



**MINUTES OF THE MEETING OF THE
PLANNING COMMITTEE**

**WEDNESDAY 18 DECEMBER 2019
COUNCIL CHAMBER, TOWN HOUSE, HADDINGTON**

Committee Members Present:

Councillor N Hampshire (Convener)
Councillor L Bruce
Councillor J Findlay
Councillor N Gilbert
Councillor K Mackie
Councillor J McMillan
Councillor F O'Donnell
Councillor J Williamson

Council Officials Present:

Mr K Dingwall, Service Manager – Planning
Mr K Graham, Solicitor
Ms M Haddow, Transportation Planning Officer
Ms J McLair, Planner
Mr C Kiely, Planner
Ms L Ritchie, Senior Planner
Mr G McLeod, Transportation Planning Officer
Mr R Montgomery, Project Manager
Ms S Grant, Team Manager – Public Health & Environmental Protection
Ms J Allen, Communications Adviser

Clerk:

Ms F Currie

Visitors Present/Addressing the Committee:

Item 2 – Mr R Slipper, Mr D Harris, Mr B Hall, Mr C Brown, Mr B Hickman, Mr C Miller
Item 4 – Mr A Mitchell, Mrs H Fraser

Apologies:

Councillor W Innes
Councillor S Kempson
Councillor C McGinn
Councillor K McLeod

Declarations of Interest:

None

1. MINUTES FOR APPROVAL – PLANNING COMMITTEE 5 NOVEMBER 2019

The minutes of the meeting of the Planning Committee of 5 November 2019 were approved.

2. PLANNING APPLICATION NO. 19/00588/P: ERECTION OF EQUIPMENT TESTING FACILITY, ANCILLARY OFFICE, STORAGE STRUCTURES (CLASS 5) AND ASSOCIATED WORKS FOR A TEMPORARY PERIOD OF 5 YEARS AT THE FORMER COKCENZIE POWER STATION SITE, PRESTONPANS

A report was submitted in relation to Planning Application No. 19/00588/P. Julie McLair, Planner, presented the report advising Members that the planning permission sought was for a temporary period of 5 years and that currently there were no other proposals for the site under discussion. She summarised the key points of the application and indicated that the number of tests per month had been reduced from the original proposal of 70 per month to 5 per month. She confirmed that an Air Quality Assessment had been completed and accepted by officers, that no objections had been received from statutory consultees and that the proposals were not contrary to the relevant planning policies. The proposed decision set out in the report was to grant consent.

Ms McLair responded to a number of questions from Members. She explained that after considering appropriate screening criteria it had been agreed that an Environmental Impact Assessment (EIA) was not required. She also confirmed that any request from the applicant to increase the frequency or number of tests would require a fresh planning application; fuels would only be stored on site immediately before a test and testing would take place between 10am and 3pm.

Ms McLair confirmed that neighbour notifications had been issued to relevant properties. Keith Dingwall, Service Manager – Planning, added that the distance from the site used to identify properties to be notified was set out in the legislation and to extend this boundary could result in disagreements between parties about determining where any new boundary should fall.

In reply to further questions, Ms McLair advised that the open side of the testing facility would face towards the coastline and that while the application would not provide any permanent jobs on site it was hoped it would attract other businesses. She explained that there were no specific off-set measures in place in relation to the Council's climate change policy; confirmed that the Ministry of Defence had been consulted but had raised no concerns; and that SEPA had confirmed that the levels of fuels to be stored on site were within safe limits. She also confirmed that the applicants had a procedure in place to notify local residents in advance of each test.

Shona Grant, Team Manager – Public Health & Environmental Protection, also responded to questions from Members. She explained that the sound of a test would be a low-pitched, white noise rather than high pitched and that vibration was not considered to be an issue. She outlined the process for assessing noise impact adding that weather conditions would be a significant factor and that the conditions of any approval would include compliance testing in difficult weather conditions. She confirmed that while the level of carbon monoxide was significant it was below the safe limit and would disperse relatively quickly on release. She also responded to questions about the Council's emergency planning response, outlined the air quality modelling which had been undertaken and confirmed that the properties nearest to the site would hear some noise from the tests but that the level would depend on external factors.

Derek Harris and Richard Slipper (Agent/Applicant) outlined the proposals. Mr Harris summarised the importance of the space industry in the Scottish economy and in supporting

the achievement of sustainable environmental goals. He said that Skyrora had grown from 25 to 150 staff in 10 years and that engine testing was an important short-term requirement to facilitate its longer term plans. He confirmed that there would be rigorous safety regulation and noise mitigation on site and that should the application be approved and testing successful, the company would consider future opportunities to scale up its operations.

Mr Slipper confirmed that detailed consultations had taken place including meetings with local community representatives, open door sessions, a workshop with local High School pupils and follow-up sessions with both Community Councils. He said that the company had listened to the comments and had amended their proposals to reduce the number of tests per month from 70 to 5. They had assessed safety to ensure there were no risks to or impact on the amenity of local communities and they had accepted a range of conditions and mitigation measures. He added that these would be kept under review and could be increased if necessary.

Mr Slipper, Mr Harris and colleagues from Skyrora responded to questions from Members. They outlined the types of chemicals to be stored on site and the length of time they might be present; the type of noise generated by the engine test and the mitigation measures to be put in place. They explained the reasons for the reduction in the number of tests per month; arrangements for notifying local residents of forthcoming tests; security and access to the site and transportation of fuels. They also summarised the five day timeframe for each test; the locations of other test sites and the types of engines being tested. Lastly, they explained that should an adverse event occur during testing it would most likely result in engine failure and stoppage rather than any form of explosion.

Brian Hall spoke against the application. He criticised the level of information circulated in leaflets by Skyrora stating that the areas targeted were those that would be least affected. On the issue of noise, he asked why officers deemed 60 decibels to have no impact when British Standards classed background levels to be 42 decibels and 60 decibels as high impact. He also questioned the absence of an EIA when one had been requested by Fife Council following a similar application by Skyrora. He went on to raise concerns about the potential for toxic emissions and the level of vibration. He claimed that the open side of the testing facility would face towards local residential areas. He also pointed to the character of the site and the likelihood of residual coal deposits being at risk of ignition should testing result in a fire. Lastly, he raised the risk to children and adults using the footpaths during the testing period and the risk to local wildlife.

