



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

**TUESDAY 19 AUGUST 2025  
COUNCIL CHAMBER, TOWN HOUSE, HADDINGTON  
& HYBRID MEETING FACILITY**

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**Committee Members Present:**

Councillor N Hampshire (Convener)  
Councillor L Allan (R)  
Councillor C Cassini  
Councillor D Collins (R)  
Councillor J Findlay  
Councillor A Forrest  
Councillor N Gilbert (R)  
Councillor C McGinn  
Councillor S McIntosh  
Councillor K McLeod  
Councillor J McMillan  
Councillor C Yorkston

**Other Councillors Present:**

Councillor G McGuire  
Councillor S Akhtar

**Council Officials Present:**

Mr G Marsden, Service Manager – Planning  
Mr C Grilli, Service Manager – Governance  
Ms E Taylor, Team Manager – Planning Delivery  
Mr D Irving, Senior Planner  
Mr B Nicolson, Planner  
Ms A Law, Assistant Planner  
Mr S Robertson, Assistant Planner (R)  
Ms M Haddow, Senior Roads Officer  
Ms L Hunter, Senior Roads Officer (R)  
Mr J Canty, Transport Planner (R)  
Mr G McLeod, Transport Planner (R)  
Ms S Cheyne, Projects Officer – Landscape (R)  
Mr C Wiseman, Projects Officer – Landscape (R)  
Mr I Chalmers, Team Manager – Structures & Flooding (R)  
Ms E Barclay, Democratic Services Assistant  
(R) = remote participant

**Clerk:**

Ms B Crichton

**Visitors Present/Addressing the Committee:**

Item 2: Mr A Fendick, Ms L McIntosh, Mr D Tough, and Ms B Everett

Item 3: Mr A Lilley, Ms A Clark, Mr C Bruce, and Ms J Bell

Item 4: Mr G Patrick

Item 5: Mr G Anderson and Mr J Hyslop

Item 6: Mr P Hinchcliffe, Ms H Naish, Ms C Duffy, and Mr L Mitchell

**Apologies:**

None

**Declarations of Interest:**

None

The clerk advised that the meeting was being held as a hybrid meeting; that the meeting would be recorded and live streamed; and that it would be made available via the Council's website as a webcast, in order to allow public access to the democratic process in East Lothian. She noted that the East Lothian Licensing Board was the data controller under the Data Protection Act 2018; that data collected as part of the recording would be retained in accordance with the Council's policy on record retention; and that the webcast of the meeting would be publicly available for five years from the date of the meeting.

The committee clerk recorded the attendance of Planning Committee members by roll call.

**1. MINUTES FOR APPROVAL  
Planning Committee, 25 June 2025**

Planning Committee members agreed the minutes as an accurate record of the meeting.

**2. PLANNING APPLICATION NO. 24/01122/P: CHANGE OF USE OF LAND FOR THE KEEPING OF HORSES TO THE SITING OF SIX GLAMPING PODS FOR HOLIDAY LET AND ASSOCIATED WORKS, LAND EAST OF 23A BOGGS HOLDINGS, THE BOGGS, PENCAITLAND**

A report had been submitted in relation to planning application no. 24/01122/P. Bruce Nicolson, Planner, presented the report, highlighting the salient points. He also advised Committee members of an amendment to recommended Condition 4 to include fencing detail. The report recommendation was to grant consent.

Officers responded to questions from Committee members relating to: the caravan site which had previously sat opposite the site; additional journeys generated by the development; drainage and sewage plans; matters which would be covered under the licensing regime, including officers' opinion that the submitted management plan was adequate and that additional conditions were not required. Councillors also asked questions about: traffic assessment; the visibility splay at the entrance to the site; flooding risk; potential impact on nearby agricultural land; engagement with objectors; the potential for adding reflective strips to the entrance way; and the potential for development of a remote car park. Councillor McIntosh also asked that that fire risk be discussed when the licensing application was determined.

Andrew Fendick, one of the applicants, spoke to the application, and highlighted: Boggs Holdings' tradition of supporting small rural businesses, and the importance of preserving its unique character and of providing good accessibility; the target audience of cyclists, golfers, and families; the proposals' alignment with policies on rural diversification; and the plans to further increase the site's biodiversity. Following his presentation, he responded to questions on: reporting of concerns to management; his experience in the industry, and the business' values; whether other areas had been considered to site the pods; risks associated with guests' interactions with local livestock; and the policing of the site. He expressed that the time for community engagement was after a planning decision had been made. He said that the use of solar power was still under consideration, but undertook to consider alternative car charging units. On the matter of fire prevention, Mr Fendick gave assurance that the use of barbecues and fire pits would be prohibited if, in a period of extreme dry, there was local concern over grassland fires. He advised that the development would be scaled up over time, and expected that just two pods would be offered initially.

David Tough spoke against the application. He felt the application's assessment ignored the avoidance of conflict with neighbouring areas which had other uses, and discussed the potential pitfalls of a lack of on-site management. He also discussed ways in which he considered the management plan to be flawed. Following his presentation, Mr Tough responded to questions on potential other locations, the dangers of the local roads, and the aspects of the site he considered to require management.

Lindsey McIntosh spoke against the application, and discussed: that the development would be the largest glamping site in the ward; how more direct oversight would encourage a timelier response to problems; the risk posed by guests' dogs to local livestock; the loss of privacy for residents; concerns over late night noise issues; concerns that the site could become two separate developments in the future; and the development's location on prime agricultural land. In response to a question, she described the location of the surrounding properties whose residents she felt would be disrupted.

Becky Everett spoke against the application, and discussed: that she considered the proposals went against National Planning Framework 4 (NPF4) Policy 29, and East Lothian Local Development Plan (LDP) 2018 Policies DP1 and DP2; the development's location within 250m of residential dwellings and the area's lack of streetlights or pavement; issues of noise, odour, and fumes; road safety issues due to use of the 60mph road by walkers, cyclists, and tractors; concerns over potential sewage issues; potential livestock stress; and her concern that approval would set a precedent in Boggs Holdings. She asserted that the proposed development was not compatible with neighbouring land. In response to a question, Ms Everett confirmed that she had not been consulted on mitigations for interaction with livestock.

In the debate stage, Planning Committee members, along with local members, Councillors Akhtar and McGuire, raised concerns about: the application not being compliant with policy; road safety; loss of amenity for residents; loss of the unique character of Boggs Holdings; the applicants' lack of engagement with residents, and the lack of community support for the plans; the potential for the site to become two separate developments in the future; guests' interactions with livestock; the lack of on-site management; and the loss of prime agricultural land. Some Committee members suggested that they may have been able to support a smaller development, while others pointed out that many of the issues raised were not related to planning concerns. There was acknowledgement of the biodiversity gain from the proposed new planting. There was also suggestion that developing a separate parking area would minimise the laying of new road.

The Convener expressed that he would support the application, but added that he would ask the applicants to reconsider the layout of the site and to add the new planting as early as possible; he also pointed out that refusal could lead to an appeal and the Council's loss of control over conditions.

Following the debate, and after seeking advice from Graeme Marsden, Service Manager – Planning, and agreement from Mr Fendick, Councillor McMillan formally proposed that the application be continued to allow the applicants time to address some of the concerns raised during the debate stage, and this was seconded by Councillor Hampshire. The Planning Committee unanimously supported the continuation of the application by roll call vote.

### **Decision**

The Planning Committee agreed to continue the application.

### **3. 25/00001/SGC: ENERGY CONSENTS UNIT (ECU) CONSULTATION: SECTION 36 – THE DEVELOPMENT OF A BATTERY ENERGY STORAGE SYSTEM (BESS) AND ASSOCIATED INFRASTRUCTURE, INCLUDING CONNECTING UNDERGROUND CABLING TO THE EXISTING SUBSTATION, ON APPROXIMATELY 1.4 HECTARES OF LAND NORTH OF PITCOX, (ECU00004992), LAND NORTH OF PITCOX**

A report had been submitted in relation to Energy Consents Unit (ECU) consultation no. 25/00001/SGC. Amy Law, Assistant Planner, presented the report, highlighting the salient points. She also provided amended wording for recommended Condition 10, noted below. The recommendation was to approve the report and consultation response.

Responding to questions, officers provided information on: the process following the Council's submission of an objection to the ECU; the lack of enforceability of conditions on third party engagement with an organisation which was not a named body (such as community councils); and the Council's standards for surface water and drainage. Ms Law advised that the application had not been through the Council's pre-application process.

Andrew Lilley and Anna Clark spoke to the application, and discussed: the process for identifying the site; public consultation and community engagement, and the amendments made following feedback; attendance at community council and East Lothian Energy Forum meetings; the financial contribution made to the East Lammermuir Local Place Plan; the further landscaping achieved by condition; their hope that shorter batteries would be on the market by their installation period; and the reprofiling of the site for drainage. They also noted the lack of community representation, and that the closest neighbour did not object to the plan. In response to questions, they advised that: the pre-application process had been missed because of timescales for connection to the grid; that a fund of £10,000 per year would be split between West Barns and East Lammermuir Community Councils; and that options for shared community ownership had not been considered.

Jacquie Bell highlighted community concerns on behalf of West Barns Community Council, including: road safety, particularly at the Thistly Cross Roundabout, and volumes of construction traffic; the cumulative impact of green energy projects on the landscape, and that a greater number of applications had been made than was needed for 2030 net zero targets; the development's impact on habitat and wildlife corridors; and the potential environmental impact of a battery fire.

Chris Bruce made representation on behalf of East Lammermuir Community Council. He

advised that the Community Council neither objected to or supported the proposals, and welcomed the strong recommendations regarding fire safety, lighting, and the focus on local employment. The Community Council sought alignment in the Council's response on the matters of management of construction traffic and biodiversity proposals. He noted that an Environmental Impact Assessment should be carried out, due to another green energy project recently having been consented nearby the site. The developer's engagement with the Biodiversity Community Liaison Group was also sought by condition.

Responding to Mr Bruce, Mr Marsden pointed out that the Biodiversity Officer had already deemed the Biodiversity Enhancement Plan to be acceptable, so this did not remain as a matter to be determined. He advised that, outside of the planning process, Keith Dingwall, Head of Development, was going to write to developers to ask them to engage with local groups on cumulative traffic impact and biodiversity matters.

In the debate stage, Committee members made comment on: the project enabling the farm to diversify; their a desire to require a Habitat Management Plan as standard in future applications; the good location; the requirement for a more joined-up approach to community engagement; and the significant cumulative impact of green energy projects on East Lammermuir.

Councillor McIntosh proposed an amendment to the fourth bullet point in the conclusion of the report, which would now read that the Council objected on the grounds of 'insufficient information on surface water flooding and an insufficient level of flood protection'. This was seconded by Councillor Cassini.

The Convener then moved to a roll call vote, and Committee members unanimously voted in support of approving the consultation response, as amended by Councillor McIntosh's proposal.

## **Decision**

Planning Committee agreed:

- 1 That the Council strongly recommended that the ECU should satisfy themselves that either the proposed BESS would not result in an unacceptable fire safety risk or that the matter of fire risk is competently dealt with under other legislation. The Council further recommended that the ECU should consider whether a safety management plan should be required. The ECU should also consider whether it is necessary to further consult with the Health & Safety Executive on this matter.
- 2 That the Scottish Government Energy Consents Unit be informed that East Lothian Council objects to the granting of consent under Section 36 of the Electricity Act 1989 for the reasons set out in the report (as amended at bullet point 4);
- 3 That the East Lothian Chief Planning Officer be authorised to undertake any discussions with the Scottish Government Energy Consents Unit to resolve these objections and conditions to be attached to the consent if required;
- 4 That East Lothian Council's Chief Planning Officer be authorised to undertake any discussions with the Scottish Government Energy Consents Unit to agree any further amendment to the proposal, that in his/her opinion did not have a materially greater impact on interests within East Lothian; and
- 5 That if consent is granted then it be subject to the following conditions:

## RECOMMENDED CONDITIONS

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

To ensure that the development is commenced within a reasonable period.

