

## **Lothian Street, Bonnyrigg – Disposal of Land**

### **Report by Derek Oliver, Chief Officer – Place**

#### **Report for Decision**

#### **1 Recommendations**

It is recommended that Cabinet:

- i. Note the challenges for Lothian Street resident and visitor parking since the introduction of extended double yellow lines on the grounds of pedestrian road safety and traffic flow improvement
- ii. Note the Local Review Body Decision (24/00062/DPP) to permit the formation of car parking and associated works on land adjacent to 103 Lothian Street, at the junction with Waverley Crescent, Bonnyrigg
- iii. Approve to lease on the open market the area of land adjacent to 103 Lothian Street, at the junction with Waverley Crescent.

#### **2 Purpose of Report/Executive Summary**

This report details that double yellow lines were approved by Cabinet in October 2023 to be extended along the length of Lothian Street to mitigate pedestrian and road safety concerns and challenges for movement of buses and other large vehicles. Consequently, and understandably, there has been vehicle displacement into neighbouring residential streets from both residents and visitors to Lothian Street. A business owner on Lothian Street submitted a planning application to form a car park on land adjacent to 103 Lothian Street, at the junction with Waverley Crescent. The application was initially refused under delegated authority, but subsequently granted planning permission by the Council's Local Review Body (LRB) at its meeting in October 2024. With the Council being landowner, it is in a position to offer the land for lease on the open market.

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### **3 Background**

- 3.1 A6094 Lothian Street in Bonnyrigg is a key link in Midlothian's road network. It forms part of the main route from Bonnyrigg to Dalkeith and the east-bound City Bypass and is an important corridor for bus services.
- 3.2 The character of this road, between its junctions with High Street and Eldindean Road, is such that traffic movements and especially bus services were regularly impeded. There were safety concerns for pedestrians who had to cope with cars which parked on the relatively narrow footways restricting vision when trying to cross the road.
- 3.3 Traffic volumes are growing, with ongoing increases in housing development in local areas, commercial activities at the A7 / A6094 junction hub, access to Midlothian Community Hospital, etc.
- 3.4 The carriageway was constricted in some sections due to a) the needs of residents to park their own vehicles on street since some of the properties don't have garages or driveways, b) the location was used for customer parking and visitors to nearby retail outlets.
- 3.5 Following Cabinet decision of October 2023, double yellow lines were extended and has had the positive pedestrian and road safety impact as intended. However, consequently, understandably and as anticipated, there has been displacement of parked vehicles into neighbouring residential streets. It has also, anecdotally, had an impact on customer numbers at the restaurant on Lothian Street.
- 3.6 As per the Cabinet report of October 2023, Officers reviewed the available local land to determine if any of that can be designated for parking. Within the current financial landscape, there was no feasible proposal to form a car park.
- 3.7 There is an area of land adjacent to 103 Lothian Street, at the junction with Waverley Crescent, which is currently amenity space.
- 3.8 Restaurant owners had initially been refused planning permission under delegated authority, but subsequently granted permission by the Council's LRB at its meeting in October 2024. Permission has been granted to form a car park on the land identified adjacent to 103 Lothian Street, at the junction with Waverley Crescent.
- 3.9 Midlothian Council is the landowner.
- 3.10 With vehicle displacement along the length of Lothian Street, it is fair and transparent to openly market the land for lease as there is no delegated authority for this category of transaction. This allows any party or parties to make an offer and utilise the land accordingly and in line with any necessary consents and permissions.

## **4 Report Implications (Resource, Digital and Risk)**

### **4.1 Resource**

Other than time to prepare, publish and consider land disposal, which will be contained within existing staffing of our Estates and Legal teams, there will be no capital or revenue expenditure. With a third party having applied for and secured planning permission for a car park, the land can be marketed with planning permission (the planning permission being associated with the land not the applicant) adding value to the asset above amenity land value.

### **4.2 Digital**

The proposal in this report has no digital impact.

### **4.3 Risk**

Open marketing of the land is fair, transparent and reasonable given various interested parties.

### **4.4 Ensuring Equalities (if required a separate IIA must be completed)**

The subject of this report does not have a significant impact on equality.

### **4.5 Additional Report Implications**

#### **Appendices**

**Appendix A – Additional Report Implications**

**Appendix B – Location Plan**

## APPENDIX A – Report Implications

### A.1 Key Priorities within the Single Midlothian Plan

In terms of the key priorities through the Single Midlothian Plan safety, children and sustainability feature highly.

### A.2 Key Drivers for Change

Key drivers addressed in this report:

- Holistic Working
- Hub and Spoke
- Modern
- Sustainable
- Transformational
- Preventative
- Asset-based
- Continuous Improvement
- One size fits one
- None of the above

### A.3 Key Delivery Streams

Key delivery streams addressed in this report:

- One Council Working with you, for you
- Preventative and Sustainable
- Efficient and Modern
- Innovative and Ambitious
- None of the above

### A.4 Delivering Best Value

The project will deliver Best Value.

### A.5 Involving Communities and Other Stakeholders

This proposal is in response to requests from local residents, business and elected members for action to be taken.

### A.6 Impact on Performance and Outcomes

The proposal, dependent upon outcome, may reduce the number of parked vehicles on the neighbouring streets of Lothian Street, Bonnyrigg. Should the outcome be the formation of car park, electric vehicle charging will be a condition.

### A.7 Adopting a Preventative Approach

The proposal, dependent upon outcome, may reduce the number of parked vehicles on the neighbouring streets of Lothian Street, Bonnyrigg. Should the outcome be the formation of car park, electric vehicle charging will be a condition.

### A.8 Supporting Sustainable Development

Should the outcome be the formation of car park, electric vehicle charging will be a condition. The proposed car park does not detrimentally impact local bus services or active travel routes.