In reply to questions, Mr Dingwall explained that it was up to each individual planning authority to determine whether an EIA was required. He reiterated that officers had undertaken a thorough screening process and as a result had determined that an EIA was not required. On the issue of the leafleting of local residences, he understood the concerns expressed by Mr Hall but added that this was separate to the Council's neighbour notification which had been undertaken in line with legal requirements.

Responding to questions from Members, Mr Hall outlined the types of gases given off by the burning of kerosene such as carbon monoxide and carbon dioxide. He added that this information had not been contained in this application but had been disclosed to Fife Council. He confirmed that hydrogen peroxide and kerosene could be safely stored in separate tanks but that the risk would increase if either were to be manufactured on site.

Christopher Brown spoke against the application. He said that many of his comments overlapped with those of Mr Hall, particularly in relation to toxic gas emissions from the engine testing and their potential impact on local residents and especially children. He said that emissions from the testing could be distributed across a wide area depending on the weather conditions and this may result in pollution being centred on the local school. Referring to research undertaken in the US, he stated that the amount of kerosene burned in

one test would be equivalent to 560 cars on the road between Cockenzie and Prestonpans and that a lower frequency sound would carry further and be disrupted less by buildings.

Brian Hickman, of Cockenzie & Port Seton Community Council, spoke against the application. He said that the Community Council had no objection to Skyrora or what they were trying to achieve but they did not think the proposals were suitable for this area. Testing rocket engines raised a number of potential problems and grey areas and without a sample test to use as a comparison it was not possible to adequately assess the impact. One public meeting had attracted 300 – 400 attendees and the general feeling was that the community did not want this to go ahead. He stated that an EIA should have been undertaken and its absence was detrimental to both sides. He pointed out that the nearest houses to the site were within 300 metres and there was also a school and a nursery. The bund was not consistent around the site and there were real concerns about noise pollution. Vibration and the potential for air pollution from emissions were also serious issues for the community as was the impact on local wildlife. He questioned the choice of access route to the site and the safety of storing fuel and other chemicals on site. In his view, the proposals would bring negligible economic benefits and jobs but would cause noise and air pollution.

Following a question from Mr Hickman, the Chair advised that the quorum for the Planning Committee was seven and, as eight Members were present, it was appropriate for the meeting to proceed.

Calum Miller, of Prestonpans Community Council, spoke in favour the application. He said that they welcomed the employment opportunities offered by this application and wanted to encourage the associated educational benefits of having new science/technology companies investing in the local area. He stated that it had been 6 years since Cockenzie Power Station closed and there had been no plans put forward to replace the 600 jobs lost on the site. He believed that this application would offer jobs on site and in the local supply chain and may encourage other companies to follow; there may also be benefits for local schools in the areas of science, maths and technology. He pointed out that the noise of 5 tests per month each lasting less than a minute would no more intrusive than heavy traffic, aircraft or trains. He claimed that any CO₂ emissions would less than those from a family car over 1 year and added that every household stored some toxic chemicals. While he recognised the positives and negatives he encouraged the Committee to approve the application.

In response to a question from Councillor Findlay, Mr Miller confirmed that the nearest houses to the site fell within the boundary of Prestonpans Community Council.

The Chair asked officers if they were content with the quantity and quality of information provided by the applicant. Ms McLair said she was satisfied with the information provided and that this had been reviewed in detail.

Councillor McMillan sought further assurances from officers regarding potential air pollution and whether SEPA had commented on this specifically. Ms Grant explained that an Air Quality Assessment had been requested and prepared and that officers were satisfied with its content and conclusions. Ms McLair confirmed that SEPA had seen this documentation but that its comments had related to fuels rather than gases.

Councillor O'Donnell expressed concern that the applicants had had no opportunity to respond to the issues raised by the speakers.

The Chair reminded Members that having heard from officers, the applicant and the speakers it was now for the Committee to weigh up the evidence and determine the application.

Councillor Bruce asked if it would be possible to add a condition requesting that an EIA be completed. Mr Dingwall explained that, where required, an EIA was completed in the early stages and was used to guide the application process.

Local Member Councillor O'Donnell said she had called in the application due to the level of public concern about the proposals and suggestions of bias in the decision-making process. She hoped that it was clear from these proceedings that Members were part of a rigorous, quasi-judicial process which was both diligent and challenging. She noted that transparency had been an issue throughout this application's progress and that Skyrora had lessons to learn about public engagement exercises. On the proposals, she said that she too wanted to see new employment in the local area and she was not against new industries or technologies. However, she on the basis of the potential for an unacceptable impact on the amenity of the surrounding area and given the site's proximity to local residents she would not be supporting the officer's recommendation.

Local Member Councillor Gilbert agreed with many of his colleague's remarks. He said he had major doubts about the effect that tests could have on the local community and concerns about noise levels and how these might be affected by varying environmental conditions. Referring to the report, he said he was not satisfied that mitigation measures would be sufficient. Given the level of objections from the local communities he could not support the officer's recommendation.

Councillor Bruce indicated that should Members be minded to grant consent, it would be his intention to propose an amendment to the site access arrangements. However, he agreed with his colleagues remarks regarding the impact of the proposals on the amenity of neighbouring residents.

Councillor McMillan said it was important that all sides had been heard and that the Committee's decision was evidence-based. He noted that information on air quality and noise levels had been considered by officers and had been accepted; that these issues would be monitored and could be subject to mitigation measures. In his view the proposals could offer economic development benefits for the local area but he acknowledged the concerns raised by some of the speakers and Members. On balance, given the temporary nature of the application and the short duration and low frequency of testing, he was minded to support the officer's recommendation.

The Convener brought the discussion to a close noting that Cockenzie was the most important economic development site in East Lothian but was limited in development by the National Planning Framework. However, in his view, this application was not a good neighbour and could detract other investors from the site. He felt that it was not appropriate in such close proximity to a residential area and he would not be supporting the officer's recommendation.

The Convener moved to the vote on the report recommendation (to grant consent):

For: 2
Against: 6
Abstentions: 0

Decision

The Committee agreed to refuse planning permission for the following reasons:

1. The noise impact from equipment testing would have an unacceptable impact on the amenity of nearby residential properties.

2. The emissions released during equipment testing could have a harmful impact on the health and wellbeing of the local community.