- 2 Prior to the commencement of development details of the finishing colours for all of the components of development shall be submitted to and approved in writing by the Planning Authority. Development shall thereafter be carried out in accordance with the details so approved.

Reason:

In the interests of the visual amenity of the area.

- 3 Prior to the commencement of any development a report on the actions to be taken to reduce the Carbon Emissions 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 including the consideration of any opportunities for heat recovery systems, 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.

- 4 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" and as detailed on drawing 'Figure 5 – Arboricultural Method Statement' numbered 22494-ARB-03 as detailed in the arboricultural report by Ecus Limited dated November 2024 has been installed, approved and confirmed in writing by the Planning Authority. The fencing must be fixed into 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 'Figure 5 – Arboricultural Method Statement' numbered 22494-ARB-03 in the above arboricultural report, shall be positioned outwith 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. All trees on and adjacent to the site shall be retained and protected in accordance with British Standard BS5837:2012 'Trees in relation to design, demolition and

construction' and no tree works shall be undertaken without the prior approval of the local planning authority.

- 5 All planting, seeding or turfing comprised in the approved details of landscaping on the drawings titled 'Soft Landscape Proposals Overview' with drawing number 22494-LD-01 rev G [or as revised], 'Soft Landscape Proposals – Planting Plan' with drawing number 22494-LD-02 rev G [or as revised], 'Soft Landscape Proposals – Planting Plan' with drawing number 22494-LD-03 rev G [or as revised], 'Soft Landscape Proposals – Planting Plan' with drawing number 22494-LD-04 rev G [or as revised], 'Outline Specification and Planting Schedule' with drawing number 22494-LD-05 rev C [or as revised] 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. All planting shall be established and maintained in accordance with the details on the above drawings. Any trees, hedges or plants which die, are removed or become seriously damaged or diseased within a period of ten years from the completion of the development 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 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 landscape shall be retained and maintained to accord with the details of the approved details of landscaping.

Reason:

To ensure establishment of a landscape scheme that improves the amenity of the area.

- 6 A full landscape management plan for the life of the development shall be submitted prior to commencement of development for the approval of the planning authority to show how the landscaping will be established and developed. The woodland shall be retained once the development is finished and shall not be included in any proposals to return the site to agricultural land.

Reason:

To ensure the establishment of woodland to aid the delivery of the Tree and Woodland Strategy for East Lothian

- 7 The measures set out in the Landscape and Ecological Management Plan (Ecus, December 2024), the Biodiversity Net Gain Assessment (Ecus, December 2024) and the Landscape Plans docketed to this application as so approved shall be implemented in full hereby approved and shall thereafter be retained, unless otherwise approved in writing by the Planning Authority.

Thereafter, the measures, as so approved, shall be implemented within 12 months of the date of this grant of planning permission and shall thereafter be retained and maintained in accordance with the implementation and management schedules, unless otherwise approved in writing by the Planning Authority.

Reason:

In the interests of protecting and enhancing biodiversity on the site and within the surrounding area.

- 8 No development shall take place on the proposed site until the applicant has undertaken and reported upon a programme of archaeological work (8% Archaeological evaluation by trial trenching) in accordance with a written scheme of investigation which has been submitted by the applicant (or their agent) and approved by the planning authority.

Reason:

In the interests of the historic environment including archaeological remains.

- 9 Prior to the commencement of development a Public Access Management Plan shall be submitted to and approved in writing by the Planning Authority. The Public Access Management Plan shall include the following details:

(i) Measures to manage and control the speeds of construction traffic, including advisory speed limit signage on the local road network; and  
(iii) Details of any temporary and permanent infrastructure that will be delivered to ensure the safe and convenient active travel routes in the local area, including a timetable for the implementation of the measures.

Thereafter, the Public Access Management Plan shall be implemented and complied with in accordance with the approved details, unless otherwise approved in writing by the Planning Authority.

Reason:

To ensure the safe continuation of public access and amenity.

- 10 There shall be no lighting installed unless and until details of external lighting (including details of the lighting units and any emergency lighting, the time period for illumination for each unit, the angle and intensity of illumination and hours of operation) has been submitted to and approved in writing by the Planning Authority. Unless essential emergency lighting only, any other lighting must not be operational unless personnel are on site.

Reason:

In the interests of the visual amenity of the area.

- 11 The northern and western boundaries of the development site shall be provided with acoustic barriers as described in paragraphs 4.10-4.13 of the Noise Impact Assessment Report Ref 13809.01.v3 of November 2024, or equivalent barriers that provide the same level of attenuation of noise.

Reason:

To safeguard the amenity of nearby noise sensitive properties

- 12 Prior to commencement of development, the Flood Risk Assessment and Outline Surface Water Drainage Strategy shall be updated and submitted to and approved by the Planning Authority. The development shall thereafter be carried out in strict accordance with the details so approved, unless otherwise agreed in writing with the Planning Authority.

Reason:

To ensure the development is appropriately protected against flood risk and does not give rise to increased flood risk elsewhere.

- 13 The Development will disconnect from the grid and cease to import or export electricity no later than the date falling forty years from the date of Final Commissioning. The total period for operation of the Development, decommissioning and restoration of the Site in accordance with this condition shall not exceed forty-one years and six months from the date of Final Commissioning without prior written approval of the Scottish Ministers in consultation with the Planning Authority.

Reason:

To ensure the development only operates within its designed and planning lifespan.

- 14 If the Development fails to export electricity via the grid connection for a continuous period of twelve months, then it shall be deemed to be redundant and unless otherwise agreed in writing with the Planning Authority, the Company shall undertake the decommissioning, restoration and aftercare of the Site as required by other stated conditions.

Reason:

To ensure that if the Development becomes redundant the equipment is



removed from the site, in the interests of safety, amenity and environmental protection.

- 15 No development shall commence unless and until a Decommissioning, Restoration and Aftercare Strategy has been submitted to, and approved in writing by, the Planning Authority. The strategy shall include measures for the decommissioning of the Development and restoration and aftercare of the site, and shall include, without limitation, proposals for the removal of the above ground elements of the Development, confirmation of the status of subterranean elements of the Development (retention, removal, or other such proposal), the treatment of ground surfaces, the management and timing of the works and environmental management provisions.

Unless the Development has been deemed to be redundant under condition 12, no later than twelve months prior to decommissioning of the Development or the expiry of the section 36 consent (whichever is the earlier) a Detailed Decommissioning, Restoration and Aftercare Plan, based upon the principles of the approved Decommissioning, Restoration and Aftercare Strategy, shall be submitted for the written approval of the Planning Authority.

If the Development has been deemed to be redundant under condition 12, no later than twelve months from the date the Development has been deemed to be redundant, a Detailed Decommissioning, Restoration and Aftercare Plan, based upon the principles of the approved Decommissioning, Restoration and Aftercare Strategy, shall be submitted for the written approval of the Planning Authority.

The Detailed Decommissioning, Restoration and Aftercare Plan shall provide updated and detailed proposals, in accordance with relevant guidance at that time, for the removal of above ground elements of the Development, the treatment of ground surfaces, confirmation of the status of subterranean elements of the Development (retention, removal, or other such proposal), the management and timing of the works and environment management provisions which shall include (but is not limited to):

- (a) a site waste management plan (dealing with all aspects of waste produced during the decommissioning, restoration and aftercare phases);
- (b) details of the formation of any construction compounds, welfare facilities, any areas of hardstanding, turning areas, internal access tracks, car parking, material stockpiles, oil storage, lighting columns, and any construction compound boundary fencing;
- (c) a dust management plan;
- (d) details of measures to be taken to prevent loose or deleterious material being deposited on the local road network, including wheel cleaning and lorry sheeting facilities, and measures to clean the site entrances and the adjacent local road network;
- (e) a pollution prevention and control method statement, including arrangements for the storage and management of oil and fuel on the site;
- (f) details of measures for soil storage and management;
- (g) a surface water and groundwater management and treatment plan, including details of the separation of clean and dirty water drains, and location of settlement lagoons for silt laden water;
- (h) details of measures for sewage disposal and treatment;
- (i) temporary site illumination;
- (j) the construction of any temporary access into the site and the creation and maintenance of associated visibility splays;
- (k) details of watercourse crossings; and
- (l) a species protection plan based on surveys for protected species carried out no longer than eighteen months prior to submission of the plan.

The Development shall be decommissioned, the site restored, and aftercare undertaken in accordance with the approved Detailed Decommissioning, Restoration and Aftercare Plan, unless and until otherwise agreed in writing in advance with the Planning Authority.

Reason:

To ensure the decommissioning and removal of the Development in an appropriate and environmentally acceptable manner and the restoration and aftercare of the site, in the interests of safety, amenity and environmental protection.

- 16 No development shall commence unless and until a bond or other form of financial guarantee in terms reasonably acceptable to the Planning Authority which secures the cost of performance of all decommissioning, restoration and aftercare obligations are submitted to the Planning Authority.

The value of the financial guarantee shall be agreed between the Company and the Planning Authority or, failing agreement, determined (on application by either party) by a suitably qualified independent professional as being sufficient to meet the costs of all decommissioning, restoration and aftercare obligations.

The financial guarantee shall be maintained in favour of the Planning Authority until the date of completion of all decommissioning, restoration and aftercare obligations.

The value of the financial guarantee shall be reviewed by agreement between the Company and the Planning Authority or, failing agreement, determined (on application by either party) by a suitably qualified independent professional no less than every five years and increased or decreased to take account of any variation in costs of compliance with decommissioning, restoration and aftercare obligations and best practice prevailing at the time of each review.

Reason:

To ensure that there are sufficient funds to secure performance of the decommissioning, restoration and aftercare conditions attached to this deemed planning permission in the event of default by the Company.

- 17 Prior to commencement of development details of measures to seek to maximise local employment opportunities relating to the proposed Battery Energy Storage System shall be submitted to and approved by the Planning Authority. Those measures shall include a timetable for implementation. Development shall thereafter be carried out in accordance with the details so approved.

Reason:

In the interests of the local economy.

*Sederunt: Councillors Gilbert and Collins left the meeting.*

**4. PLANNING APPLICATION NO. 25/00236/PM: SECTION 42 APPLICATION TO VARY CONDITION 3 OF PLANNING PERMISSION IN PRINCIPLE 18/00937/PPM – TO INCREASE NUMBER OF UNITS TO BE BUILT ON THE SITE TO NO MORE THAN 577, LAND AT WINDYGOUL, SOUTH TRANENT**

A report had been submitted in relation to planning application no. 25/00236/PM. Emma Taylor, Team Manager – Planning Delivery, presented the report, highlighting the salient points. The report recommendation was to grant consent.

Officers responded to questions from Committee members on: the stage at which final unit numbers were determined in a development; the developer contributions required towards increasing school capacity; and the capacity of the junction at Elphinstone Road.

At the debate stage, local members commented on concerns about traffic and near misses at the junction at Elphinstone Road, and asked to be sighted on the traffic modelling in this area. Committee members also commented on the importance of paths to encourage cycling to work; their continued desire to encourage use of public transport; and the need to have accurate unit numbers from the early application stages.

The officer's recommendation to grant consent was unanimously supported by roll call vote.

## Decision

Planning permission was granted subject to the prior conclusion of a Section 75 amendment and the following conditions:

- 1 The development hereby approved shall begin before the expiration of 5 years from the date of this permission.

