

APPLICATION FOR PLANNING PERMISSION 14/00203/DPP, INFILLING OF LAND BETWEEN PENTLAND BURN AND A720 CITY BYPASS, PENTLAND ROAD, DAMHEAD

Report by Head of Communities and Economy

1 SUMMARY OF APPLICATION AND RECOMMENDED DECISION

- 1.1** The application is for the improvement of land drainage by raising the level of the land with inert material on the field to the south of the A720 city bypass by the Pentland Burn. The proposal was required to be subject to the Environmental Impact Assessment (Scotland) Regulations 2011 and is therefore accompanied by an Environmental Statement. There have been ten letters of representation and consultation responses from Transport Scotland, Scottish Natural Heritage, SEPA, Historic Scotland, the Royal Society for the Protection of Birds Scotland, the City of Edinburgh Council, East Lothian Archaeological Advisor, The Wildlife Information Centre and the Council's Environmental Health Manager and Policy and Road Safety Manager. The relevant development plan policies are policies 12 and 14 of the Edinburgh and South East Scotland Strategic Development Plan (2013) and policies RP1, RP2, RP4, RP5, RP7, RP8, RP13, RP14 and RP28 of the Midlothian Local Plan (2008). The recommendation is to grant planning permission subject to conditions.

2 LOCATION AND SITE DESCRIPTION

- 2.1** The site lies approximately 1.1 km west of Loanhead and adjacent to the A720 Edinburgh City By-pass with the present field access joining Pentland Road, which connects with the A702 and A701. It includes a track access extending from the south west corner of the site to a point 435 metres from the A702 junction at Hillend.
- 2.2** The site sits within agricultural land within the Edinburgh green belt. The fields surrounding the site are used for grazing and crops. The Damhead area comprises dispersed dwellings and small agricultural holdings.
- 2.3** To the immediate south of the site are five dwellings at 28 to 32 Damhead, with consent for a further dwellinghouse at 32A. Further to the south west are dwellings at 22 and 23, and 33 to 36 Damhead. Further west again, opposite the entrance to the site from Pentland Road are properties at Roseneath and The Cottage, as well as the access to 24 and 25 Damhead.

3 PROPOSAL

- 3.1 The applicant has proposed land improvements to a 15 hectare field by importing inert soil and stone material and raising the ground by up to 2.0 metres. The works are described as agricultural land improvement drainage works.
- 3.2 The site will be infilled in eight phases. It is proposed to import up to 38,000 m³ (64,000 tonnes per annum) of clay and soils per year for a period of 5 years. The total estimated quantity of clay and soil material required to profile the land is 190,000 m³ (323,000 tonnes).
- 3.3 The materials would be brought to the site via HGV's which will enter the site from the A702 and along Pentland Road to the new site entrance. Vehicles would leave via the same access point but would then continue east to the A701 junction at IKEA, Straiton. It is estimated that there will be a maximum of 18 lorry visits to the site per day.
- 3.4 Imported material will be transported into a designated tipping area within the site prior to being spread and levelled across the site. The operation will take place in eight phases moving from west to east and south to north.
- 3.5 Once the works are complete the land will be used for a higher quality grazing or arable farming, and a wetland area (approximately 2,500m²) with a small water body will be created in the north of the site adjacent to the City Bypass (A720).
- 3.6 All surface drainage will be directed to the existing field drainage in the adjacent fields. The proposed settlement lagoon constructed to the north will be operated on the site during the land improvement works and will be retained as a wetland on completion.
- 3.7 The field area would be fully enclosed with fencing. The site access will have gates which are to be closed and locked at the end of each working day.
- 3.8 The proposed operation will provide full time employment for 5 persons. No site accommodation or buildings are proposed.
- 3.9 The removal of topsoil is proposed in the first phase and formed into a landscaped bund for spreading on the final phase of the works. The mound is to be seeded in order to alleviate any erosion and restrict the growth of weeds. The topsoil from the future phases would be stripped and placed on the previous re-profiled area of land, progressively carried out over the period of the site operations.

- 3.10 As the application was deemed to fall within the scope of schedule 2 of the EIA regulations, a full environmental statement (ES) was required and this has been submitted. A non-technical summary was provided as required by the regulations. Also submitted were a pre-application consultation report and a planning statement. The ES included a transport assessment for the development. A separate Breeding Bird Survey has been submitted following comments from Royal Society for the Protection of Birds Scotland (RSPBS).