3. PLANNING APPLICATION NO. 16/00970/PM: ERECTION OF 76 HOUSES, 4 FLATS AND ASSOCIATED WORKS AT LAND TO THE NORTH OF CASTLEHILL, MAIN STREET, ELPHINSTONE

A report was submitted in relation to Planning Application No. 16/00970/PM. Linda Ritchie, Senior Planner, presented the report, summarising the key points. The proposed decision set out in the report was to grant consent.

Ms Ritchie and Mr Dingwall responded to questions from Members providing details on the make-up of the affordable housing and confirming that the remainder of site would continue to be part of the Local Development Plan (LDP). Mr Dingwall noted concerns regarding the increased traffic and demand for a bypass for the Tranent area.

Replying to further questions, the agent, James Fraser, advised that discussions were taking place with East Lothian Housing Association regarding the operation of the affordable housing; and he outlined some of the arrangements, such as solar panels and energy efficient boilers, which would be included as part of the build.

Members discussed the nature of the NHS Lothian/East Lothian Health & Social Care Partnership (H&SCP) response and whether no reply could be accepted as a “no comment” response. Members asked for this to be raised with both bodies and that they were reminded of the importance of providing a response even if this was ‘no comment’. Both the Chair and Mr Dingwall agreed to take this forward and Councillor O’Donnell said she would raise this in her capacity as chair of the East Lothian Integration Joint Board.

Councillor O’Donnell hoped that the housing would make a positive contribution to the community; helping to boost local businesses, the school and community events. She welcomed the development and said she would be supporting the officer’s recommendation.

Councillor McMillan concurred with his colleague’s remarks regarding the potential for benefits to the local community and thanked the planning officer for a very comprehensive report.

Councillor Findlay said he would be supporting the recommendation but had concerns that the number of housing units stated in the application covered only half the site and, if a further application was received, it may lead to overdevelopment of the site.

Mr Dingwall acknowledged the concerns and that the application sought permission for more houses than were allocated within the adopted Local Development Plan 2018. However, he was satisfied that the proposals would not lead to an overdevelopment of the site.

The Convener brought the discussion to a close and moved to the vote on the report recommendation (for consent):

For: 8
Against: 0
Abstentions: 0

Decision

The Committee agreed to grant planning permission subject to:

1. The undernoted conditions.

2. The satisfactory conclusion of an Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997, or some other legal agreement designed to secure from the applicant:

(i) a financial contribution to the Council of £848,240 towards the provision of additional accommodation at Elphinstone Primary School and Ross High School, Tranent;

(ii) the provision of 20 affordable housing units within the application site;

(iii) a financial contribution to the Council of £24,548 towards the refurbishment of the existing changing pavilion at the Elphinstone Playing Field;

(iv) a financial contribution to the Council of £43,920 towards the provision of equipped play provision and/or some other enhancement of the Elphinstone Playing Field.

3. That in accordance with the Council's policy on time limits for completion of planning agreements it is recommended that the decision should also be that in the event of the Section 75 Agreement not having been executed by the applicant, the landowner and any other relevant party within six months of the decision taken on this application, the application shall then be refused for the reason that without the developer contributions to be secured by the Agreement the proposed development is unacceptable due to a lack of sufficient school capacity at Elphinstone Primary School and at Ross High School, Tranent, a lack of provision of affordable housing, a lack of formal play provision and a lack of sports infrastructure improvements contrary to, as applicable, Policies DEL1, OS4, HOU3, HOU4 and Proposals ED4 and CF1 of the adopted East Lothian Local Development Plan.

- 1 No development shall take place on site unless and until final site setting out details have been submitted to and approved by the Planning Authority.

The above mentioned details shall include a final site setting-out drawing to a scale of not less than 1:200, giving:

- a. the position within the application site of all elements of the proposed development and position of adjoining land and buildings;
- b. finished ground and floor levels of the development relative to existing ground levels of the site and of adjoining land and building(s). The levels shall be shown in relation to an Ordnance Bench Mark or Temporary Bench Mark from which the Planning Authority can take measurements and shall be shown on the drawing; and
- c. the ridge height of the proposed buildings shown in relation to the finished ground and floor levels on the site.

Reason:

To enable the Planning Authority to control the development of the site in the interests of the amenity of the area.

- 2 No development shall take place on the proposed site until the applicant has, through the employ of an archaeologist or archaeological organisation, undertaken and reported upon a programme of archaeological work (Evaluation by trial trenching) in accordance with a written scheme of investigation which the application will submit to and have approved in advance by the Planning Authority.

Reason:

To facilitate an acceptable archaeological investigation of the site.

- 3 Prior to the commencement of development a delivery schedule and phasing plans that establishes the phasing and timing programme for the proposed development shall be submitted to and approved in advance by the Planning Authority. It shall include the phasing and timing for the provision of footpaths/cycleways and external works such as offsite path links. These path links shall include:

(i) Three path connections from the west boundary of the site to connect to the core path to the west of the site;

(ii) Two path connections from the east boundary of the site to connect to the woodland strip to the east of the site;

(iii) A 2 metres wide, hard-surfaced, lit (street lighting) footpath suitable for walking and cycling to be formed from the southeast corner of the application site through the existing park to the south of it and connecting on to Main Street;

It must also include for public road links, including paths, to local services, schools and the public road network. It shall further include the provision of the 15 car parking spaces and associated electric vehicle charging point to serve the playing field, drainage infrastructure, landscaping and open space. The details to be submitted shall also include construction phasing plans.

The phasing of the development of the site shall be carried out in strict accordance with the phasing plan so approved, unless otherwise approved in writing in advance by the Planning Authority.

Reason:

To enable the Planning Authority to control the development of the site in the interests of the good planning of the site.

- 4 Prior to the commencement of development a Remediation Strategy detailing the exact gas prevention measures (gas & radon) and detailing and quantifying any works to be undertaken in order to reduce the risks to acceptable levels shall be submitted to and approved by the Planning Authority.. Any identified remediation measures shall thereafter be carried out.

Should remedial works be required then, prior to any residential units being occupied, a Validation Report shall be submitted to and be approved by the Planning Authority confirming that the works have been carried out in accordance with the Remediation Strategy.

The presence of any previously unsuspected or unforeseen contamination that becomes evident during the development of the site shall be brought to the attention of the Planning Authority. At this stage, further investigations may have to be carried out to determine if any additional remedial measures are required.

Reason:

To ensure that the site is clear of contamination and that remediation works are acceptable prior to the occupation of any of the residential units.