Reason:

Pursuant to Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 The submission for approval of matters specified in conditions of this grant of planning permission in principle shall include details of the siting, design and external appearance of all the residential units, any other buildings, any artwork to be erected on the site, the means of road, pedestrian and cycle accesses, the means of any enclosure of the boundaries of the site and of gardens and other subdivisions of the site and the landscaping of the site and those details shall generally accord with the Site Layout drawing with drawing reference 18006(PL)001F docketed to planning permission in principle 18/00937/PPM but additionally shall comply with the following requirements:

a) The residential units shall be no higher than two storeys in height and the external finish to their walls shall be predominantly rendered and coloured in accordance with a co-ordinated colour scheme that respects the layout of the development;

b) Other than in exceptional circumstances where the layout or particular building type does not permit, the residential units shall be orientated to face the street Notwithstanding that shown on the docketed site plan the houses denoted with an asterix shall have dual frontages. Otherwise where a building is located on a corner of more than one street, it shall have enhanced gable(s) to ensure it has an active elevation to each street it faces;

c) There shall be no integral garages, unless it can be justified as an exceptional design feature, or where the house and garage would not be on a primary or secondary street frontage;

d) The detailed design of the layout shall otherwise accord with the principles set out in the Council's Design Policies and with Scottish Government Policy Designing Streets;

e) Notwithstanding that shown in the Indicative Masterplan docketed to this planning permission in principle, there shall be at least a 9 metres separation distance between the windows of a proposed new building and the garden boundaries of neighbouring residential properties and an 18 metres separation distance between directly facing windows of the proposed new building and the windows of existing or proposed neighbouring residential properties;

f) parking for the residential development hereby approved shall be provided at a rate as set out in the East Lothian Council Standards for Development Roads- Part 5 Parking Standards;

g) all access roads shall conform to East Lothian Council Standards for Development Roads and Design Standards for New Housing Areas in relation to roads layout and

construction, footways and footpaths, parking layout and number, street lighting and traffic calming measures;

h) 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 metres 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;

i) Within residential private parking areas the minimum dimensions of a single parking space shall be 2.5 metres by 5.0 metres.

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

k) Vehicle accesses to private parking areas (i.e. other than driveways) shall be via a reinforced footway crossing and have a minimum width of 5.5 metres over the first 10 metres to enable adequate two way movement of vehicles;

l) The front, rear and side boundary treatments of each residential, unit shall be in accordance with a detailed boundary treatment scheme which shall provide for wall, hedge or railing boundary treatments where those boundaries face public spaces and for other appropriate boundary treatments between individual properties where not facing public spaces;

m) Unless where detailed otherwise in the docketed Site Plan drawing footpaths within the site shall be hardsurfaced in accordance with details to be agreed in writing with the Planning Authority.

No part of the development hereby approved shall be begun on the site until all of the above details have been submitted to and approved in writing by the Planning Authority. The development shall be carried out in accordance with the details so approved.

Reason:

To enable the Planning Authority to control the development in the interests of the amenity of the development and of the wider environment and in the interests of road safety.

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

o A north-south path from the north-west corner of the affordable housing to the northernmost proposed path which runs from the Ormiston Road to the school.

o A path connection from the south-east corner of the site to connect with the national cycle route N196 to Ormiston.

o A path linking the northern part of the application site to the public road of Winton Court

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 drainage infrastructure, equipped play facilities, sports pitch, 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 No more than 577 residential units shall be erected on the site.

Reason:

To ensure that there is sufficient education capacity and to restrict the scale of development to that applied for.

- 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 2025/26 – 71 residential units

Year 2026/27 – 116 residential units

Year 2027/28 – 117 residential units

Year 2028/29 – 49 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 2029/30 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 erection of any residential units full details of all noise mitigation measures shall be submitted to and approved in advance by the Planning Authority. The mitigation measures shall include, but may not be limited to,

\* the construction of an acoustic barrier approx. 4 metres in height and comprising an acoustic fence atop an earth bund. The location of the barrier will be in the south portion of the site adjacent to the eastern boundary of the Research Centre;

\* placement of bungalows in the cul-de-sac beyond the barrier, to eliminate the potential for lines of sight over the top of the barrier from first floor habitable rooms;

\* positioning of principle gardens on the far side of associated dwellings from the Research Centre incinerator, to create localised acoustic screening, minimising the potential for any residual impacts; and

\* minimising habitable room glazing elements facing directly towards the Research Centre by arranging future dwellings around recognised potential noise sources with the gable end orientated towards the source; this limits the angle of view from future habitable room windows.

These mitigation measures shall be such that the following design criteria shall be met:

1. The Rating Level, LArTr, of noise associated with the operation of the existing research facility (when measured 3.5m from the façade of any proposed residential property) shall be no more than 5dB (A) above the background noise level, LA90T. All measurements to be made in accordance with BS 4142: 2014 "Methods for rating and assessing industrial and commercial sound".

2. Noise associated with the operation of any plant and/or equipment serving the existing research facility 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 proposed residential property. All measurements to be made with windows open at least 50mm.

The details to be submitted shall also include a further noise report to demonstrate the noise mitigation measures required to ensure compliance with this design criteria, together with a timetable for the implementation of all of the proposed noise mitigation measures.

Development shall thereafter be carried out in accordance with the details so approved.

Reason:

To ensure an appropriate level of acoustic screening in the interests of the amenity of the future occupants of the site.

- 7 No residential units shall be erected within the yellow shaded area shown in Drawing No. CAR85-902 and titled Air Quality Mitigation Area dated 01.04.2019 docketed to planning permission in principle 18/00937/PPM unless and until such times as an updated Air Quality Assessment, that demonstrates all statutory Air Quality Objectives are being, and will continue to be met, has been submitted to, and approved in writing by, the Planning Authority.

Reason:

To ensure an acceptable standard of air quality in the interests of the amenity of the future occupants of the site.

- 8 Prior to the commencement of development, to ensure that the site is clear of contamination, a Geo-Environmental Assessment shall be carried out and the following information shall be submitted to and approved by the Planning Authority:

o Phase I - A preliminary investigation incorporating a desk study, site reconnaissance, development of a conceptual model and an initial risk assessment.

o Phase II - Incorporating a site survey (ground investigation and sample analysis) and risk evaluation. It is required if the Phase I investigation has indicated that the site is potentially contaminated and the degree and nature of the contamination warrants further investigation.

o Phase III - Where risks are identified, a Remediation Strategy should be produced detailing and quantifying any works which must be undertaken in order to reduce the risks to acceptable levels.

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.

- 9 Prior to the commencement of development intrusive investigation works shall be carried out at the application site in accordance with detail to be submitted to and approved in advance by the Planning Authority following consultation with The Coal Authority to assess ground stability due to former mine workings at the site. In the event that the intrusive investigation works confirm the need for remedial works to treat any areas of shallow mine workings, development shall not begin until a scheme of remedial works on the site has been submitted to and approved in writing by the Planning Authority, and thereafter have been 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.

- 10 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.

- 11 Prior to the commencement of development, details of all boundary enclosures to be erected on the site of the residential development, and the timescales for their provision, shall be submitted to and approved in advance by the Planning Authority. Those details shall show 1.8 metre high enclosures around rear gardens of the houses hereby approved and where rear garden boundaries face or run parallel with roads these shall be feature boundaries in either render, stone or stone with timber panel infills and not full height close boarded fencing.

Development shall thereafter be carried out in full accordance with the details 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 visual amenity of the area and to safeguard the privacy and amenity of residential properties nearby.

- 12 A Green Travel Plan (Travel Information Pack) 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 (Travel Information Pack) 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 and when it will be distributed to all residents.

The Green Travel Plan (Travel Information Pack) shall thereafter be provided to residents in accordance with the details approved.

Reason:

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

- 13 A Construction Method Statement to minimise the impact of construction activity on the safety and amenity of the area, including from the effects of noise and dust, 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 (including routes to/from site) and shall include hours of construction work and routing of traffic. It shall also make recommendations in respect of how building materials and waste will be safely stored and managed on site.

The recommendations of the Construction Method Statement shall be fully complied with during the construction phase of the development. 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 minimise the impact of construction activity in the interests of the amenity of the area.

- 14 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.

- 15 Development of the application site shall be carried out in accordance with the following transportation requirements:

a) Unless otherwise agreed to an alternative standard in writing by the Planning Authority, a visibility splay of 9 metres by 160 metres shall be provided and maintained on each side of the proposed access junction from the application site onto the B6371 such that there shall be no obstruction to visibility above a height of 1.05 metres measured from the adjacent carriageway level within the following defined area - a) A line of 9 metres long measured along the access road from the nearside edge of the main road carriageway; b) A line 160 metres long measured along the nearside edge of the main road carriageway from the centre of the access road in both directions; and c) A straight line joining the termination of the above two lines. Details of the provision of the visibility splays shall be submitted to and approved by the Planning Authority prior to the commencement of development and thereafter shall be provided and maintained in accordance with the details above prior to the occupation of any of the approved development;

b) Unless otherwise agreed in writing with the Planning Authority the junction of the primary spine road with the B6371 Ormiston Road shall incorporate a right turning lane protected by islands which could serve the dual purpose of providing crossing points to the national cycle route N196, all in accordance with details to be submitted to and approved by the Planning Authority prior to the commencement of development. It shall be provided in accordance with details approved and prior to the occupation of any of the approved development.

c) No residential unit hereby approved shall be occupied unless and until (i) a 40 miles per hour speed limit on the B6371 (Ormiston Road) has been brought into effect from a location at the southeast corner of the site and shall continue northwards until it meets with the existing 30 miles per hour speed limit and (ii) a gateway feature is installed at the southern end of the east boundary of the site. Details of the proposed 40 miles per hour speed limit and of the proposed gateway feature shall be submitted for approval by the planning authority. These measures shall be implemented in accordance with the details as approved by the planning Authority.

d) Prior to the occupation of any residential unit hereby approved a suitable crossing of the B6371 shall be provided, in accordance with details to be submitted to and approved in advance by the Planning Authority.

e) Prior to the occupation of any residential unit hereby approved, a 2 metres wide, lit (street lighting) footway shall be provided to tie into the existing footway and for the full length of the site on the west side of the B6371 in accordance with details to be submitted to and approved in advance by the Planning Authority. .

f) Prior to the occupation of any residential unit hereby approved, a 2 metres wide, lit (street lighting) footpath shall be provided along the full length of the western edge of the site in accordance with details to be submitted to and approved in advance by the Planning Authority. .

g) prior to commencement of development a scheme of traffic calming to deter through traffic and school drop-off by car and to prioritise walking and cycling routes to Windygoul Primary School shall be submitted to and approved by the Planning Authority. The details to be submitted shall include details of two signalised crossings to be installed on Brotherstone's Way (one to replace the existing zebra crossing and one south of George Grieve Way) and a signalised crossing of the primary spine road through the development site and a timetable for provision of the signalised crossings and other traffic calming measures. These measures shall be implemented in accordance with the details as approved by the planning Authority.

Reason:

In the interests of road safety.



- 16 Unless otherwise agreed in writing by the Planning Authority prior to the occupation of any residential unit, pairs of bus stops shall be provided on both sides of the primary spine road, in accordance with details showing the number and locations of the bus stops to be submitted to and approved in advance of their construction by the Planning Authority .

Unless otherwise agreed in writing by the Planning Authority no residential units to the west of Brotherstone's Way shall be occupied unless and until a suitable bus route (which avoids the need for reversing manoeuvres) through this western part of the development is constructed in accordance with details to be submitted to and approved by the Planning Authority.

Reason:

In the interests of road safety.

- 17 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 submitted scheme of landscaping shall show planting on both sides of the bund. 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; oaks, sycamores and limes as well as establishment species such as birch and smaller understorey species of whitebeam, hawthorn, rowan, cherry and hazel to the boundary woodland planting; large species feature trees in open spaces to include beech, Scots pine and oak. The scheme shall include a timetable for implementation of landscaping, and this scheme shall show that the structural landscape planting 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.

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.

- 18 The maintenance of all communal landscape areas, and where applicable hedges to private front gardens, shall be adopted and maintained by Estate Management or Factored 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.

- 19 Details of the play areas, including the equipment to be provided within them and a timetable for installation, shall be submitted to and approved in advance by the Planning Authority. The play areas shall be installed in accordance with the details so approved.

Prior to the commencement of development, details of how all the areas of open space and equipped play areas are to be maintained shall be submitted to and approved in advance by the Planning Authority.

