 concentrations, modelled with the proposed development has a negligible impact at all the human receptors used for their assessment for Nitrogen Dioxide and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>). The predicted concentrations were considered for each pollutant and the overall effect on local air quality of the proposed development is assessed overall as negligible and therefore considered as not significant. The Report concludes that the proposed development has been assessed as suitable for its proposed use as there are no predicted exceedances.

Environmental Protection have objected to the application on the ground of Air Quality Impacts due to the excessive car parking provision, which funnels vehicles straight into the existing air quality management area.

However, it is considered that the applicant has provided suitable mitigation in the form of 38 EV charging spaces and suitable cycle parking; as well as ducting to 2 coach spaces and the bike store; a rapid EV charger for taxi use; and a Green Travel Plan. Furthermore, the applicant has proposed to provide the infrastructure to all remaining car parking spaces, allowing for future conversion to 100% EV charging. These provisions exceed the standards set out in the Edinburgh Design Guidance.

On balance, given that the parking numbers comply with the Edinburgh Design Guidance with no objection from the Roads Authority, the ample mitigation proposed by the applicant, and the findings from the AQIA the proposal is deemed acceptable in terms of air quality impacts.

Therefore, it is considered that the proposal complies with NPF4 Policy 23 and LDP Policy Env 22 subject to the relevant condition which seeks to ensure the implementation of the proposed air quality mitigation measures.

### Biodiversity

NPF4 Policy 3 (Biodiversity) seeks to protect biodiversity and deliver positive effects from development and strengthen nature networks. The site is existing developed land with little opportunity for habitat.

Biodiversity enhancements will be delivered through the landscape plan. A condition is recommended to require the inclusion of swift bricks within the new development to provide new habitat in accordance with NPF4 Policy 3. A condition has also been recommended for the submission of a Construction Environmental Management Plan to protect biodiversity during the construction phase.

### Trees

LDP Policy Env 12 seeks to protect trees worthy of retention, whilst the retention of existing features is supported by LDP Policy Des 3.

Whilst much of the site is made up of hardstanding, there is a substantial tree presence on the site, mostly around the perimeter. The tree plantation is largely composed of a range of common, predominantly broadleaf species, with a significant proportion of Scottish natives. The overall condition of the trees is rather variable. European ash accounts for a proportion of the canopy, with all specimens noted to be symptomatic of Chalara Ash Dieback.

To facilitate the development the applicant proposes to remove a total of six trees: 1x Category B2, 2x Category C2 and 3x Category U (standing dead). The proposal also includes the removal of 1 hedge across the centre of the site (Category C2) and a small section of another hedge on the western boundary of the site. The Arboricultural Impact Assessment confirms that the small section of this Cypress hedge may be removed without jeopardising the welfare of the remaining hedge.

Mitigation planting is proposed to include 47 heavy standard trees, including Silver Birch, Beech, Maple, Oak and Lime trees. These will be located around the perimeter of the development site to compliment the trees to be retained and the further landscape proposals.

It is recommended that conditions are attached to ensure protection of trees in accordance with the applicants Tree Protection Plan and Arboricultural Impact Assessment. Subject to conditions, the proposal complies with LDP Policy Env 12 (Trees) and NPF4 Policy 6.

### Flooding

NPF 4 Policy 22 (Flood risk and water management) a) outlines that development proposals in a flood risk area will only be supported subject to certain criteria.

LDP Policy Env 21 (Flood Protection) states planning permission will not be granted for development that would increase a flood risk or be at risk of flooding itself.

A Flood Risk Assessment and Surface Water Management Plan were provided in support of the application. The Council's Flooding Team have no objection to the proposal, subject to a recommended condition confirming ownership of the sewer.

SEPA were consulted on the proposals and have confirmed that the site appears to be at risk of surface water flooding only and have no objection to the proposals. However, SEPA noted that the submitted Flood Risk Assessment is based upon different projections than SEPA recommend so it should be treated with much caution when informing the overall design.

The proposal complies with NPF4 Policy 22 and LDP Policy Env 21.

### Site Contamination

Site investigation information provided in support of the application indicates there is the potential for site contamination and recommends further site investigations. A condition is recommended to ensure that the site is made safe for the proposed use.

### Environmental Impact Assessment

The applicant submitted an Environmental Screening Request on 25 June 2024. An Environmental Impact Appraisal Screening Opinion was issued thereafter confirming that an Environmental Impact Assessment was not required.

### **Conclusion in relation to the Development Plan**

The proposal complies with NPF4 and Edinburgh Local Development Plan 2016. The principle of hotel use is acceptable in this location. The design, scale and layout are appropriate for the site and the development will not adversely impact upon amenity.