- 5 Unless otherwise approved in writing by the Planning Authority:

(a) Housing completions in any one year (with a year being defined as being from 1st April to 31st March the following year) shall not exceed the following completion rates:

Year 2020/21 - 20 residential units

Year 2021/22 - 30 residential units

Year 2022/23 - 30 residential units

(b) If fewer than the specified number of residential units is completed in any one year then those shall be completed instead at Year 2023/24 or beyond and not added to the subsequent year.

Reason:

To ensure that the completion rate of residential development within the application site accords with the provision of education capacity.

- 6 Prior to the commencement of development, a scheme of remedial works to treat past shallow coal mine workings shall be submitted to and approved in writing by the Planning Authority and thereafter shall be fully implemented as so approved.

Reason:

To ensure that the site is clear of coal mining features and hazards prior to the occupation of any of the buildings.

- 7 Prior to commencement of development on site, full details of the proposed Sustainable Drainage System (SuDS) shall be submitted to and approved in writing by the Planning Authority.

The details shall include confirmation of Scottish Water's technical approval of the SuDS proposals.

Thereafter, the approved details shall be implemented as approved.

Reason:

To ensure that the final SuDS design complies with 'Sewers for Scotland 4' and can be vested by Scottish Water in the interest of flood prevention, environmental protection and the long term amenity of the area.

- 8 Prior to the commencement of development, a report on the actions to be taken to reduce the Carbon Emissions from the build and from the completed development shall be submitted to and approved in writing by the Planning Authority. This shall include the provision of renewable technology for all new buildings, where feasible and appropriate in design terms, and new car charging points and infrastructure for them, where feasible and appropriate in design terms. The details shall include a timetable for implementation. Development shall thereafter be carried out in accordance with the report so approved.

Reason:

To minimise the environmental impact of the development.

- 9 Prior to their erection, details, including their size, form, position, appearance and colour(s), of all substations and gas governors to serve the development hereby approved shall be submitted to and approved in advance in writing by the Planning Authority, and thereafter any substations and gas governors shall accord with the details so approved.

Reason:

To enable the Planning Authority to control the positioning, appearance, form, finishes and colour of the substations and gas governors to be used to achieve a development of good quality and appearance in the interest of the visual amenity of the area.

- 10 Prior to the commencement of development, details, including a timetable for their implementation, showing compliance with the following transportation requirements shall be submitted to and approved in writing in advance by the Planning Authority.

(i) No residential unit hereby approved shall be occupied unless and until (i) a gateway feature is installed at the western end of the south boundary of the site, (ii) a raised table is incorporated at the site entrance, (iii) a 3 metres wide, lit (street lighting) shared use path is provided on the north side of the B6414 along the full length of this site boundary to tie into the existing footway and (iv) a suitable crossing of the B6414 is provided in the vicinity of the primary school. Details of the proposed gateway feature, the raised table, the shared use path and the crossing shall be submitted for approval by the planning authority along with a Road Safety Audit of the proposals. These measures shall be implemented in accordance with the details as approved by the planning Authority.

(ii) Driveways shall have minimum dimensions of 6 metres by 3 metres. Double driveways shall have minimum dimensions of 5 metres width by 6 metres length or 3 metres width by 11 m length. Pedestrian ramps to houses may encroach by up to 300mm on the width (but not the length) provided they are no greater than 150mm in height above the adjacent driveway surface.

(iii) Vehicle accesses to private parking areas (i.e. other than driveways) shall be via a reinforced footway crossing. Within private parking areas, the minimum dimensions of a single parking space shall be 2.5 metres by 5 metres.

(iv) all prospectively adoptable parking bays (i.e. that will form part of the public road) shall have minimum dimensions of 2.5 metres by 6 metres;

All roads and paths shall conform to the Councils Standards for Development Roads.

The residential development shall thereafter be carried out in accordance with the details so approved.

Reason:

In the interests of road and pedestrian safety.

- 11 Prior to the occupation of the last house or flat hereby approved, the proposed access roads, parking spaces, and footpaths shall have been constructed on site in accordance with the docketed drawings.

Those areas of land shall not thereafter be used for any other purpose than for accessing and for the parking of vehicles in connection with the residential use of the houses and flats and shall not be adapted or used for other purposes without the prior written approval of the Planning Authority.

Reason:

To ensure that adequate and satisfactory provision is made for access and for off-street parking in the interests of road safety.

- 12 No work shall be carried out on the site unless and until an effective vehicle wheel washing facility has been installed in accordance with details to be submitted to and approved by the Planning Authority prior to its installation. Such facility shall be retained in working order and used such that no vehicle shall leave the site carrying earth and mud in their wheels in such a quantity which causes a nuisance or hazard on the road system in the locality.

Reason:

In the interests of road safety.

- 13 Notwithstanding that detailed on the drawings docketed to this planning permission at least one electric vehicle charging point shall be provided at the parking area which is to serve the playing field adjacent to the site. Prior to the commencement of development details of the electric vehicle charging point(s) shall be submitted to and approved in writing by the Planning Authority. The details to be submitted shall include a timetable for provision. Development shall thereafter be carried out in accordance with the details approved and shall be retained unless other approved in writing by the Planning Authority.

Reason:

In the interests of sustainability.

- 14 Prior to the occupation of any of the residential units hereby approved a Green Travel Plan shall be submitted to and approved by the Planning Authority prior to the occupation of any of the residential units hereby approved.

The Green Travel Plan shall have particular regard to provision for walking, cycling and public transport access to and within the site, and will include a timetable for its implementation, details of the measures to be provided, the system of management, monitoring, review, reporting and duration of the Plan and details of how it will be distributed to residents.

Thereafter, the Green Travel Plan shall be implemented in accordance with the details so approved.

Reason:

In the interests of ensuring sustainable travel patterns in respect of the residential development.

- 15 Prior to the commencement of development, a Construction Method Statement which sets out how the impact of construction activity on the safety and amenity of the area will be mitigated shall be submitted to and approved by the Planning Authority.

The Construction Method Statement shall include details of:

- * Mitigation measures to control noise, dust, construction traffic (including routes to/from site and delivery times).
- * Hours of construction work
- * Routes for construction traffic
- * Wheel washing facilities.

Thereafter, the Construction Method Statement shall be implemented and complied with in accordance with the approved details for the period of construction of the development hereby approved.