The details shall include a timetable for implementation. Development shall thereafter be carried out in accordance with the details so approved and the play areas and open space shall thereafter be maintained in accordance with the details so approved..

Reason:

To ensure the satisfactory maintenance of open space and equipped play areas, in the interests of the amenity of the area.

- 20 Notwithstanding that detailed on the site plan at least one electric vehicle charging point shall be provided adjacent to the approved primary spine road and to the south of the approved sports pitch. 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 to approved and shall be retained unless other approved in writing by the Planning Authority.

Reason:

In the interests of sustainability.

- 21 Cycle parking shall be included at a rate of 1 space per flat. 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 advance by the Planning Authority. Thereafter the cycle parking approved shall be provided and be made available for use prior to the occupation of each flatted property it is associated with and shall thereafter be retained unless other approved in writing by the Planning Authority.

Reason:

To ensure the provision and retention of cycle parking.

- 22 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 electric 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.

**5. PLANNING APPLICATION NO. 24/00200/AMM: APPROVAL OF MATTERS SPECIFIED IN CONDITIONS (1 A TO I & K, 2(II), 8, 24, 27 & 29) OF PLANNING PERMISSION IN PRINCIPLE 15/00537/PPM – ERECTION OF 84 HOUSES, 9 FLATS AND ASSOCIATED WORKS, LAND LOCATED TO THE SOUTH AND EAST OF WALLYFORD AND AT DOLPHINGSTONE**

A report had been submitted in relation to planning application no. 24/00200/AMM. Daryth Irving, Senior Planning, presented the report, highlighting the salient points. The report recommendation was to grant consent.

Officers responded to questions on: open space provision for the site; the 20mph speed limit and vertical traffic calming measures to be installed; and the Coal Authority's consultation response.

Graham Anderson and Jake Hyslop, both representing the applicant, answered questions from Committee members, and gave information on the remediation of mineshafts, and the expected traffic impact from the increased number of units. They also undertook to discuss reducing dust from the site to prevent road hazards.

In the debate stage, Committee members expressed disappointment about the lack of green space for the overall site, but welcomed the proposed traffic calming measures. Local members reiterated concerns about the junction at Elphinstone Road.

The officer's recommendation to grant consent was unanimously supported by roll call vote.

## Decision

Planning permission was granted, subject to the following 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 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 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 Notwithstanding that which is stated on the drawings docketed to this approval of matters specified in conditions permission a detailed specification of all external finishes of the houses and flats hereby approved shall be submitted to and approved by the Planning Authority prior to the use of the finishes in the development. The external finishes of the houses and flats shall be in accordance with a co-ordinated scheme of materials and colours that 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, and shall show the roofs being clad in more than one colour of roof tile. All such materials used in the construction of the houses and flats 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.

- 3 Prior to their occupation, mitigation in the form of glazing units that comply with daytime and night-time internal noise levels specified in Table 4 of BS8233:2014 "Guidance on sound insulation and noise reduction in buildings" shall be installed in the elevations of the houses as shown in purple and as detailed on docketed drawing no. 23349/11/01 Rev C.

Thereafter such form of attenuation shall be retained in place unless otherwise approved by the Planning Authority.

Reason:

In the interest of safeguarding the residential amenity of future occupiers of the proposed residential development.

- 4 Mitigation in the form of acoustic barriers comprising both a 2 metre high type V screen wall with close boarded timber fence as shown on docketed drawing no. DET/22 and a 2 metre high type W close boarded timber fence as shown on docketed drawing no. DET/23 shall be erected in the positions for them as shown and detailed on docketed drawing no. 23349/11/01 Rev C prior to the occupation of the houses on the plots where such acoustic barriers are required.

Thereafter the acoustic barriers as so erected shall be retained in place unless otherwise approved by the Planning Authority.

Reason:

In the interest of safeguarding the residential amenity of future occupiers of the proposed residential development.

- 5 With the exception of the acoustic barriers as required by Condition 4 above, notwithstanding that shown on the drawings docketed to this approval of matters specified in conditions permission, the boundary enclosures shown on those drawings are not hereby approved. Instead, and prior to the commencement of development, revised details of all boundary enclosures to be erected on the application site, and the timescales for their provision, shall be submitted to and approved in advance by the Planning Authority. Those details shall show 1.8 metre high solid enclosures around and between rear gardens of the houses hereby approved except where those boundaries are adjacent to a road or pathway where they shall be feature boundaries in either render, stone or stone with timber panel infills and not full height close boarded fencing to heights and finishes to be approved in advance by the Planning Authority. The details shall also show all semi private and defensible spaces in front of or to the side of the houses hereby approved and to the side of parking courtyards to be enclosed by walls/hedges/fences/ or railings to define areas of private space from public space.

Thereafter the boundary treatments erected shall accord with the details so approved unless otherwise agreed in writing by the Planning Authority.

Reason:

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

- 6 Prior to the occupation of the last residential unit hereby approved, the proposed access roads, parking spaces, and footpaths to serve them 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 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 and pedestrian safety.

- 7 The development shall comply with the following transportation requirements, unless otherwise approved in writing by the Planning Authority:

(i) All roads and paths shall conform to East Lothian Council's Transport Infrastructure in New Developments;

(ii) 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. The circulation lane should be 6m wide for nose-in parking; a narrower lane is acceptable for echelon parking;

(iii) Cycle parking for dwellings without a private back garden with a gate (e.g. flats/mid-terraces), shall be included at a rate of 1 space per dwelling. This shall be in the form of a lockable room or shed;

(iv) A visibility splay of 2.4 metres by 30 metres in both directions shall be provided and maintained on each side of the internal junctions serving the development such that there shall be no obstruction to visibility above a height of 1.05 metres measured from the adjacent carriageway surface;

(v) A visibility splay of 2.5 metres by 40 metres in both directions shall be provided and maintained on each side of the vehicular access into the site from the distributor road such that there shall be no obstruction to visibility above a height of 1.05 metres measured from the adjacent carriageway surface;

(vi) Where a private access joins a main distributor road, a visibility splay of 2.5 metres by 40 metres in both directions shall be provided and maintained on each side of the vehicular access such that there shall be no obstruction to visibility above a height of 1.05 metres measured from the adjacent carriageway surface.

Reason:

In the interests of road safety.

- 8 A Construction Method Statement to minimise the impact of construction activity on the amenity of the area, including from the effects of noise and dust, 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 construction traffic, shall include hours of construction work and routes of construction traffic to/from the site. It shall also make recommendations in respect of how building materials and waste will be safely stored and managed on site.

The Construction Method Statement shall also include details of wheel washing facilities to be provided, and that these facilities shall be maintained in working order during the period of operation of the site. All vehicles must use the wheel washing facilities to prevent deleterious materials being carried onto the public road on vehicle tyres.

The Construction Method Statement shall also provide details of utility/service drainage connections, including what temporary measures shall be put in place to control surface water drainage during the construction of any drainage system.

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 minimise the impact of construction activity in the interests of the amenity of the area.

- 9 A Travel Information Pack shall be submitted to and approved by the Planning Authority prior to the occupation of any of the residential units hereby approved. The Travel Information Pack shall have particular regard to provision for walking, cycling and public transport access to and within the site, shall include local bus and train timetables, local cycling and walking maps, information on bike hire / car sharing, and shall include details of how it will be distributed to residents. It shall also include a timetable for its implementation, details of the measures to be provided, the system of management, monitoring, review, reporting and duration of the Pack.

Reason:

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

- 10 Prior to the commencement of development a Stage 2 Quality Audit shall be submitted to and approved by the Planning Authority. The Quality Audit shall provide details on accessibility and connectivity from the wider transport network and between different elements of the application site and consider all different modes of transport including walking and the need of users who are mobility impaired.

The approved Quality Audit shall thereafter be implemented through the detailed design stages and the full audit process completed through to construction/occupation.

Reason:

In the interests of road and pedestrian safety.

- 11 Prior to the commencement of development a Stage 2 Road Safety Audit shall be submitted to and approved by the Planning Authority, which shall be undertaken for the detailed design of all roadworks, footways and cycle paths within the development hereby approved, and shall include an implementation programme describing when measures identified in the audit will be provided in relation to construction of the proposed development.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 12 Immediately following completion of the development, the date of which shall be provided in writing to the Planning Authority, a Stage 3 Road Safety Audit - Post Opening shall be submitted to and approved by the Planning Authority.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 13 12 months following approval of the Stage 3 Road Safety Audit as required by Condition 12 above, a Stage 4 Road Safety Audit shall be submitted to and approved by the Planning Authority.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 14 All planting, seeding or turfing comprised in the details of landscaping on docketed drawing nos. 2297/40 Rev E, 2297/41 Rev E, 2297/42 Rev E, 2297/43 Rev E, 2297/50, 2297/51, 2297/53, 2297/54, 2297/55 and 2297/56 shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of ten years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Planning Authority gives written consent to any variation.

The design of all landscaping must be carried out in conjunction with the design and positioning of all services, and sufficient space must be made available to accommodate the full establishment of all landscaping work without impacting on any services.

All the new planting shall be maintained in accordance with the maintenance and management programme as detailed in the docketed 'Dolphingstone Pod 3 Planting Notes

& Landscape Maintenance and Management Proposals' document by Brindley Associates dated February 2024.

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.

- 15 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 in advance by the Planning Authority. This report shall include, but not exclusively, the provision of renewable technology for all new buildings, 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.

- 16 Notwithstanding that which is shown on the drawings docketed to this approval of matters specified in conditions permission and prior to the commencement of development, a revised scheme for the provision of electric car charging points to serve all of the residential units, and associated infrastructure for them, where feasible and appropriate in design terms, shall be submitted to and approved in writing by the Planning Authority. The scheme shall show 1:1 ratio provision with the installation of one 7kW Type 2 charger per dwelling, either socketed or tethered. Where it is not possible to connect to the household's own electrical supply then a factored arrangement shall be provided.

The scheme shall include a timetable for implementation and details of factoring and maintenance arrangements for any charging units which are to be installed outwith the curtilages of residential units. Development shall thereafter be carried out in accordance with the details so approved and charge points shall be maintained in accordance with the details so approved and shall remain in place unless otherwise approved by the Planning Authority.

Reason:

To minimise the environmental impact of the development.

**6. PLANNING APPLICATION NO. 25/00083/AMM: APPROVAL OF MATTERS SPECIFIED IN CONDITION 2 OF PLANNING PERMISSION IN PRINCIPLE 22/00852/PPM, LAND ADJACENT TO DUNBAR LANDFILL SITE, OXWELL MAINS, DUNBAR**

A report had been submitted in relation to planning application no. 25/00083/AMM. Daryth Irving, Senior Planner, presented the report, highlighting the salient points. He also outlined an amendment to recommended Condition 2, noted below. The report recommendation was to grant consent.

Peter Hinchcliffe spoke to the application. He provided detailed information about: the project and the location of onshore cables; the consenting of reserved matters in the south by Durham County Council; the design features of the building to blend into the landscape; the landscape and biodiversity plans; and the plans to continue local engagement.

Mr Hinchcliffe and Luke Mitchell, also representing the applicant, answered questions from Committee members on: the timeframe of works; the number of people required on the development; communication with fishermen; cladding for visual screening; the positioning of cabling from the shore, and discreet nature of the cabling at landfall. Mr Hinchcliffe

undertook to consider the route workers would take to site, and advised that traffic management routes were not yet set.

The Convener commented on the desirability of having cabling under the sea rather on pylons, and that there would be limited visibility of the substation in its location at the old quarry. He also acknowledged the importance of such projects in securing the energy supply.

The officer's recommendation to grant consent was unanimously supported by roll call vote.

**Decision**

Planning permission was granted, subject to the following 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 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 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 Prior to the commencement of development of any of the converter station buildings, samples of the composite cladding panels to clad the buildings, including their colour, and a sample of the roof cladding for the buildings, including its colour, shall be submitted to and approved by the Planning Authority. The external finishes used in the development shall conform to the details so approved.