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

The following material planning considerations have been identified:

Emerging policy context

On 5 April 2024 the Planning and Environmental Appeals Division published its report into the examination of the Proposed City Plan 2030 and supporting documents in terms of Section 19 of the Town and Country Planning (Scotland) Act 1997. On 27 June 2024 the Council accepted the recommendations and modifications required to the Proposed City Plan 2030. The Proposed City Plan 2030 has now been submitted to Scottish Ministers for their final consideration. At this time in the context of the consideration of this particular application limited weight can be given to the relevant policies of City Plan 2030 until the adoption of the plan.

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 public representations were received.

**Conclusion in relation to identified material considerations**

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

**Overall conclusion**

The proposal complies with National Planning Framework 4 and the Local Development Plan. The principle of hotel use in this location is acceptable. The design, scale and layout are appropriate for this site and the development would not adversely impact upon amenity. Transport generation and parking proposals are acceptable. Flood and drainage proposals are acceptable.

Subject to the recommended conditions and the conclusion of a legal agreement in relation to a tram contribution and a cumulative transport contribution the proposed hotel extension is acceptable and complies with the development plan. There are no material considerations which outweigh the conclusion that the proposal accords with the development plan.

## 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. The mitigation measures as recommended within RMP Acoustic Assessment Sandman Hotel Development Fairview Road Edinburgh Airport Edinburgh Technical Report No. R-9817-ST-RGM 7th December 2023 should be implemented in full prior to occupation of the development, or as otherwise agreed with the Planning Authority.
3. The air quality mitigation measures as specified within Transport Planning Memo referenced TP276-001 and dated 27 March 2024 should be installed and operational prior to start of operations on site, or as otherwise agreed with the Planning Authority.
4. The electric vehicle parking spaces as shown on drawing PL(00)005 Rev C and dated 19/03/24 shall be served by a minimum of 32 - amp 7Kw electric vehicle charging sockets. They shall be installed and operational in full prior to the development being occupied.
5. 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.

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.

6. No works or development shall take place until an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) specific to this scheme, has been submitted to and approved in writing by the Planning Authority. The TPP and AMS shall be written in accordance with, and address sections 5.5, 6.1, 6.2, 6.3 and 7 of, British Standard 5837:2012. or any other details therein which are specific to the scheme.

Once approved, all protection measures (inclusive of demolition and preparatory work) shall be erected prior to any equipment, machinery or materials are brought on to the site and thereafter maintained until all construction work, equipment, machinery and surplus materials have been permanently removed. Nothing shall be stored, or placed in any area which is shown as excluded, nor will ground levels within those areas be altered, nor any excavation made, nor will the area be used for access, of any kind.

Once approved, the development shall be undertaken in accordance with the approved plans and particulars until the full completion of the development. Any proposed deviation must be agreed in writing with the Planning Authority.

7. No tree, shrub or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged, destroyed, cut back or in any way removed without the prior written consent of the Planning Authority. Any trees, shrubs or hedges removed without such consent, or which dies or become severely damaged or seriously diseased within five years from the commencement of the development, shall be replaced with trees, shrubs or hedge plants of similar size and species and planted in the same position of the previous plant unless the Planning Authority gives its written consent to any variation.
8. 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, community engagement) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
9. Development shall not begin until a construction management strategy has been submitted to and approved in writing by the Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:
  - details of the area(s) subject to construction activity and the storage of materials and equipment
  - details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes' (available at <http://www.aoa.org.uk/policycampaigns/operations-safety/>).
  - details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).
  - control and disposal of putrescible waste to prevent attraction of birds- site restoration.

The approved strategy (or any variation approved in writing by the Planning Authority) shall be implemented for the duration of the construction period.

10. A detailed specification, including trade names (where appropriate) and sources, of all the proposed external materials (including salvaged/ recycled materials from the demolished structures) for repairs and alterations to the retained office building on the site and proposed new buildings and landscaping 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.
11. Details of a strategy for re-use/ and or recycle of demolition materials on the site shall be submitted to and approved by the Council, as planning authority.
12. Prior to the occupation of the building hereby approved, swift boxes shall be installed to the satisfaction of the Planning Authority.
13. 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.
14. No development shall take place until a construction environmental management plan, relating to biodiversity (CEMP:biodiversity), has been submitted to and approved in writing by the planning authority. The CEMP (biodiversity) shall include the following.
  - a) Risk assessment of potentially damaging construction activities.
  - b) Identification of "biodiversity protection zones".
  - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction.
  - d) The location and timing of sensitive works to avoid harm to biodiversity features.
  - e) The times during construction when specialist ecologist need to be present on site to oversee works.
  - f) Responsible persons and lines of communication.
  - g) The role and responsibilities on site of ecological clerk of works (ECoW) or similar competent person.
  - h) The use of protective fences, exclusion barriers and warning signs.
15. Prior to the commencement of construction works on site, the applicant should confirm that the owner of the sewer accepts the proposed surface water discharge rate. This information must be submitted to the Planning Authority.