Reason:

To retain control of the operation of construction in the interest of environmental and residential amenity.

- 16 Prior to the occupation of any of the flats hereby approved bin storage facilities and cycle storage facilities shall have been formed and made available for use. The cycle parking shall be in the form of 1 locker per flat or communal provisions in the form of a lockable room or shed in accordance with details to be submitted to and approved in writing by the Planning Authority. Thereafter, the storage facilities shall be retained in use as bin and cycle storage areas.

Reason:

To ensure the provision of adequate bin and cycle storage in the interest of the residential amenity of the future occupants of the flats hereby approved and the visual amenity of the locality.

- 17 Notwithstanding that which is stated on the drawings docketed to this planning permission a detailed specification and samples of all external finishes of the houses, flats, garages and boundary treatments hereby approved shall be submitted to and approved by the Planning Authority prior to the use of the finishes in the development.

Notwithstanding that which is detailed on boundary treatment drawings docketed to this planning permission the southernmost boundary treatment of the rear gardens of plots 67-80 shall be a 1.8

metres high reconstituted stone boundary wall and not a 1.8 metres high timber fence as detailed in the drawings.

The external finishes of the houses and flats shall be in accordance with a co-ordinated scheme of materials and colours that shall be submitted to and approved in advance by the Planning Authority. This co-ordinated scheme shall in detail promote render as the predominant finish to the walls of the houses and flats, with a use of more than one render colour and with a strongly contrasting difference in the colours such that they will not each be of a light colour.

All such materials used in the construction of the houses, flats, garages and boundary treatments shall conform to the details so approved.

Reason:

To ensure the development is of a satisfactory appearance in the interest of the amenity of the locality.

- 18 A timetable for the provision of the erection of the boundary enclosures for the gardens of the houses and flats hereby approved shall be submitted to and approved in advance by the Planning Authority and development shall thereafter be carried out in full accordance with the timetable so approved, unless otherwise approved in writing by the Planning Authority.

Reason:

To ensure the satisfactory provision of the boundary enclosures in the interest of safeguarding the privacy and amenity of future residents of the development and residential properties nearby.

- 19 No development shall take place until there has been submitted to and approved in writing by the Planning Authority a scheme of landscaping. The scheme shall provide details of: the height and slopes of any mounding on or re-contouring of the site including SUDS basin/ponds details; tree and shrub sizes, species, habitat, siting, planting distances and a programme of planting. Non-thorn shrub species should be located adjacent to pedestrian areas. The scheme shall include indications of all existing trees and hedgerows on the land, details of any to be retained, and measures for their protection in the course of development. Specific planting details shall include hedges to front gardens. The scheme shall include a timetable for implementation of landscaping, and this scheme shall show that the structural landscape planting (proposed woodland planting on east and west boundaries) shall be implemented within 1 year of the commencement of development and shall include a tree protection and maintenance plan to safeguard new structural tree planting during the course of development.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in accordance with the details so approved, including the timetable for implementation. Any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar species and final size, unless the Planning Authority gives written consent to any variation. No trees or shrubs, detailed in the approved landscaping plans to be retained on the site, shall be damaged or uprooted, felled, topped, lopped or interfered with in any manner without the previous written consent of the Planning Authority. All existing and new planting comprised in the scheme of landscaping shall be retained and maintained unless the Planning Authority gives written consent to any variation.

The structural woodland planting to be provided along the east and west boundaries of the site shall be managed in accordance with a long term woodland management plan to be submitted to and approved by the Planning Authority prior to the commencement of development. The woodland management plan shall include both short and long term management objectives and shall include a program of thinning.

Reason:

In order to ensure the implementation of a landscaping scheme to enhance the appearance of the development in the interests of the amenity of the area.

- 20 Prior to the commencement of development, a communal landscape plan clearly identifying all landscape factored areas shall be submitted to and approved by the Planning Authority. The plan shall be scaled (minimum 1:250) and shall include a colour coded key clearly identifying the boundaries of house plots, all landscape features such as woodland, meadows, trees and tree tag numbers, hedges, lawns, shrubs and SUDs.

Thereafter the maintenance of all communal landscape areas, and hedges to private front gardens, shall be adopted and maintained by a Factor or a Residents Association in accordance with details to be submitted to and approved by the Planning Authority prior to the occupation of any residential units hereby approved.

Reason:

To ensure the retention and maintenance of landscaping on the site in the interest of amenity.

- 21 No development shall take place on site until temporary protective fencing in accordance with Figure 2 of British Standard 5837_2012 "Trees in relation to design, demolition and construction" has been installed, approved and confirmed in writing by the Planning Authority. The fencing must be fixed in to the ground to withstand accidental impact from machinery, erected prior to site start and retained on site and intact through to completion of development. The position of this fencing must be as indicated on a tree protection plan to be submitted to and approved by the Planning Authority in advance of the erection of the fencing. The fencing as approved shall be positioned out with the Root Protection Area (RPA) as defined by BS5837:2012 for all trees and approved in writing by the Planning Authority.

All weather notices shall be erected on said fencing with words such as "Construction exclusion zone - Keep out". Within the fenced off areas creating the Construction Exclusion Zones the following prohibitions must apply:-

- _ No vehicular or plant access
- _ No raising or lowering of the existing ground level
- _ No mechanical digging or scraping
- _ No storage of temporary buildings, plant, equipment, materials or soil
- _ No hand digging
- _ No lighting of fires
- _ No handling discharge or spillage of any chemical substance, including cement washings

Planning of site operations should take sufficient account of wide loads, tall loads and plant with booms, jibs and counterweights (including drilling rigs), in order that they can operate without coming into contact with retained trees.

Reason

In order to protect retained hedgerows and trees from damage.

- 22 No development shall take place on site until a person who, through relevant education, training and experience, has gained recognised qualifications and expertise in the field of trees in relation to construction, has been employed by the developer to monitor any works in close proximity of trees on the site including the installation of the 'Terram' cellular confinement system and the installation of the tree protection fencing. All tree work should be carried out in accordance with BS3998: 1989 'Recommendations for Tree Work' and must be approved in writing by the Planning Authority before work is carried out.

Reason:

To ensure the retention and maintenance of the trees adjacent to the site which are an important landscape feature of the area.