Reason:

To ensure the development is of a satisfactory appearance in the interest of the landscape character of the area.

Signed .....

Councillor N Hampshire  
Convener of the Planning Committee

*The webcast for this meeting will be available at the link below for five years from the date of the meeting:*

[https://eastlothian.public-i.tv/core/portal/webcast\\_interactive/1010003](https://eastlothian.public-i.tv/core/portal/webcast_interactive/1010003)



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**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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2

*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to be followed.*

Application no. **25/00352/P**  
Proposal Installation of parking meters  
Location **High Street  
North Berwick**

Applicant East Lothian Council  
Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## REPORT OF HANDLING

### PROPOSAL

Planning permission is sought for the installation of four parking meters at High Street, North Berwick. The proposed parking meters would be positioned:

\* on the south side of High Street on the footway between nos. 123 and 125-127 High Street;

\* on the north side of High Street on the footway in front of Abbey Church at 1

Church Road;

\* on the south side of High Street on the footway in front of St Andrew Blackadder Church at 83 High Street;

\* on the north side of High Street on the footway at the corner of the building of no. 68 High Street;

The proposed parking meters would be sited within North Berwick Conservation Area.

The building at 125-127 High Street and St Andrew Blackadder Church are listed as being of special architectural or historic interest (Category C). The neighbouring buildings of 59-71 and 75-81 High Street and 84-86 High Street are also Category C listed. The building at 66 High Street is listed as being of special architectural or historic interest (Category B). There are also Category C listed buildings across the road from 66 High Street.

The parking meters proposed to be instated would be MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. They would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. They would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meters are compliant with all relevant standards for disabled access.

The proposed parking meters would operate using solar energy, therefore they would not require any cabling or connection to existing utilities and would operate independently. It is proposed that each meter would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. It continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains

numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH1 (Listed Buildings), CH2 (Development Affecting Conservation Areas), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application are Sections 64 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **REPRESENTATIONS**

There have been 17 written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

- \* The proposed parking meters will cause an obstruction on already narrow pavements, will be an obstacle for pedestrians, wheelchair users, mobility scooters and prams/buggies and will force people onto the road;
- \* The proposed parking meters will not solve parking issues;
- \* The proposed parking meters will introduce unnecessary visual clutter to a traditionally attractive and historically sensitive part of North Berwick;
- \* There is local opposition to parking meters;

- \* The proposed parking meters will cause more congestion and traffic problems;
- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;
- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;
- \* The development would neither preserve nor enhance the Conservation Area or the settings of nearby listed buildings;
- \* The setting of listed buildings would be harmed;
- \* The proposed parking meters are physically and visually intrusive, being located on narrow footways that further impact on access for the visually impaired as well as others, including pedestrian access for families with push chairs, and are directly in the critical line of sight that impacts on the visual appearance and historical impression of the Abbey Church, which is architecturally and visually of significant importance within North Berwick Conservation area;
- \* Were the application to be approved it would bring into question the independence and reasonableness of the democratic planning process, where an application is submitted by the Road Authority to the Planning Authority, who are both administered by Council;
- \* There would be a harmful cumulative impact from the proposed parking meters; and
- \* The proposed meters would result in a disfigurement of the conservation area, with street clutter and visual affronts in the form of not only the intrusive and ugly ticket machines, but also the signage and the painted lines on the street edges.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the

proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council advise that this particular application covers four parking meters, and have provided a picture which they assert underestimates the true scale and visual impact of a grey and black columns of the size proposed. The Community Council add that additional considerations are that shading of the solar panels of one parking meter may affect its power supply, and that the two meters in front of the churches will detract from the listed buildings.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## **PLANNING ASSESSMENT**

The proposed parking meters would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high. Although visible in public views they would be positioned to the rear of the footways on which they would be

located.

The proposed parking meter on the south side of High Street on the footway between nos. 123 and 125-127 High Street would be viewed as a relatively small structure with the backdrop of the larger buildings it would be positioned to the front of. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the footway of a public road and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed building at 125-127 High Street.

The proposed parking meter on the north side of High Street on the footway in front of Abbey Church at 1 Church Road would be visible in public views, but would be seen in relation to other street furniture in the form of planters, cycle stands and litter bins with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the footway of a public road and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area.

The proposed parking meter on the south side of High Street on the footway in front of St Andrew Blackadder Church at 83 High Street would be visible in public views, but would be seen in relation to other street furniture in the form of planters and a litter bin with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the footway of a public road and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed building of St Andrew Blackadder Church or the neighbouring listed buildings of 59-71 and 75-81 High Street and 84-86 High Street.

The proposed parking meter on the north side of High Street on the footway at the corner of the building of no. 68 High Street would be visible in public views, but would be seen in relation to other street furniture in the form of bollards with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the footway of a public road and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed building of 66 High Street or the

neighbouring listed buildings.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meters would not lead to any harmful cumulative impact.

The proposed parking meters would not cause a loss of amenity to any neighbouring residential property.

The **Council's Senior Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area and advises that due to the small size and scale of the proposed parking meters they would not harm the character or appearance of the Conservation Area. The Council's Senior Landscape Officer therefore raises no landscape objection to the application.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meters lies within the Conservation Area, he is satisfied that there would be no harmful impact on the historic environment and therefore he raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the locations of the proposed parking meters are acceptable as adequate pedestrian space would remain on the sections of footway where the parking meters would be installed. Road Services therefore raise no objection to the application subject to the parking meters being installed in such a way that they allow at least 1.2 metres unobstructed clear footway width for users of the footway, which they have confirmed is achievable. Such control can competently be imposed as a condition on a grant of planning permission.

On all the above considerations the proposed parking meters are consistent with Policies 7 and 14 of NPF4 and Policies CH1, CH2, DP2, NH11 and T2 of the LDP.

The proposals are considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

## **CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

2 Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.  
The parking meters hereby approved shall be installed such that they allow at least 1.2 metres unobstructed clear footway width to remain available for users of the footway.

Reason:

In the interests of road and pedestrian safety.



**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to being followed.*

Application no. **25/00355/P**  
Proposal Installation of parking meters  
Location **Melbourne Place  
North Berwick**

Applicant East Lothian Council  
Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## REPORT OF HANDLING

### PROPOSAL

Planning permission is sought for the installation of three parking meters, one in a position on the public footway of Melbourne Place, North Berwick and the others within Melbourne Place car park (also known as Imperial car park). The proposed parking meters would be positioned:

- \* on the footway at the corner of the junction of Melbourne Place with Quality Street;
- \* at the southeast corner of the public toilet building within the car park; and
- \* at the northeast corner of the car park.

The proposed parking meters would be sited within North Berwick Conservation Area.

The building adjacent to the public toilet building at 2 Quality Street is listed as being of special architectural or historic interest (Category B).

The parking meters proposed to be instated would be MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. They would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. They would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meters are compliant with all relevant standards for disabled access.

The proposed parking meters would operate using solar energy, therefore they would not require any cabling or connection to existing utilities and would operate independently. It is proposed that each meter would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. It continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH1 (Listed Buildings), CH2 (Development Affecting Conservation Areas), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application are Sections 64 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **REPRESENTATIONS**

There have been 15 written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

- \* The proposed parking meters will make parking more difficult;
- \* The proposed parking meters would completely undermine conservation area planning policy and practice, as this would material adversely affect the visual impact of the streetscape that the current planning policies and practices have successfully protected;
- \* Were the application to be approved it would bring into question the independence and reasonableness of the democratic planning process, where an application is submitted by the Road Authority to the Planning Authority, who are both administered by Council;
- \* The proposed parking meters will cause an obstruction on already narrow pavements, will be an obstacle for pedestrians, wheelchair users, mobility scooters and prams/buggies and will force people onto the road;

- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;
- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;
- \* The development would neither preserve nor enhance the Conservation Area or the settings of nearby listed buildings;
- \* The setting of listed buildings would be harmed, and;
- \* There would be a harmful cumulative impact from the proposed parking meters.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council advise that this particular application covers 3 parking meters, and state that while the two located within the Imperial Car Park do not have any dominant visual impact, the third one on the corner of Melbourne Place and Quality Street certainly does as it is in a prominent junction, and much effort has gone into highlighting its features with elaborate flower displays.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## **PLANNING ASSESSMENT**

The proposed parking meters would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high. Although visible in public views, one would be positioned to the rear of the footway on which it would be located and the other two would be viewed in the context of an operational car park.

The proposed parking meter on the junction of Melbourne Place and Quality Street would be visible in public views, but would be seen in relation to other street furniture with which it would have a visual relationship. The proposed parking meters in the car park would be viewed as a relatively small structures and would also typically be viewed in the context of parked vehicles. Due to their position and by their relatively small size, scale and form the proposed parking meters would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. They would not be inappropriate in their setting on the footway of a public road and within an operational car park and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. The parking meter proposed beside the public toilet building would not harmfully draw focus from or harm the setting of the listed building at 2 Quality Street.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meter would not lead to any harmful cumulative impact.

The proposed parking meter would not cause a loss of amenity to any neighbouring residential property.

The **Council's Senior Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area and advises that due to the small size and scale of the proposed parking meters they would not harm the character or appearance of the Conservation Area. The Council's Senior Landscape Officer therefore raises no landscape objection to the application.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meters lies within the Conservation Area, he is satisfied that there would be no harmful impact on the historic environment and therefore he raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the locations of the proposed parking meters are acceptable as adequate pedestrian space would remain on the sections of footway where two of them would be installed, namely the one on the corner of Melbourne Place and Quality Street and the one next to the public toilet building. Road Services raises no objection to those proposed parking meters subject to them being installed in such a way that they allow at least 1.2 metres unobstructed clear footway width for users of the footway, which they have confirmed is achievable.

Road Services advise that the parking meter proposed for the northeast corner of the car park is acceptable, but may require physical infrastructure to be provided to protect the meter and users from unintended vehicle strikes, and therefore recommends that a Stage 2 Road Safety Audit will be required for the detailed design of the development, and a further Stage 3 Road Safety Audit must also be provided.

Such control as set out above can competently be imposed as conditions on a grant of planning permission.

On all the above considerations the proposed parking meters are consistent with Policies 7 and 14 of NPF4 and Policies CH1, CH2, DP2, NH11 and T2 of the LDP.

The proposals are considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

### **CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 The parking meters to be installed on the corner of Melbourne Place and Quality Street and next to the public toilet building in Melbourne Place car park both as hereby approved shall be installed such that they allow at least 1.2 metres unobstructed clear footway width to remain available for users of the footway.

Reason:

In the interests of road and pedestrian safety.

- 3 Prior to the commencement of development a Stage 2 Road Safety Audit shall be submitted to and approved by the Planning Authority, which shall be undertaken for the detailed design of the parking meter and associated infrastructure to be sited in the northeast corner of the Melbourne Place car park (shown in inset B on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0408 Rev P01), and shall include an implementation programme describing when measures identified in the audit will be provided in relation to construction of the parking meter and any associated infrastructure.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 4 Immediately following completion of the development, the date of which shall be provided in writing to the Planning Authority, a Stage 3 Road Safety Audit - Post Opening shall be submitted to and approved by the Planning Authority for the parking meter and associated infrastructure to be sited in the northeast corner of the Melbourne Place car park (shown in inset B on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0408 Rev P01).

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.





**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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**Note:** *This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason:* Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to be followed.

Application no. **25/00764/P**

Proposal Installation of parking meters, bollards and formation of hardstanding area

Location **Forth Street  
North Berwick**

Applicant East Lothian Council

Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## **REPORT OF HANDLING**

### **PROPOSAL**

Planning permission is sought for the installation of three parking meters at Forth Street, North Berwick. Planning permission is also sought for the installation of bollards and the formation of a kerbed area at the site of one of the parking meters.

Of the three proposed parking meters, one would be positioned on the east side of the corner of Forth Street with Viewforth and one on the east corner of Viewforth with a lane leading to the beach (opposite Market Place). The other would be positioned on is what of the part of the public road on the north side of Forth Street opposite nos. 60a and 62 Forth Street. Around this meter would be formed a kerbed area with two 0.67m high black bollards on the west side of the parking meter.