4 BACKGROUND

- 4.1 Pre Application Consultation 13/00593/PAC for the infilling of land was submitted 13 August 2013.
- 4.2 An Environmental Impact Assessment (EIA) Screening Opinion request, 13/00162/SCR, for the infilling of land was submitted 7 March 2013. The applicant was advised that an EIA was required under schedule 2 of the regulations.

5 CONSULTATIONS

- 5.1 **Transport Scotland** (TS) has no comment on the local road network aspect of the haul route. Based on the average daily traffic flows on the A702, and at the Straiton junction south of the A720, TS states that the development traffic impacts are negligible. TS states that the traffic volumes stated by the applicant are representative of a development of this scale and nature. The traffic assessment carried out identifies that the traffic generated by the proposed development would equate to 1.8% of the total traffic movements on Pentland Road (14 HGV movements, 2 staff vehicle movements and 1 other vehicle movement per day).
- 5.2 As the site has the potential to create dust next to the city bypass, TS has requested the following condition on any grant of planning permission:

No works shall take place until a Method Statement has been submitted to and approved in writing by the local planning authority, in consultation with Transport Scotland, containing measures to control the emission of dust particles from the site.

Reason: *To prevent dust particles from being blown onto the Trunk Road Network.*

- 5.3 **Historic Scotland** (HS) is content that the proposal shall not result in any adverse impacts on assets within its statutory remit. HS is content with the principle of the proposed development and do not object to the application.

5.4 The **Policy & Road Safety Manager** has no objection in principle but raises some concerns regarding the use of Pentland Road by HGV's. There are matters that require to be addressed by condition:

- A minimum of the first 20m of the site access from the edge of the existing carriageway shall be surfaced in non-loose material with a further 10m being resurfaced in clean hardcore;
- Any entrance gates to the site should be set back from the public road by a minimum of 12m and open into the site to ensure that vehicles waiting to enter the site will not obstruct the free flow of traffic;
- Advanced warning signs should be erected on both approaches to the site entrance to inform drivers of the access, and an additional sign should also be erected within the site reminding drivers of the need to turn left when leaving the site; and
- the applicant shall enter into an agreement with the Council to fund any additional repairs required to this section of road due to exceptional traffic volumes arising from the landfill operation.

5.5 The **Scottish Environment Protection Agency (SEPA)** had initially raised an objection relating to a lack of information relating to the control of potentially polluting run off from the site. SEPA have removed this objection following the submission of additional information.

5.6 **Environmental Health Manager** has no objection in principle, but has requested some conditions relating to operating noise levels and hours of operation. These are;

- The free-field Equivalent Noise level (L_{Aeq} , 1 hour) due to the operations shall not exceed 45dB as recorded at any existing noise sensitive property;
- Site operations shall be restricted to within the following hours: -
 - Mon-Fri: 0800 - 1800
 - Sat: 0800 - 1300
 - Sun: No Operations

These restrictions on the operation hours also apply to the delivery of plant, machinery, materials, etc;

- As part of the initial soil stripping exercise, an acoustic bund shall be formed between the noise sensitive dwellings and the site. The design of the bund shall be agreed in writing;
- During site operations, all reasonable measures should be taken to minimize the transmission of dust from the site. These measures include all the mitigation proposals detailed in Section 17.4 (Air Quality) of the Environment Statement, submitted with application.