4. PLANNING APPLICATION NO. 19/00145/PM: ERECTION OF 3 RETAIL UNITS (CLASS 1), 2 RESTAURANT/CAFÉ WITH EXTERNAL SEATING AND 1 WITH ASSOCIATED DRIVE-THROUGH/TAKEAWAY AND ASSOCIATED WORKS AT GATESIDE WEST, HADDINGTON

A report was submitted in relation to Planning Application No. 19/00145/PM. Ciaran Kiely, Planner, presented the report, summarising the key points. He drew Members' attention to one amendment relating to proposals for access to the site by a signal junction. This would now be a priority junction and he outlined the timetable for the stages of the road safety audit to be included in the conditions. The proposed decision set out in the report was to grant consent.

Mr Kiely responded to questions explaining the change to the access junction and confirming that Roads Services had been consulted. Graeme McLeod, Transportation Planning Officer, advised that Transport Scotland would not usually comment on a give-way junction on this road.

Mr Kiely and Mr Dingwall responded to further questions regarding consultations with the local Community Council and Network Rail; the impact of the proposals on the town centre transport hub consultation; the retailers who might occupy units; restrictions on the floor space devoted to sales of comparison goods; and the number of parking spaces and electric car charging points.

Alex Mitchell, the agent for the applicant, also responded to questions from Members. He stated that in East Lothian there was no standard number of electric car charging points specified for car parking. He informed Members that in Glasgow the standard would be 8 spaces for a car park of this size and he confirmed that, if requested, he could increase the number allocated for this site. He also outlined proposals to maximise the accessibility of the site and its connectivity with the town centre; and he agreed that discussion could take place with the Community Council over signage.

Mrs Helen Fraser, a resident of Gateside, spoke against the application. She stated that the retail units were not needed and that the impact of increased traffic and pollution would be detrimental to the surrounding residents. She also raised concerns about the impact on Haddington town centre; that many businesses would not be able to support the expected loss of trade; and that the cheap food available in Home Bargains could be matched by shops elsewhere in the town. While she was not against retail jobs she maintained that such employment should be meaningful. She added that many residents were concerned about the despoiling of the west side of Haddington and she cited the increased house-building and unattractive affordable housing as examples of this. She believed that it was the wrong place and wrong time for this application.

Local Member Councillor McMillan acknowledged the concerns expressed by Mrs Fraser although he disagreed with some of her statements. He also noted the views from the wider community regarding the potential impact of a retail park and the debate generated by proposals for a transport hub within the town. While he felt that this proposal would add a great deal to Gateside and could bring more visitors to Haddington, he was concerned that it was not consistent with a 'town centre first' policy and that its potential impact was unknown. He was also concerned about the timing while consultations on transport proposals for the town centre were still ongoing. He felt that this was not the right time to grant permission for this application and, with regret, he would not be supporting the officer's recommendation.

Councillor O'Donnell said it was important to ensure that residents, and particularly those without access to a car, could find affordable places to shop within their own community. She believed that the proposals would offer this advantage, as well as meaningful, flexible employment opportunities in the retail sector. While she valued the High Street in Haddington she felt that the town needed a variety of retail options and that these new units would be of particular advantage to those on low incomes.

Councillor Williamson agreed with Councillor O'Donnell but noted that Aldi's move out of the town centre would mean that it was no longer within easy walking distance for some residents. He agreed that people needed places to buy goods at reasonable prices and that this development would be to the advantage of those on limited incomes. He would be supporting the officer's recommendation.

Councillor Mackie asked if it would be possible to include a condition which prevented food operations within the retail park. She suggested that this might encourage shoppers to find places to eat in Haddington town centre.

Mr Dingwall acknowledged concerns about taking footfall away from the town centre but he reminded Members that the 2 restaurant/cafe units were a key component of the application. He said these should only be refused if there was a justifiable planning reason for doing so.

Councillor Bruce agreed with Councillor O'Donnell's remarks regarding employment opportunities. He expressed surprise that there was no minimum standard for the number of electric car charging points within retail applications and he asked officers to consider this for future applications.

Mr Dingwall said that the Council did have a policy but that it did not specify numbers and he acknowledged that this may require review. He suggested that if Members felt strongly they could propose an amendment to the conditions to specify the number of charging points.

Councillor Bruce proposed an amendment to Condition 23 stipulating that 6 charging point spaces be included in the car parking provision. This amendment was seconded by Councillor Findlay and approved by the Committee.

The Convener brought the discussion to a close. He acknowledged the concerns expressed about the impact on trade in the town centre. He said that similar concerns had emerged regarding a supermarket development in Dunbar but that it had not adversely affected town centre businesses. He stated that retail units needed to be built where people live and that businesses would continue to thrive in Haddington.

The Convener moved to the vote on the report recommendation, as amended, (to grant consent):

For: 7

Against: 1

Abstentions: 0

Decision

The Committee agreed to grant planning permission subject to the following amended conditions:

- 1 No development shall take place on site unless and until final site setting out details have been submitted to and approved by the Planning Authority.

The above mentioned details shall include a final site setting-out drawing to a scale of not less than 1:200, giving:

- a. the position within the application site of all elements of the proposed development and position of adjoining land and buildings;
- b. finished ground and floor levels of the development relative to existing ground levels of the site and adjoining land and building(s). The levels shall be shown in relation to an Ordnance Bench Mark or Temporary Bench Mark from which the Planning Authority can take measurements and shall be shown on the drawing; and
- c. the ridge height of the proposed buildings; shown in relation to the finished ground and floor levels on the site.

Reason:

To enable the Planning Authority to control the development of the site in the interests of the amenity of the area.

- 2 A schedule of materials and finishes and samples of such finishes for all components of the development, including buildings, ground surfaces and boundary enclosures shall be submitted to and approved by the Planning Authority prior to the material and finishes being used in the development. The materials and finishes used in the development shall accord with the schedule and samples of them so approved.

Reason:

To enable the Planning Authority to control the materials, finishes and colour to be used to achieve a development of good quality and appearance in the interest of the visual amenity of the area.

- 3 No development shall take place on site until temporary protective fencing in accordance with Figure 2 of British Standard 5837_2012 "Trees in relation to design, demolition and construction" has been installed, approved by the arboriculturist and confirmed in writing by the Planning Authority. The fencing must be fixed in to the ground to withstand accidental impact from machinery, erected prior to site start and retained on site and intact through to completion of development. The position of this fencing must be as indicated on the drawing 'Detailed Planting Plan (Sheet 1 of 13)' numbered 1206 / 03 rev I [to be revised], shall be positioned out with the Root Protection Area (RPA) as defined by BS5837:2012 for all trees and approved in writing by the Planning Authority.