## **Reasons**

1. To accord with Section 58 of the Town and Country Planning (Scotland) Act 1997.
2. In order to protect the amenity of the occupiers of the development.
3. To ensure the air quality impacts are mitigated as a result of the proposal.
4. To ensure the proposed EV charging points are fit for purpose and future proofed.
5. To ensure the site is safe for the proposed use.

6. To protect trees which contribute to the amenity of the site and surrounding area.
7. To protect trees which contribute to the amenity of the site and surrounding area.
8. In order to safeguard the interests of archaeological heritage.
9. To ensure that construction work and construction equipment on the site and any adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Edinburgh Airport and endanger aircraft movements and the safe operation of the aerodrome.
10. In order to enable the planning authority to consider this/these matter/s in detail.
11. In order to ensure the sustainable re-use of brownfield land in accordance with Policy 9 and 12 of NPF4.
12. In the interest of improving biodiversity at the site.
13. In order to enable the planning authority to consider this/these matter/s in detail.
14. In order to safeguard the interests of nature conservation.
15. To ensure the site discharge is appropriate.

## **Informatives**

It should be noted that:

1. Consent shall not be issued until a suitable legal agreement has been concluded in relation to transport contributions.

The applicant will be required to:

- a) Contribute the sum of £173,769 to West Edinburgh Transport Contribution Zone (based on 238 bed hotel);
  - b) Contribute the sum of £358,035 (based on 238 bed hotel in Zone 3) to the Edinburgh Tram in line with the approved Tram Line Developer Contributions report. The sum to be indexed as appropriate and the use period to be 10 years from date of payment.
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. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
5. The applicant should ensure that Blue Badge holders have access to electric vehicle charging spaces.
6. The applicant should consider developing a Travel Plan including provision of a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport and real time information.
7. All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of approximately £3,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Scottish Building Standards.

### **Background Reading/External References**

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

### **Further Information - Local Development Plan**

**Date Registered: 1 March 2024**

### **Drawing Numbers/Scheme**

01B-03B, 04D, 05B-12B, 13A-14A, 15

Scheme 1

**David Givan**  
**Chief Planning Officer**  
**PLACE**  
**The City of Edinburgh Council**

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## Appendix 1

### Summary of Consultation Responses

NAME: Archaeology

COMMENT: The site is situated within an area of archaeological potential. A condition has been recommended to secure a programme of archaeological work before development commences.

DATE: 12 March 2024

NAME: Edinburgh Airport

COMMENT: The proposal could conflict with safeguarding criteria unless a condition is applied relating to the submission of a Construction Management Strategy.

DATE: 26 March 2024

NAME: The Coal Authority

COMMENT: The site does fall within the Coal Authority's defined Development Low Risk Area but have no specific comments to make.

However, in the interest of public safety, it is requested that the Coal Authority's Standing Advice note is drawn to the applicant's attention, where relevant.

DATE: 7 March 2024

NAME: Environmental Protection

COMMENT: Recommend refusal on air quality grounds. However, conditions are recommended should the application be approved.

DATE: 7 March 2024

NAME: SEPA

COMMENT: No objection on the grounds of flood risk.

DATE: 25 March 2024

NAME: Flood Planning

COMMENT: Concerns addressed. Condition recommended relating to site discharge.

DATE: 3 April 2024

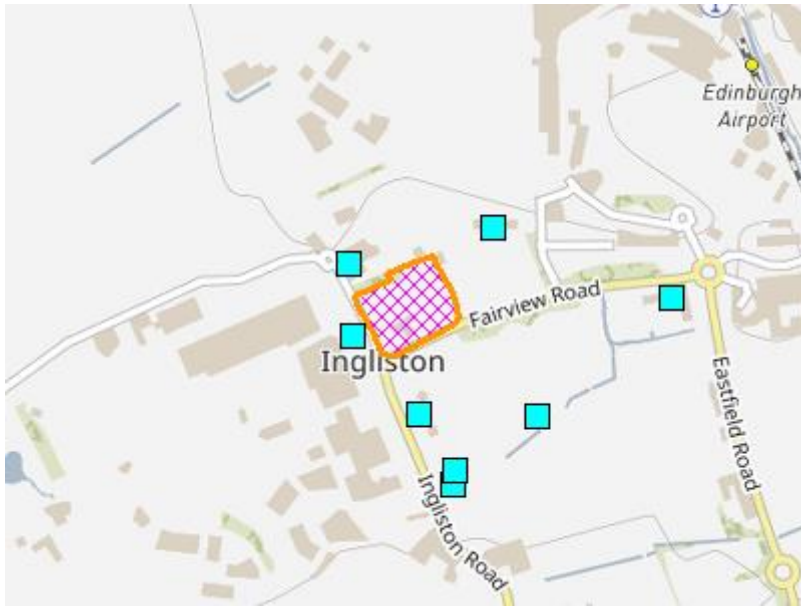
NAME: Transport Planning

COMMENT: No objection subject to conditions and informatives. Contributions required.

DATE: 17 May 2024

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

## Location Plan



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