- 5.7 The **City of Edinburgh Council** commented that the transport assessment does not seem to consider the impact of heavy goods vehicles accessing the site via the A702 junction. It states that the junction is of poor design and has been subject to numerous accidents in the past it would seem reasonable for the supporting documentation to consider the impacts in detail.
- 5.8 The **East Lothian Council Archaeology Service** has advised that a Programme of Works (Evaluation) will be required. The area has not been previously developed and has good potential for the discovery of archaeological remains. The aim should be to preserve archaeological deposits and historical features *in situ* as a first option, but alternatively where this is not possible, the recording of upstanding historical features and buried archaeological remains may be an acceptable alternative. The area to be investigated should be no less than 5% of the total site area.
- 5.9 The **Royal Society for the Protection of Birds** (Scotland) has advised that it is unable fully to assess this application on the basis of the information provided. Specifically, a spring/summer survey of breeding birds is required in order to determine if the area supports species or populations of conservation interest. The RSPB advises that a Breeding Birds Survey be carried out according to recognised methodology and the results are sent to the Council and to the RSPB. The RSPB notes that such a survey has been recommended (Ecological Survey, Section 6.2), but only immediately prior to works commencing to avoid nesting birds.
- 5.10 The two walkover surveys undertaken in September 2013 are an inadequate basis on which to assess any ornithological importance of the site. The dates of these surveys are such that neither the summer breeding nor wintering birds will be satisfactorily accounted for. In response to additional information submitted by the applicant in May 2014 the RSPB confirmed it is satisfied that the species and numbers of birds likely to be recorded in winter would not be of regional importance.
- 5.11 As the drainage of the reinstated land will make the area less valuable to wildlife, the proposal to create a “wetland” once land-filling has been completed is welcomed. RSPB request to see full details of this presented in a Habitat Management Plan before the development commences. The new wetland should be sufficiently large to be ecologically functional and deliver the widest range of nature conservation benefits. The design should include islands and an irregular edge to maximise the shore length and topographic variety to provide habitat for emergent vegetation and associated fauna. Similarly, broad buffers of natural vegetation, with additional planting of native species where appropriate, should be maintained, expanded or created along existing watercourses across the site.

- 5.12 **The Wildlife Information Centre** has commented that in regard to the ecology section of the applicants submitted ES, as long as the mitigation detailed in it is followed then there should be no adverse impact on protected species.

6 REPRESENTATIONS

- 6.1 Ten representations have been received in connection with this application, nine of these are objections. The following is a summary of the issues raised:

- The site has been subject to improved field drains and has provided good crops of silage, suggesting it is a viable field for agricultural purposes;
- The works may lead to increased run-off into the Pentland Burn;
- Pentland Road is unsuitable for heavy goods vehicles;
- The site access would not cope with the heavy goods traffic proposed;
- The five year period of infilling is more than just temporary;
- There should not be any further extension of time granted;
- Danger to cyclists and other road users;
- Nuisance to residents living close to Pentland Road;
- Operational hours should take account of rush hour periods;
- There should be no Saturday or Sunday working;
- It would increase the risk of flooding to surrounding fields;
- This is not agricultural improvement, it is a waste management proposal; and
- There are numerous residential properties that front on to Pentland Road, with private driveways.

- 6.2 The supporting representation states that the land has always been a poorly drained area which was worsened by the construction of the city bypass. The drainage that has been provided more recently is not likely to remain effective for too long and is already deteriorating; and that the land would benefit from a slight increase in height both in terms of its yield, and in terms of its visual appearance.

7 PLANNING POLICY

- 7.1 The development plan is comprised of the Edinburgh and South East Scotland Strategic Development Plan, adopted June 2013 and the Midlothian Local Plan, adopted in December 2008.

Edinburgh and South East Scotland Strategic Development Plan 2013 (SESPlan)

- 7.2 **Policy 12, Green Belts** requiring that green belts continue to maintain the landscape setting of Edinburgh.

- 7.3 **Policy 14, Waste Management and Disposal**, which advises that Local Development Plans will consider proposals for landfill development where the need for the facility is supported by the Zero Waste Plan and SEPA Landfill Capacity Reports, and taking into account relevant economic, social, environmental and transport considerations.

Midlothian Local Plan 2008

- 7.4 Policy **RP1 Protection of the Countryside** advises that development in the countryside will only be permitted if it is essential for the furtherance of agriculture, or other uses appropriate to the countryside. Development complying with the terms of Policy DP1 will also be permitted.
- 7.5 Policy **RP2 Protection of the Green Belt** advises that development will not be permitted in the Green Belt except for proposals that
- A. are necessary to agriculture, horticulture or forestry; or
 - B. are for opportunities for access to the open countryside, outdoor sport or outdoor recreation which reduce the need to travel further afield; or
 - C. are related to other uses appropriate to the rural character of the area; or
 - D. are in accord with policy RP3, ECON1, ECON7 or are permitted through policy DP1.

Any development proposal will be required to show that it does not conflict with the overall objectives of the Green Belt.