All weather notices should be erected on said fencing with words such as "Construction exclusion zone - Keep out". Within the fenced off areas creating the Construction Exclusion Zones the following prohibitions must apply:-

- _ No vehicular or plant access
- _ No raising or lowering of the existing ground level
- _ No mechanical digging or scraping
- _ No storage of temporary buildings, plant, equipment, materials or soil
- _ No hand digging
- _ No lighting of fires
- _ No handling discharge or spillage of any chemical substance, including cement washings

Planning of site operations should take sufficient account of wide loads, tall loads and plant with booms, jibs and counterweights (including drilling rigs), in order that they can operate without coming into contact with retained trees.

Reason

In order to form Construction Exclusion Zones around retained trees and protect retained trees from damage.

- 4 All planting, seeding or turfing comprised in the approved details of landscaping on the drawing series titled 'Detailed Planting Plan' sheets 1 to 13 (drawing numbers 1206/ 03 Rev K ,1206/ 04 Rev H, 1206/ 05 Rev H, 1206/ 06 Rev I, 1206/ 07 Rev F, 1206/ 08 Rev J, 1206/ 09 Rev K, 1206/ 10 Rev F, 1206/ 11 Rev H, 1206/ 12 Rev I, 1206/ 13 Rev F, 1206/ 14 Rev F and 1206/ 15 Rev H) shall be carried out in the first planting and seeding season following the occupation or completion of any part of the development hereby approved, whichever is the sooner and in accordance with the approved 'Planting notes and Maintenance & Management Proposals'. Any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar species and final size, unless the Planning Authority gives written consent to any variation. No trees or shrubs, detailed in the approved landscaping plans to be retained on the site, shall be damaged or uprooted, felled, topped, lopped or interfered with in any manner without the previous written consent of the Planning Authority.

Reason:

In the interest of the visual amenity of the surrounding area.

- 5 The Rating Level, LA_rTr, of noise emanating from the proposed development shall be no more than 5dB (A) above the background noise level, LA_{90T}. All measurements to be made in accordance with BS 4142: 2014 "Methods for rating and assessing industrial and commercial sound".

Reason:

In the interest of the residential amenity of surrounding occupiers.

- 6 Noise associated with the operation of any associated plant and equipment shall not exceed Noise Rating curve NR₂₀ at any octave band frequency between the hours of 2300-0700 and Noise Rating curve NR₂₅ at any octave band frequency between the hours of 0700-2300 within any neighbouring residential property. All measurements to be made with windows open at least 50mm.

Reason:

In the interest of the residential amenity of surrounding occupiers.

- 7 Prior to any use being made of the service delivery yard hereby approved, a 2m high acoustic barrier shall be constructed along the eastern boundary of the proposed service delivery yard. The fence shall be close boarded with no holes or gaps and be constructed prior to operation of the service yard. The acoustic barrier shall thereafter retained, unless otherwise approved in writing by the Planning Authority.

Reason:

In the interest of the residential amenity of surrounding occupiers.

- 8 No work shall be carried out on the site unless and until an effective vehicle wheel washing facility has been installed in accordance with details to be submitted to and approved by the Planning Authority prior to its installation. Such facility shall be retained in working order during the construction period and used such that no vehicle shall leave the site carrying earth and mud in their wheels in such a quantity which causes a nuisance or hazard on the road system in the locality.

Reason

In the interests of road safety.

- 9 No development shall take place until there has been submitted to and approved in writing by the Planning Authority a litter management plan. The litter management plan shall thereafter be implemented in full accordance with the details so approved.

Reason:

In the interests of the character and appearance of the area.

- 10 No less than 25%, and no more than 30%, of the total sales floor space area of the overall Class 1 uses hereby approved shall be available for the sale of comparison goods.

Reason:

In order to retain control over the format of retail development at the site and in the interests of safeguarding the vitality and viability of the retail function of Haddington Town Centre.

- 11 The maximum Class 1 gross internal retail area hereby approved shall be restricted to a total of 4,350 square metres including any upper or mezzanine floors. Unless otherwise approved in writing by the Planning Authority, the retail units shall be retained in perpetuity in the use, format and internal floor area allocation as shown on the docketed drawings, namely:

Unit 1- 1,754 square metres gross internal floor area;
Unit 2- 1,393 square metres gross internal floor area; and
Unit 3- 1,203 square metres gross internal floor area.

Reason:

To ensure that the development does not unacceptably harm the vitality and viability of Haddington Town Centre.

- 12 Prior to the site opening for trade, the proposed site access roads, parking spaces, footpaths and bus stops and lay-bys shall have been constructed on site, in accordance with that which is shown on the docketed plans. Those areas of land shall not thereafter be used for any other purpose than for accessing and for the parking of vehicles and shall not be adapted or used for other purposes without the prior written approval of the Planning Authority.

Reason:

In the interest of highway safety in the area.

- 13 The proposed roads, parking spaces, footpaths, footways, cycleways, bus stops & lay-bys shall be laid out as shown in drawing numbers G2741 AL(0)003 Rev.24 received December 2019.

Reason:

In the interest of highway safety in the area.

- 14 The access junction with the B6471 road shall incorporate a visibility splay of 4.5 metres by 70 metres, which shall be provided and maintained so that no obstruction lies within it above a height of 1.05 metres measured from the adjacent carriageway surface.

Reason:

In the interest of highway safety in the area.

- 15 Prior to the use of any of the retail or Class 3 units hereby approved, a shared use pedestrian and cycle 'Toucan' type crossing of the B6471 shall be provided, in accordance with details to be submitted to and approved in writing by the Planning Authority in advance of its provision. The 'Toucan' crossing shall thereafter be retained fully in compliance with the approved details unless otherwise approved by the Local Planning Authority.

Reason:

In the interest of pedestrian safety in the area.

- 16 Prior to the use of any of the retail or Class 3 units hereby approved, the footpaths and footways shown on drawing no. G2741 AL(0)003 Rev.24 received December 2019 B6471 shall be formed, in accordance with details to be submitted to and approved in writing by the Planning Authority in advance of formation. The footpaths and footways shall thereafter be retained in accordance with the approved details unless otherwise approved by the Planning Authority.

Reason:

In the interest of pedestrian safety in the area.