The proposed parking meters would be sited within North Berwick Conservation Area.

The parking meters proposed to be instated would be MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. They would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. They would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meters are compliant with all relevant standards for disabled access.

The proposed parking meters would operate using solar energy, therefore they would not require any cabling or connection to existing utilities and would operate independently. It is proposed that the parking meters would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. In continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

Since this application was registered revised drawings have been received omitting 2 additional parking meters that were originally proposed at locations on Beach Road, as Beach Road was not included in the application address on the planning application form.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH2 (Development Affecting Conservation Areas), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application is Sections 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

## **REPRESENTATIONS**

There have been nine written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

- \* Viewforth is very narrow and use of the parking meter would restrict access for emergency vehicles.
- \* The proposed parking meters would amount to a disfigurement of the conservation area with street clutter and visual affronts;
- \* The address for the parking meters is incorrect;
- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;
- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an

unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;

- \* The development would neither preserve nor enhance the Conservation Area or the settings of nearby listed buildings;

- \* The setting of listed buildings would be harmed;

- \* There would be a harmful cumulative impact from the proposed parking meters

- \* The proposed parking meters would be on narrow footways and cause an obstruction for pedestrians, the visually impaired and wheelchair users;

- \* The Council is not listening to residents by introducing parking charges;

- \* Issues regarding parking permits;

- \* The proposed parking meters would result in a loss of privacy, and;

- \* People having to cross the road to use the parking meters would be a road safety hazard.

It should be noted this application proposes the installation of parking meters only and the planning assessment of it can consider only the merits of the proposed structures. The matter of parking controls/charging and the impact of that is not a material consideration in the determination of this application.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council state that for one of the meters the pavement is narrow making it very difficult for large electric wheelchairs or double buggies to squeeze past, views would be spoiled by the meters, and one would be positioned in the middle of the road, protected by two small bollards, in a very narrow part of the road, which is already difficult to navigate for bigger trucks which is waiting for an accident to happen.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## **PLANNING ASSESSMENT**

The proposed parking meters would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high.

The proposed parking meter to be positioned on the east side of the corner of Forth Street with Viewforth (shown in Inset C on the submitted drawings) would be viewed as a relatively small structure with the backdrop of larger buildings it would be positioned beside. It would be seen in the context of existing street furniture in the form of a parking information pole sign and a small utility cabinet with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the public footway

and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area.

The proposed parking meter to be positioned on the east corner of Viewforth with a lane leading to the beach (opposite Market Place, shown in Inset B on the submitted drawings) would be viewed as a relatively small structure with the backdrop of larger buildings it would be positioned beside. It would be seen in the context of existing street furniture in the form of concrete bollards, a litter bin and benches with which it would have a visual relationship. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the public footway and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area.

The proposed parking meter to be positioned on what is part of the public road on the north side of Forth Street opposite nos. 60a and 62 Forth Street (shown in Inset A on the submitted drawings) would be viewed as a relatively small structure with the backdrop of larger buildings it would be positioned in front of. It would be seen in the context of existing street furniture in the form of a parking information pole sign and lamp posts with which it would have a visual relationship. Around this meter would be formed a kerbed area with two 0.67m high black bollards. Although these would all be positioned in what is now part of the public road, this small build out would not project further into the road than the existing marked parking bays and would be viewed as an extension to the existing footway. Due to their positioning and by their relatively small size, scale and form the proposed parking meter, kerbed area and bollards would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. They would not be inappropriate to their setting and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meters would not lead to any harmful cumulative impact.

The proposed parking meters would not cause a loss of amenity to any neighbouring residential property.

The **Council's Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area. The Landscape Officer advises that due to the small size and scale of the proposed parking meters they would not harm the character or appearance of the Conservation Area. The Landscape Officer therefore raises no landscape objection to the application.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meters lie within the Conservation Area, he is satisfied that that there would be no harmful impact on the historic environment and he therefore raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the location of the proposed parking meter as shown in Inset B is acceptable as adequate pedestrian space would remain on the section of footway where it would be installed. Road Services therefore raise no objection to the installation of that parking meter subject to it being installed in such a way that it allows at least 1.2 metres unobstructed clear footway width for users of the footway, which they have confirmed is achievable.

The Council's Road Services advise that the location of the proposed parking meter and associated infrastructure as shown in Inset A requires the proposed physical infrastructure (bollards and kerbed area) to be provided to protect the meter and users from unintended vehicle strikes, and therefore recommends that a Stage 2 Road Safety Audit will be required for the detailed design of the development, and a further Stage 3 Road Safety Audit must also be provided. Road Services also advise that a detailed drainage assessment will be required to be submitted to ensure the proposed kerbed buildout does not cause localised ponding or flooding issues.

Road Services advise that the location of the proposed parking meter as shown in Inset C is acceptable, as it would be within a shared space on Viewforth where pedestrians can utilise the full road space on this very short road. Road Services advise that it should be noted that the existing kerbs adjacent to this proposed parking meter may need some localised adjustments to ensure there is a level surface for all users to navigate past the meter, and therefore recommend that a detailed topographical survey of this location is provided to ascertain if some localised works to adjust kerb heights is required.

Subject to the above recommended control, which can competently be imposed as conditions on a grant of planning permission, Road Services raise no objection to the application.

On all the above considerations the proposed parking meters are consistent with Policies 7 and 14 of NPF4 and Policies CH2, DP2, NH11 and T2 of the LDP.

The proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

## CONDITIONS:

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 The parking meter to be installed in the location as shown in Inset B on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0407 Rev P04 as hereby approved shall be installed such that it allows at least 1.2 metres unobstructed clear footway width to remain available for users of the footway.

Reason:

In the interests of road and pedestrian safety.

- 3 Prior to the commencement of development, a detailed drainage assessment shall be submitted to and approved by the Planning Authority for the parking meter to be installed in the location as shown in Inset A on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0407 Rev P04 to demonstrate the proposed kerbed buildout will not cause localised ponding or flooding issues. The parking meter shall be installed in accordance with the findings of the detailed drainage assessment as so approved.

Reason:

In the interests of flood management.

- 4 Prior to the commencement of development a Stage 2 Road Safety Audit shall be submitted to and approved by the Planning Authority, which shall be undertaken for the detailed design of the parking meter to be installed in the location as shown in Inset A on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0407 Rev P04, and associated infrastructure, and shall include an implementation programme describing when measures identified in the audit will be provided in relation to construction of the parking meter and any associated infrastructure.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 5 Immediately following completion of the works to install the parking meter and associated infrastructure in the location as shown in Inset A on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0407 Rev P04, the date of which shall be provided in writing to the Planning Authority, a Stage 3 Road Safety Audit - Post Opening shall be submitted to and approved by the Planning Authority.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

- 6 Prior to development commencing to install the parking meter in the location as shown in Inset C on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0407 Rev P04, a detailed topographical survey of the location for the meter shall be submitted to and approved by the Planning Authority, and shall include an implementation programme describing when measures identified in the survey will be provided in relation to construction of the parking meter.

Reason:

In the interests of road and pedestrian safety.



**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to being followed.*

Application no. **25/00655/P**

Proposal Installation of parking meters, bollards and formation of hardstanding area

Location **Quality Street  
North Berwick  
East Lothian**

Applicant East Lothian Council

Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## **REPORT OF HANDLING**

### **PROPOSAL**

Planning permission is sought for the installation of three parking meters, two at Quality Street and one within The Lodge car park, North Berwick. Planning permission is also sought for the installation of bollards and the formation of a

hardstanding area at the site of the parking meter proposed within The Lodge car park.

Of the two proposed parking meters on Quality Street, one would be positioned to the rear of the footway between nos. 23 and 25 Quality Street and the other would be positioned to the front of the footway opposite no.13 Quality Street.

The parking meter proposed for The Lodge car park would be positioned at the northwest side of the car park, on the east side of the entrance to it. In front of the proposed parking meter would be formed a level hardstanding area measuring 1.5m by 1.2m and at each corner would be positioned a 0.67m high black bollard. The bollards are proposed to protect the meter and users of meter from potential vehicle strikes.

The proposed parking meters would be sited within North Berwick Conservation Area.

To the east of the parking meter proposed to be installed between nos. 23 and 25 Quality Street on the other side of Quality Street is the building of 10-12 Quality Street which is listed as being of special architectural or historic interest (Category C).

To the east of the parking meter proposed to be installed opposite no.13 Quality Street on the other side of Quality Street are the buildings of 2 Quality Street and the Quality Street War Memorial, which are listed as being of special architectural or historic interest (Category B).

To the west of the parking meter proposed to be installed in The Lodge car park is the building of The Lodge, which is listed as being of special architectural or historic interest (Category B). The site of this proposed parking meter is also within The Lodge Grounds Local Garden and Designed Landscape.

The parking meters proposed to be installed would be MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. They would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. They would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meters are compliant with all relevant standards for disabled access.

The proposed parking meters would operate using solar energy, therefore they would not require any cabling or connection to existing utilities and would operate independently. It is proposed that the parking meters would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and

unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. It continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH1 (Listed Buildings), CH2 (Development Affecting Conservation Areas), CH6 (Gardens and Designed Landscapes), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application are Sections 64 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall

have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **REPRESENTATIONS**

There have been six written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

- \* The proposed parking meters would amount to a disfigurement of the conservation area with street clutter and visual affronts;
- \* The proposed parking meters would be on narrow footways and cause an obstruction for pedestrians, the visually impaired, wheelchair users and prams/buggies;
- \* The proposed parking meters are there to raise funds;
- \* The proposed parking meters would completely undermine conservation area planning policy and practice, as this would material adversely affect the visual impact of the streetscape that the current planning policies and practices have successfully protected;
- \* Were the application to be approved it would bring into question the independence and reasonableness of the democratic planning process, where an application is submitted by the Road Authority to the Planning Authority, who are both administered by Council;
- \* The proposed parking meters would be visually intrusive in the critical line of sight of Victoria Street and the harbour, which is of architecturally and visually significance importance within the North Berwick Conservation area;
- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;
- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;
- \* The development would neither preserve nor enhance the Conservation Area or the settings of nearby listed buildings;
- \* The setting of listed buildings would be harmed;
- \* There would be a harmful cumulative impact from the proposed parking meters, and;
- \* A parking space would be lost and maybe a tree.

It should be noted this application proposes the installation of parking meters only and the planning assessment of it can consider only the merits of the proposed structures. The matter of parking controls/charging and the impact of that is not a material consideration in the determination of this application.

There is no impediment to the Council being applicant and, as Planning Authority,

deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

### **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council state that all three of these particular meters are in prominent parts of the town. The first one is on the main thoroughfare between the High Street on one end, and the Seabird centre and East beach on the other, and sticking out like a sore thumb on this stretch of pavement. The second one, in front of the North Berwick Fry, is on a wide but already very crowded stretch of pavement; but apart from the electricity box all of the features there make a pleasant and welcoming place, which is to be thoroughly spoiled by the tall black and grey meter. Aggravating is the fact that it leaves even less room to the pavement from the parking spaces in front. And also the third of the meters, in the car park, does by no means enhance the area.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## **PLANNING ASSESSMENT**

The proposed parking meters would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high. Although visible in public views, two would be viewed in the context of existing street furniture and one would be within an operational car park.

The proposed parking meter to be positioned to the rear of the footway between nos. 23 and 25 Quality Street would be viewed as a relatively small structure with the backdrop of larger buildings it would be positioned in front of. It would be seen in the context of existing street furniture in the form of planters, lampposts and a litter bin with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the public footway and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed building of 10-12 Quality Street.

The proposed parking meter to be positioned opposite no.13 Quality Street would be viewed as a relatively small structure with the backdrop of larger buildings it would be positioned in front of. It would be seen in the context of existing street furniture in the form of planters, lamp posts, poles, an equipment cabinet and a litter bin with which it would have a visual relationship. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the public footway and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed buildings of 2 Quality Street and the Quality Street War Memorial.