- 7.6 Policy **RP4 Prime Agricultural Land** does not permit development that would lead to the permanent loss of prime agricultural land.
- 7.7 Policy **RP5 Woodland Trees and Hedges** does not permit development that would lead to the direct or indirect loss of woodland which has a particular value in terms of amenity, nature conservation, recreation, landscape character or shelter.
- 7.8 Policy **RP7 Landscape Character** advises that development will not be permitted where it may adversely affect the quality of the local landscape. Provision should be made to maintain local diversity and distinctiveness of landscape character and enhance landscape characteristics where improvement is required.
- 7.9 Policy **RP8 Water Environment** aims to prevent damage to the water environment, including groundwater and requires compliance with SEPA's guidance on SUDs.

- 7.10 Policy **RP13 Species Protection** requires that any development that would affect a species protected by law will require an appropriate level of environmental and biodiversity assessment. Where development is permitted, proposals will require: A. measures for mitigation; and B. measures for enhancement or sustainable habitat replacement, where appropriate.
- 7.11 Policy **RP14 Habitat Protection Outwith Formally Designated Areas** advises that, effects on the habitat, including the expected results of mitigation measures, will be taken into account, and where appropriate, planning conditions will be used and legal agreements sought to ensure protection of habitat during development and in the long term.
- 7.12 Policy **RP28 Site Assessment, Evaluation and Recording**, protects any potential archaeological resources by ensuring the site is assessed.

8 PLANNING ISSUES

- 8.1 The main planning issue to be considered in determining this application is whether the proposal complies with development plan policies unless material planning considerations indicate otherwise. The representations and consultation responses received are material considerations.

- 8.2 The proposed development is a temporary land filling operation with environmental impacts during the land filling operation and with long term/permanent impacts arising from the change to the landform.

Principle of Development

- 8.3 The site is within the green belt and countryside, which supports developments considered to be necessary to agriculture, horticulture or forestry and other uses appropriate to the rural character of the area. In this instance the proposal is for land improvements for agriculture and is therefore acceptable in principle.
- 8.4 The proposed development would raise the land through the importation of clays and soils. The land in its present state is poorly drained agricultural land, stated as being of Grade 4, land capable of producing only a narrow range of crops and which is also defined as having wetness limitations. The land improvements will create high quality pasture, as well as a wetland area in the north. Therefore whilst the site is neither of particular great benefit to agriculture or wildlife, the resultant drainage works will improve the grade of land to 2/3, capable of producing a wide range of crops (grade 2) or capable of producing a moderate range of crops (grade 3). Furthermore the development has the potential to create a high quality wetland habitat for wildlife.
- 8.5 In general terms therefore, the resultant land uses are justified in respect of policies RP1 and RP2 of the 2008 Midlothian Local Plan.

Landscape Impact

- 8.6 The raising of the land will be to a maximum depth of 2 metres, tapering to zero at the edges with no proposed steep banking to any of the infill area edges. Whilst the site is visible from the A720 City Bypass, Hillend and from a number of other vantage points, the impact, post restoration, will be minimal. Through the maturing of the subsequent planting and land use the site will naturalise relatively quickly and will be incorporated into the landscape. There will be no loss of hedgerows or tree belts.
- 8.7 The long term impact upon landscape will therefore not be significant, and may result in an enhancement through the introduction of the wetland area with associated water body and planting.
- 8.8 In the short term, during the life cycle of the operation, the works will be visible from some vantage points, but this impact will be temporary and partially mitigated by the phasing of the operations and retention of existing field boundaries. No trees or hedgerows are scheduled for removal as part of the proposed operations.

Wildlife Impact

- 8.9 With regards to wildlife and habitats, no objections have been raised by any statutory body. The RSPB has raised concern over the lack of any adequate survey work for breeding birds, which makes it difficult for them to fully assess the impacts. A further report was submitted which reported that there were 42 species of bird on site, of which 11 were of notable conservation concern, and that the proposed development would have some negative impacts on local bird populations. However through appropriate mitigation measures the impacts on the site could be reversed in the longer term, dependent upon the success of the wetland habitat creation.
- 8.10 The site has no wildlife status, nor does it form part of a protected landscape, wildlife or vegetation designation or classification. The resultant field will be used for a higher grade of agriculture than at present and support a similar wildlife habitat as it does at present. There will however be the added benefit of the wetland area to be developed adjacent to the bypass (A720). This will enhance the wildlife value of the site, increasing biodiversity.