- 17 A visibility splay of 4.5 metres by 70 metres shall be provided and maintained at the junction of the existing un-adopted service road immediately to the east of the application site, with the B6471, so that no obstruction lies within it above a height of 1.05 metres measured from the adjacent carriageway surface.
- Reason:
In the interest of highway safety in the area.
- 18 Prior to the commencement of development a detailed condition survey of the construction access route from the Oaktree roundabout to the construction access to the application site shall be jointly undertaken by the developer and East Lothian Council Roads Services. During the period of construction of the development a similar joint inspection shall be carried out to assess the condition of the route on each anniversary of the commencement of development. Any damage identified as a result of construction activities shall be repaired or resurfaced by the developer in compliance with the Council's specifications and requirements at no cost to the Council as Roads Authority.
- Reason:
In the interests of road safety.
- 19 Bus Shelters shall be provided at the existing east and westbound bus stops on the B6471, which are located to the east of the application site. Details shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site and the bus stops shall thereafter be installed prior to the use of the site commencing. The bus stops shall thereafter be retained in accordance with the approved details unless otherwise approved by the Local Planning Authority.
- Reason:
In the interest of public transport improvements in the area.
- 20 Prior to the commencement of development, a timetable for the submission of Stage 2, 3 & 4 Road Safety Audits shall be submitted to and approved in writing by the Local Planning Authority. The processes to be completed through Stages 2, 3 & 4 are Completion of Detailed Design, Completion of Construction & Post Opening Monitoring using 12 months of validated post scheme opening road traffic collision data - all in accordance with GG119 Road Safety Audit Rev1. The Road Safety Audit is to include; the proposed retail park access junction, existing service road junction, new footways, uncontrolled and signal controlled pedestrian crossings and double 'D' islands where provided. The Road Safety Audits shall thereafter be submitted in accordance with the timetable so approved.
- Reason:
In the interest of highway safety in the area.
- 21 A Construction Method Statement to minimise the impact of construction activity on the amenity of the area shall be submitted to and approved by the Planning Authority prior to the commencement of development. The Construction Method Statement shall recommend mitigation measures to control noise, dust, construction traffic and shall include hours of construction work. Temporary measures shall be put in place to control surface water drainage during the construction works.
- The construction of the development shall thereafter be carried out in strict accordance with the Construction Method Statement so approved.
- Reason:
In the interest of residential amenity of nearby occupiers during the construction work associated with the development hereby approved.
- 22 No part of the development shall be occupied until a Green Travel Plan (GTP) has been submitted and approved by the planning authority in consultation with the Road Services. The GTP shall have particular regard to provision for walking, cycling and public transport access to and within the site, and will identify the measures to be provided, the system of management, monitoring, review, reporting and duration of the plan.
- The recommended measures shall thereafter be fully undertaken in accordance with the GTP so approved.
- Reason:
In the interest of the promotion of green travel associated with the development hereby approved.
- 23 Prior to the commencement of development, a report on the actions to be taken to reduce the Carbon Emissions from the build and from the completed development shall be submitted to and approved in writing by the Planning Authority. This shall include the provision of renewable technology for all new

buildings, where feasible and appropriate in design terms, and 6 new car charging points and infrastructure for them, where feasible and appropriate in design terms. The details shall include a timetable for implementation. Development shall thereafter be carried out in accordance with the report so approved.

Reason:

To minimise the environmental impact of the development.

- 24 Prior to the commencement of development, details of measures to ensure that shopping trolleys cannot access the Haddington-Longniddry railway walk shall be submitted to and approved in writing by the Planning Authority. The measures so approved shall thereafter be fully undertaken prior to any of the retail units being open to trade.

Reason:

In the interests of pedestrian safety and the environment.

- 25 Prior to the commencement of development, a SUDS scheme shall be submitted to and approved by the Planning Authority, following consultation with SEPA, and all work shall be carried out in accordance with the details so approved.

Reason:

To ensure adequate protection of the water environment from surface water run-off.

5. PLANNING APPLICATION NO. 19/00933/P: INSTALLATION OF BT CABINET AT THE GRASS AREA OPPOSITE 5 EKSIDE WEST, MUSSELBURGH

A report was submitted in relation to Planning Application No. 19/00933/P. Mr Kiely, presented the report, summarising the key points. The proposed decision set out in the report was to grant consent.

Mr Kiely and Mr Dingwall responded to questions from Members on the number of boxes already on the site, the possibility of combining them, the issue of installing boxes in inappropriate locations and in doing so without the required planning permission.

Mr Dingwall indicated that officers would remind telecoms companies of the need to seek appropriate planning permissions; to engage with planners in pre-application work to identify suitable locations; and to take account of community concerns over visual impact.

There were no speakers on this application and the Convener moved directly to the debate.

Local Member Councillor Williamson observed that several years ago a smaller cabinet had been installed, sited away from adjacent properties, and since then 2 other cabinets had been installed nearby. He noted that these had been installed without planning permission and that the current application was retrospective. He urged Members to consider the visual impact of a further cabinet on this site and the wider impact on the conservation area. Reading from the planning officer's report, he noted that there was no suggestion of an alternative location having been considered. He concluded that telecoms companies should be reminded of their responsibilities and also required to remove redundant cabinets.

Members discussed the size, proximity and siting of telecoms cabinets more generally and whether conditions could be imposed to reduce harmful impacts on the amenity of local areas. Mr Dingwall confirmed that there were technical and access issues which regulated the distance between cabinets. However, he agreed to discuss future policy with his colleagues and the Chair offered to write to the telecoms companies to make clear the Committee's concerns.

Mr Dingwall said that if Members were minded to grant planning permission, they could add a condition stipulating that cabinets be removed when they were no longer in use.

Councillor Williamson proposed this as an amendment to the report recommendation. This was seconded by Councillor McMillan and agreed by the Committee.

The Convener moved to the vote on the report recommendation, as amended, (to grant consent):

For: 8
Against: 0
Abstentions: 0

Decision

The Committee agreed to grant planning permission subject to the following condition:

1. In the event that the telecommunications cabinet within the site becomes redundant it must be removed to the satisfaction of the Planning Authority within two months of it becoming redundant.

Reason:

To minimise the level of visual intrusion, in the interests of the character and appearance of the Musselburgh Conservation Area.

Signed

Councillor Norman Hampshire
Convener of the Planning Committee