The proposed parking meter to be positioned in The Lodge car park would be viewed as a relatively small structure with the car park and would be positioned behind a boundary wall. It would be viewed in the context of the operational car park in which it would be sited with associated parked vehicles, and close to electricity cabinets. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting within an operational car park and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed building of The Lodge, nor would it harmfully impact on the elements justifying the designation of the local garden and designed landscape. By virtue of their size, positioning within a car park and association with the proposed parking meter neither would the proposed bollards or hardstanding area harm the character and appearance of the North Berwick Conservation Area, the setting of The Lodge or the designation of the local garden and designed landscape.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meters would not lead to any harmful cumulative impact.

The proposed parking meters would not cause a loss of amenity to any neighbouring residential property.

The **Council's Senior Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area and advises that due to the small size and scale of the proposed parking meters they would not harm the character or appearance of the Conservation Area. The Council's Senior Landscape Officer does however state that the parking meter and bollards proposed for the Lodge car park are close to a small tree and that the foundations for the proposed bollards have the potential to impact on the root protection area of the tree. The Senior Landscape Officer advises that to avoid damage to the roots of the tree and minimise excavation, holes for the bollards within the tree root protection area should be formed using an auger post hole borer. Subject to this requirement the Senior Landscape Officer raises no landscape objection to the application. Such control can competently be imposed as a condition on a grant of planning permission.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meters lie within the Conservation Area, and that the one on the car park lies within the locally designated garden and designed landscape of the Lodge Grounds, he is satisfied that that there would be no harmful impact on the historic environment. He further advises that the existing car park does not contribute significantly to the elements of the locally designated garden and designed landscape. The Archaeology/Heritage Officer therefore raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard

Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the location of the proposed parking meters on Quality Street is acceptable as adequate pedestrian space would remain on the section of footway where the parking meters would be installed. Road Services therefore raise no objection to the application subject to the parking meters being installed in such a way that it allows at least 1.2 metres unobstructed clear footway width for users of the footway, which they have confirmed is achievable.

Road Services advise that the parking meter proposed for the Lodge car park is acceptable, but requires the physical infrastructure of the proposed bollards to be provided to protect the meter and users from unintended vehicle strikes, and therefore advises that a Stage 2 Road Safety Audit will be required for the detailed design of the development, and a further Stage 3 Road Safety Audit must also be provided. Road Services raise no objection to the loss of the parking space which would arise as a result of the proposed parking meter.

The recommend control of Road Services can competently be imposed as conditions on a grant of planning permission.

On all the above considerations the proposed parking meters are consistent with Policies 7 and 14 of NPF4 and Policies CH1, CH2, CH4, DP2, NH11 and T2 of the LDP.

The proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

#### **CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 The parking meters to be installed to the rear of the footway between nos. 23 and 25 Quality Street and opposite no.13 Quality Street as hereby approved shall each be installed such that it allows at least 1.2 metres unobstructed clear footway width to remain available for users of the footway.

Reason:

In the interests of road and pedestrian safety.

- 3 Prior to the commencement of development a Stage 2 Road Safety Audit shall be submitted



to and approved by the Planning Authority, which shall be undertaken for the detailed design of the parking meter and associated infrastructure to be sited in the Lodge car park (shown in inset C on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0406 Rev P02), and shall include an implementation programme describing when measures identified in the audit will be provided in relation to construction of the parking meter and any associated infrastructure.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 4 Immediately following completion of the development, the date of which shall be provided in writing to the Planning Authority, a Stage 3 Road Safety Audit - Post Opening shall be submitted to and approved by the Planning Authority for the parking meter and associated infrastructure to be sited in the Lodge car park (shown in inset C on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0406 Rev P02).

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 5 The excavation holes for the bollards to be installed next to the parking meter within the Lodge car park as hereby approved shall be formed using an auger post hole borer, unless otherwise approved in writing by the Planning Authority.

Reason:

To ensure the retention of a tree in the interests of the landscape character of the area.



**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to being followed.*

Application no. **25/00762/P**

Proposal Installation of parking meters, bollards and formation of hardstanding areas

Location **St Andrew Street  
North Berwick**

Applicant East Lothian Council

Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## REPORT OF HANDLING

### PROPOSAL

Planning permission is sought for the installation of three parking meters at St Andrew Street, North Berwick. One of the proposed parking meters would be installed to the rear of the footway on the south side of St Andrew Street close to the entrance to the Glebe Car Park, and the other two parking meters would be

installed within the car park itself. One of the parking meters within the car park would be installed within a planted area build out on the east side of the car park entrance and the other would be installed within a planted area build out on the southeastern side of the car park.

The locations for the parking meter to be installed to the rear of the footway on the south side of St Andrew Street close to the entrance to the Glebe Car Park and the parking meter to be installed within the car park within a planted area build out on the east side of the car park entrance are shown in 'Inset A' on the application drawings. The location for the parking meter to be installed within a planted area build out on the southeastern side of the car park is shown in 'Inset B' on the application drawings.

Planning permission is also sought for the installation of bollards and the formation of a hardstanding area with kerbing at the site of the two parking meters to be installed within the car park. In front of those proposed parking meters would be formed a level landing area measuring 1.5m by 1.2m and outside of this area on the wider hardstanding would be positioned three 0.67m high black bollards. The bollards and kerbing are proposed to protect the meters and users of meters from potential vehicle strikes.

The proposed parking meters would be sited within North Berwick Conservation Area.

To the north of the parking meter proposed to be installed to the rear of the footway on the south side of St Andrew Street close to the entrance to the Glebe Car Park is St Andrew Blackadder Church and Hall, which is listed as being of special architectural or historic interest (Category C).

To the south of the proposed parking meters (on the south side of the Glebe Car Park) is the building of 4 Law Road, which is listed as being of special architectural or historic interest (Category B). The grounds of 4 Law Road is the Glebe House Local Garden and Designed Landscape.

The parking meters proposed to be instated would be MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. They would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. They would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meters are compliant with all relevant standards for disabled access.

The proposed parking meters would operate using solar energy, therefore they would not require any cabling or connection to existing utilities and would operate independently. It is proposed that the parking meters would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs

that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. It continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH1 (Listed Buildings), CH2 (Development Affecting Conservation Areas), CH6 (Gardens and Designed Landscapes), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application are Sections 64 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland)

Act 1997 requires that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **REPRESENTATIONS**

There have been six written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

- \* The proposed parking meters would amount to a disfigurement of the conservation area with street clutter and visual affronts;
- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;
- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;
- \* The development would neither preserve nor enhance the Conservation Area;
- \* There would be a harmful cumulative impact from the proposed parking meters;
- \* There would be removal of landscaping and trees;
- \* One of the proposed parking meters would be on narrow footways and cause an obstruction for pedestrians, the visually impaired, wheelchair users and prams/buggies;
- \* Trees will shade the proposed parking meters and may result in them not working;
- \* The proposed parking meters would completely undermine conservation area planning policy and practice, as this would material adversely affect the visual impact of the streetscape that the current planning policies and practices have successfully protected;
- \* Were the application to be approved it would bring into question the independence and reasonableness of the democratic planning process, where an application is submitted by the Road Authority to the Planning Authority, who are both administered by Council, and;
- \* The proposed parking meters would have a harmful impact on the appearance on St Andrew Street and the historic vista and properties located along it, which should not be underestimated.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have

an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## PLANNING ASSESSMENT

The proposed parking meters would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high.

The proposed parking meter to be positioned to the rear of the footway on the south side of St Andrew Street close to the entrance to the Glebe Car Park would be viewed as a relatively small structure with the backdrop of the Glebe Car Park it would be positioned in front of. It would be seen in the context of existing street furniture in the form of lamp posts, poles and an equipment cabinet with which it would have a visual relationship. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the public footway and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed building of St Andrew Blackadder Church and Hall.

The proposed parking meters to be positioned in the Glebe Car Park would be viewed as relatively small structures within the larger car park. They would be viewed in the context of the operational car park within which they would be sited with associated parked vehicles. Due to their position and by their relatively small size, scale and form the proposed parking meters would not appear harmfully prominent, intrusive or incongruous in their car park location and would not result in any harmful visual or landscape impact. They would not be inappropriate to their setting within an operational car park and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would they harmfully draw focus from or harm the setting of the listed building of 4 Law Road, nor would they harmfully impact on the setting of the local garden and designed landscape. By virtue of their size, positioning within a car park and association with the proposed parking meter neither would the proposed bollards or hardstanding kerbed areas harm the character and appearance of the North Berwick Conservation Area, the setting of 4 Law Road or the setting of the local garden and designed landscape.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meters would not lead to any harmful cumulative impact.

The proposed parking meters would not cause a loss of amenity to any nearby residential property.

The **Council's Senior Landscape Officer** does not advise that the proposed parking meters would harm the character or appearance of the Conservation Area. However, the Senior Landscape Officer notes there are 2 lime trees located close to the parking meters and associated works proposed at the location Inset A, but that these would not harmfully impact on the trees subject to the erection of temporary protective fencing to protect them during site works.



The Senior Landscape Officer further advises that the parking meter proposed at location Inset B would lead to the loss of shrubbery and a small Rowan tree. The Senior Landscape Officer does not object to the loss of the shrubbery or the small Rowan tree, subject to a replacement tree being planted elsewhere in the car park to compensate for the loss of the tree.

Such control as set out above can competently be imposed as conditions on a grant of planning permission.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meters lie within the Conservation Area, he is satisfied that that there would be no harmful impact on the historic environment. The Archaeology/Heritage Officer therefore raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the parking meter proposed to be installed to the rear of the footway on the south side of St Andrew Street parking meter location is acceptable. Road Services further advise that the two parking meters proposed to be installed within the car park each requires the proposed physical infrastructure (bollards, kerbing and hardstanding) to be provided to protect the meter and users from unintended vehicle strikes, and therefore recommends that a Stage 2 Road Safety Audit will be required for the detailed design of the development of those two meters and associated works, and a further Stage 3 Road Safety Audit should also be provided.

Such control as set out above can competently be imposed as conditions on a grant of planning permission.

On all the above considerations the proposed parking meters are consistent with Policies 7 and 14 of NPF4 and Policies CH1, CH2, CH6, DP2, NH11 and T2 of the LDP.

The proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

## **CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 Prior to the commencement of development a Stage 2 Road Safety Audit shall be submitted to and approved by the Planning Authority, which shall be undertaken for the detailed design of the parking meters and associated infrastructure to be installed within the Glebe Car Park, and shall include an implementation programme describing when measures identified in the audit will be provided in relation to construction of the parking meters and any associated infrastructure.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 3 Immediately following completion of the development, the date of which shall be provided in writing to the Planning Authority, a Stage 3 Road Safety Audit - Post Opening shall be submitted to and approved by the Planning Authority for the parking meters and associated infrastructure to be installed within the Glebe Car Park.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 4 No development shall take place on site until the existing lime trees adjacent to the entrance of the Glebe Car Park within the location shown as Inset A on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0402 Rev P04 have been protected by temporary protective fencing, in accordance with details to be submitted to and approved in writing in advance by the Planning Authority.

The temporary protective fencing shall be erected prior to works commencing, kept in good condition through the works and shall be retained on site fully intact through to the completion of the site development.

Reason:

To ensure the protection of trees within the application site in the interests of safeguarding the landscape character of the area.

- 5 Only the Rowan tree within the location shown as Inset B on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0402 Rev P04 shall be felled. Replacement planting of a new tree shall be carried out in the first planting season following completion of the development of a species and in a location to be agreed in writing with the Planning Authority prior to the commencement of development.

No other trees 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. If any tree to be retained on the site is removed, damaged or dies as a result of the site works hereby approved it shall be replaced in the next planting season with others of similar size and species, unless the Planning Authority gives written consent to any variation.

Reason:

In the interests of the landscape character of the area.