Access and Traffic

- 8.11 With regards to traffic and road safety, the applicant has submitted, in the Environmental Statement, a Traffic Impact Assessment and Internal Access Study. This included a study of the existing traffic and a predicted traffic generation model. The traffic generation was not significant with a predicted number of heavy goods vehicle movements

being around 14 per day (14 in and 14 out). As there will be a one way system in operation, this will ensure that individual houses will only experience 14 HGV movements daily and not 28. The traffic generated by the proposed project would equate to 1.8% of the total traffic movements going east along Pentland Road.

- 8.12 It is recognised that a potentially significant issue would be lorries re-entering the A702 at Hillend from Pentland Road, and in order to resolve this concern, it is proposed to operate a one way system with vehicles accessing the site from the west off the A702 along Pentland Road and travelling from the site eastwards along Pentland Road to the A701 with no HGVs travelling from the direction of the A701 towards Hillend. Transport Scotland is satisfied with this arrangement. The Council's Policy and Road Safety Manager has no concerns about lorries using this route, advising that the number of vehicles anticipated to use the site on a daily basis is relatively small when compared to the overall number of vehicles currently using the road, and the route does have a relatively good accident record with only one accident (single vehicle, non HGV) being reported on this section during the current rolling 3-year period.
- 8.13 This then leaves possible concerns regarding amenity of occupiers of houses close to the haul route. There are 14 houses that could be described as being immediately adjacent to Pentland Road, although 2 of these are adjacent to the A703/A702 junction and would already experience significant heavy goods vehicle traffic.
- 8.14 Due to the low traffic volumes, the ES has concluded that perceptible increases in community severance or amenity resulting from site traffic are not envisaged.
- 8.15 Environmental Health has raised no concern regarding traffic noise along Pentland Road. The hours of operation restrictions proposed by Environmental Health would ensure that the traffic noise would also be restricted to being within reasonable hours. If as part of the traffic management of the site the lorries travelling from the site access to the A701 junction at IKEA are restricted to 40mph then this will help to reduce both road noise and would further reduce any risk to other road users. This will be incorporated into a site traffic management plan to be agreed with the applicant in advance of operations commencing.
- 8.16 The phased nature of the operation and progressive restoration will ensure that at any one time the working area and the area to be restored remains minimal. There is deemed to be no requirement for the Council to enter into a bond arrangement with the operator.

9 RECOMMENDATION

- 9.1 That planning permission be granted for the following reason:

The proposed re-engineering of the ground levels will improve the condition of the land for agricultural use, will introduce an area of improved wetland habitat, will have no long term adverse impacts upon landscape quality or ecological value of the site, and any adverse impacts upon traffic, road safety or residential amenity will be both of an acceptable level and of a temporary nature. The proposal therefore complies with the policies of the statutory Development Plan.

Subject to the following conditions:

1. Prior to the commencement of works on site, the applicant shall submit the following for the prior written approval of the planning authority;
 - a. details of the access road which shall incorporate the first 20 metres of track in a non-loose material, and with a further 10 metres in clean hardcore. The approved access shall be constructed prior to the commencement of works on site;
 - b. a road cleaning method statement for approval detailing how Pentland Road shall be kept clear of all debris attributable to vehicle movements from the application site by means of regular road sweeping by a suitable road cleaning vehicle. The approved details shall be implemented in full during the implementation of the planning permission; and,
 - c. a traffic management plan detailing haulage routes, the control of traffic movements to and from the site, and a restriction of the speed of lorries along Pentland Road shall be submitted to and approved in writing by the planning authority, and this shall ensure that all vehicles enter the site from the direction of the A702 and depart in the direction of the A701.

Reason: *In the interest of road safety, and to reduce the possibility of loose material being carried from the site onto the public road, and to ensure that the movement of heavy goods vehicles is safely managed and so as to mitigate any risk to pedestrians and other road users and to ensure that vehicles adhere to the most appropriate route to the site.*

2. Prior to the commencement of works on site, the applicant should enter into an agreement with the Council under the Roads Scotland Act, to fund any additional repairs required to Pentland Road due to the exceptional traffic volumes arising from the landfill operation, and this shall take the form of a photographic or video inspection of the road surface prior to the landfill commencing with intermediate and a final inspection following completion of the project.

Reason: *In order to ensure that any damage to the road attributable to the infilling operation is repaired at the applicant's expense and in the interest of road safety.*

3. No works shall take place until a Method Statement has been submitted to and approved in writing by the local planning authority, in consultation with Transport Scotland, containing measures to control the emission of dust particles from the site.

Reason: *To prevent dust particles from being blown onto the Trunk Road Network.*

4. The resultant ground levels after infilling and restoration shall at no point exceed the original ground levels by any more than 2.0 metres.

Reason: *In order to protect the landscape character of the area, and to accord with the terms of the SEPA license exemption.*

5. Only inert soil and stone shall be used for infilling purposes and the material shall arrive at the site in a condition suitable for purpose and no crushing or breaking up of material shall be carried out on or adjacent to the site.

Reason: *To ensure that only appropriate materials are used for land raising and to ensure there is no pollution of the ground or nearby watercourses and prevent any contamination that may lower the quality of the soil for agriculture of wildlife.*

6. Prior to the commencement of any land raising operations or any importing of material into the site, a site surface drainage strategy and plan shall be submitted to and approved by the planning authority in consultation with SEPA.

Reason: *To ensure that the subsequently raised land is adequately drained to the watercourse.*

7. Within 6 months of the cessation of infilling operations the drainage strategy shall be implemented in full, as per the details agreed under condition 6 above.

Reason: *In order to ensure that restoration is successfully carried out and adequate drainage provided.*

8. Prior to the commencement of any land raising operations or any importing of material into the site, a site restoration plan shall be submitted to and approved by the planning authority including details of all final levels, sections, soil profiles and any planting and boundary treatments proposed.

Reason: *To demonstrate how the site will be successfully restored to an agricultural use.*

9. This planning permission for land raising operations is granted for a limited period of 60 months from the date of the issue of consent, with restoration following immediately after this period.

Reason: *Due to the temporary nature of the proposed development and to mitigate the visual impact on the locality.*

10. Within 12 months of the cessation of infilling operations the site restoration shall be implemented in full, as per the details agreed under condition 8 above.

Reason: *In order to ensure that restoration is successfully carried out and adequate drainage provided.*

11. No operations shall take place outwith the hours of 08.00 to 18.00 on Mondays to Fridays inclusive and 08.00 to 13.00 on Saturdays. Operations shall include offloading and spreading of fill material, final restoration, initial preparation of the site, wheel washing, vehicle servicing, plant delivery, and the movement of vehicles entering or leaving the site. No work shall be carried out on Sundays, public holidays or bank holidays.

Reason: *To minimise the effect the impact of the development on the amenity of residents living in the vicinity of the site or the route to the site.*

12. The free-field Equivalent Noise level (LA_{eq} , 1 hour) due to the operations shall not exceed 45dB as recorded at any existing noise sensitive property, as detailed in section 17.2 of the Environmental Statement.

Reason: *To minimise the effect the impact of the development on the amenity of residents living in the vicinity of the site or the route to the site.*

13. At all times that the site is operational; including site preparation, land raising operations and site restoration, all reasonable measures shall be taken to minimize the transmission of dust from the site. These measures include all the mitigation proposals detailed in Section 17.4 (Air Quality) of the Environmental Statement. Where justified dust complaints are received, mitigating action, to be agreed in writing with the planning authority, shall be carried out as soon as is practicable.

Reason: *To minimise the effect the impact of the development on the amenity of residents living in the vicinity of the site or the route to the site.*

14. Within 12 months of the granting of this planning permission the applicant or their successors shall submit details of the proposed wetland habitat area detailing all ground engineering works, final levels, details of all water bodies, and a full specification of all planting, to be agreed by the planning authority in consultation with relevant wildlife organisations.

Reason: *In order that the wildlife interests of the site are enhanced or at least preserved.*

15. The wetland area agreed under condition 14 above shall have been fully implemented to the agreed specification within 12 months of the completion of land raising operations. The wetland area shall thereafter be monitored for a period of no less than 5 years during which time any loss of planting or deterioration in the condition of the wetland shall be made good by the applicant or their successors.

Reason: *In order to ensure that the wetland area becomes successfully established and provides the wildlife benefits that will ensure that the wildlife interests of the area are enhanced or at least preserved.*

16. No trees or hedges within or adjoining the site shall be removed or lopped without the prior written approval of the planning authority.

Reason: *In order to protect trees on site and in the interest of local landscape character.*

Ian Johnson
Head of Communities and Economy

Date: 19 August 2014

Application No:	14/00203/DPP
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Validation Date:	20 March 2014
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