**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to being followed.*

Application no. **25/00363/P**  
Proposal Installation of parking meters  
Location **St Margarets Road  
North Berwick**

Applicant East Lothian Council  
Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## **REPORT OF HANDLING**

### **PROPOSAL**

Planning permission is sought for the installation of two parking meters on the public footway at St Margarets Road, North Berwick. One would be positioned on the west side of the road on the footway close to the access to No.6 St Margarets Road, with the other positioned on the south side of the road on the footway between nos. 16 and 18 St Margarets Road.

The proposed parking meters would be sited within North Berwick Conservation Area.

The parking meters proposed to be instated would be MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. They would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. They would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meters are compliant with all relevant standards for disabled access.

The proposed parking meters would operate using solar energy, therefore they would not require any cabling or connection to existing utilities and would operate independently. It is proposed that each meter would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. It continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless

material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH2 (Development Affecting Conservation Areas), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application is Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

## **REPRESENTATIONS**

There have been 13 written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

- \* The road should be 100% for residents parking where needed;
- \* The proposed parking meters will encourage further parking when other areas are restricted;
- \* There is already a dangerous bend in the road, promoting parking on this street will make a bad situation worse and dangerous;
- \* The proposal would result in charges to friends and family to visit each other, which is a money grab from the Council;
- \* The site plan is not clear;
- \* Concern over accessibility for pavement users as the proposed meters may obstruct the pavement;
- \* The applicant should be forced to conduct an accessibility assessment for all meters as these are all going to cause access issues for those with buggies and wheelchairs when someone is using the meter given that they are located on busy narrow pavements;
- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;
- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;
- \* The development would neither preserve nor enhance the Conservation Area or

the settings of nearby listed buildings;

\* The proposed parking meters are physically and visually intrusive, being located on narrow footways that further impact on access for the visually impaired as well as others, including pedestrian access for families with push chairs, and are directly in the critical line of sight that impacts on the visual appearance and historical impression of the common grazing grounds surrounding Glebe House, which are both architecturally and visually of significant importance within North Berwick Conservation area;

\* Were the application to be approved it would bring into question the independence and reasonableness of the democratic planning process, where an application is submitted by the Road Authority to the Planning Authority, who are both administered by Council; and

\* The proposed meters would result in a disfigurement of the conservation area, with street clutter and visual affronts in the form of not only the intrusive and ugly ticket machines, but also the signage and the painted lines on the street edges.

It should be noted this application proposes the installation of parking meters only and the planning assessment of them can consider only the merits of these proposed structures. The matter of parking controls/charging and the impact of that is not a material consideration in the determination of this application.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council advise that this particular application covers 2 parking meters opposite the Glebe field, which is a prominent beauty spot in the town centre, and have provided a picture which they assert underestimates the true scale and visual impact of a grey and black column of the size proposed. The Community Council add that an additional consideration is that the owners of house number 16 cannot be forced to cut back the beautiful big bush overhanging the solar panel, which may result in problems with the power supply of the meter.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## **PLANNING ASSESSMENT**

The proposed parking meters would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high. Although visible in public views they would be positioned next to front garden boundary enclosures to the rear of the footways on which they would be located. They would also be seen in relation to other street furniture in the form of streetlights on St Margarets Road and with the backdrop of the larger buildings they would be positioned to the front of. They would also typically be viewed in the context of parked vehicles. Due to their positions and by their relatively small size, scale and form the proposed parking meters would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. They would not be inappropriate to their setting on the footway of a public road and

would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meters would not lead to any harmful cumulative impact.

The proposed parking meters would not cause a loss of amenity to any neighbouring residential property.

The **Council's Senior Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area and advises that due to the small size and scale of the proposed parking meters they would not harm the character or appearance of the Conservation Area. The Council's Senior Landscape Officer therefore raises no landscape objection to the application.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meters lies within the Conservation Area, he is satisfied that that there would be no harmful impact on the historic environment and therefore he raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the locations of the proposed parking meters are acceptable as adequate pedestrian space would remain on the sections of footway where the parking meters would be installed. Road Services therefore raise no objection to the application subject to the parking meters being installed in such a way that they allow at least 1.2 metres unobstructed clear footway width for users of the footway, which they have confirmed is achievable. Such control can competently be imposed as a condition on a grant of planning permission.

On all the above considerations the proposed parking meters are consistent with Policies 7 and 14 of NPF4 and Policies CH2, DP2, NH11 and T2 of the LDP.

The proposals are considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

#### **CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.



Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 The parking meters hereby approved shall be installed such that they allow at least 1.2 metres unobstructed clear footway width to remain available for users of the footway.

Reason:

In the interests of road and pedestrian safety.



**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to being followed.*

Application no. **25/00365/P**  
Proposal Installation of parking meters  
Location **Westgate  
North Berwick**

Applicant East Lothian Council  
Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## **REPORT OF HANDLING**

### **PROPOSAL**

Planning permission is sought for the installation of two parking meters on the public footway at locations on Westgate, North Berwick. One would be positioned on the footway at the corner of Westgate with Westend Place, with the other positioned on the south side of the road at the corner of Westgate with Bank Street adjacent to 21 Westgate.

The proposed parking meters would be sited within North Berwick Conservation Area.

To the south of the parking meter proposed to be installed at the corner of Westgate with Westend Place on the opposite side of Westgate are the buildings of 35-37 Westgate which are listed as being of special architectural or historic interest (Category C). To the north of the parking meter proposed to be installed at the corner of Westgate with Bank Street on the opposite side of Westgate are the buildings of 14 and 16 Westgate which are listed as being of special architectural or historic interest (Categories B and C respectively).

The parking meters proposed to be instated would be MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. They would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. They would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meters are compliant with all relevant standards for disabled access.

The proposed parking meters would operate using solar energy, therefore they would not require any cabling or connection to existing utilities and would operate independently. It is proposed that the parking meters would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. In continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH1 (Listed Buildings), CH2 (Development Affecting Conservation Areas), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application are Sections 64 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **REPRESENTATIONS**

There have been 12 written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

- \* There is not a parking issue in North Berwick;
- \* The proposed parking meters will cause an obstruction for pedestrians, wheelchair users and prams/buggies;
- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;
- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an

unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;

- \* The development would neither preserve nor enhance the Conservation Area or the settings of nearby listed buildings;

- \* The setting of listed buildings would be harmed;

- \* There would be a harmful cumulative impact from the proposed parking meters;

- \* The proposed parking meters would harmfully impact on residents privacy;

- \* The proposed parking meters would present a road safety hazard;

- \* Residents do not want to have to pay for parking;

- \* The proposed parking meters would completely undermine conservation area planning policy and practice, as this would material adversely affect the visual impact of the streetscape that the current planning polices and practices have successfully protected;

- \* Were the application to be approved it would bring into question the independence and reasonableness of the democratic planning process, where an application is submitted by the Road Authority to the Planning Authority, who are both administered by Council;

- \* The proposed parking meters would be visually intrusive in the critical line of sight that impacts on the visual appearance and historical impression of Westgate, which is of architecturally and visually significance importance within the North Berwick Conservation area, and;

- \* The proposal is an attempt to raise revenue.

It should be noted this application proposes the installation of parking meters only and the planning assessment of it can consider only the merits of the proposed structures. The matter of parking controls/charging and the impact of that is not a material consideration in the determination of this application.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997

to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council advise this particular application covers 2 parking meters in a prominent thoroughfare of the town centre. The first of the two is even right in the middle of a particular beauty spot in a wide open space with benches shaded by large trees.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## **PLANNING ASSESSMENT**

The proposed parking meters would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high. Although visible in public views they would be positioned to the rear of the footways on which they would be located.

The proposed parking meter to be positioned on the footway at the corner of Westgate with Westend Place would be viewed as a relatively small structure with the backdrop of a boundary wall and the larger buildings it would be positioned to

the front of. It would be seen in relation to other street furniture in the form of directional signage, poles and street lamps with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the footway of a public road and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed buildings of 35-37 Westgate on the opposite side of Westgate.

The proposed parking meter to be positioned on the south side of the road at the corner of Westgate with Bank Street would be viewed as a relatively small structure with the backdrop of a boundary wall and the larger buildings it would be positioned to the front of. It would be seen in relation to other street furniture in the form of a litter bin, benches, planters and a decorative pole with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the footway of a public road and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed buildings of 14 and 16 Westgate on the opposite side of the road.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meters would not lead to any harmful cumulative impact.

The proposed parking meters would not cause a loss of amenity to any neighbouring residential property.

The **Council's Senior Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area and advises that due to the small size and scale of the proposed parking meter it would not harm the character or appearance of the Conservation Area. The Council's Senior Landscape Officer therefore raises no landscape objection to the application.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meter lies within the Conservation Area, he is satisfied that that there would be no harmful impact on the historic environment and therefore he raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would



not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the location of the proposed parking meters is acceptable as adequate pedestrian space would remain on the section of footway where the parking meters would be installed. Road Services therefore raise no objection to the application subject to the parking meters being installed in such a way that they allow at least 1.2 metres unobstructed clear footway width for users of the footway, which they have confirmed is achievable. Such control can competently be imposed as a condition on a grant of planning permission.

On all the above considerations the proposed parking meters are consistent with Policies 7 and 14 of NPF4 and Policies CH1, CH2, DP2, NH11 and T2 of the LDP.

The proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

#### **CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 The parking meters hereby approved shall each be installed such that it allows at least 1.2 metres unobstructed clear footway width to remain available for users of the footway.

Reason:

In the interests of road and pedestrian safety.



**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to be followed.*

Application no. **25/00731/P**

Proposal Installation of parking meters, bollards and formation of hardstanding area

Location **Melbourne Road  
North Berwick**

Applicant East Lothian Council

Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## **REPORT OF HANDLING**

### **PROPOSAL**

Planning permission is sought for the installation of two parking meters at Melbourne Road, North Berwick. One would be positioned on the north side of the road on the footway opposite no. 13 Melbourne Road and the other would be

positioned on the north side of the road on the footway opposite no. 4 Melbourne Road.

Planning permission is also sought for the installation of bollards and the formation of a kerbed area at the site of the parking meter proposed on the footway opposite no. 13 Melbourne Road. The kerbed area would be formed in front of the proposed parking meter with 0.67m high black bollards positioned at either corner of it, the purpose of which is to protect the meter and users of meter from potential vehicle strikes.

The proposed parking meters would be sited within North Berwick Conservation Area.

To the west of the parking meter proposed to be installed opposite no. 4 Melbourne Road is the building of 3 Melbourne Road which is listed as being of special architectural or historic interest (Category C).

The parking meters proposed to be instated would be MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. They would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. They would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meters are compliant with all relevant standards for disabled access.

The proposed parking meters would operate using solar energy, therefore they would not require any cabling or connection to existing utilities and would operate independently. It is proposed that the parking meters would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. It continues that in addition to

its Conservation Area status, the North Berwick Conservation Area also contains numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

Since the application was registered revised drawings have been received omitting a third parking meter from the proposals that was proposed to be installed on the footway between nos. 16 and 17 Melbourne Road.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH1 (Listed Buildings), CH2 (Development Affecting Conservation Areas), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application are Sections 64 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **REPRESENTATIONS**

There have been 8 written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

\* The proposed parking meters would amount to a disfigurement of the conservation area with street clutter and visual affronts;

- \* The proposed parking meters and associated works would cause an obstruction for pedestrians, the visually impaired, wheelchair users and prams/buggies;
- \* The proposed parking meters are there to raise funds and parking costs are too expensive;
- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;
- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;
- \* The development would neither preserve nor enhance the Conservation Area or the settings of nearby listed buildings;
- \* The setting of listed buildings would be harmed;
- \* There would be a harmful cumulative impact from the proposed parking meters, and;
- \* A parking space would be lost;
- \* The position of the parking meters would prevent repair of the seawall;
- \* The proposed parking meter to be located between nos. 16 and 17 Melbourne Road would result in a loss of privacy and amenity to one of the residential properties it would be located outside as people using the meter could look into the windows; this would also impact on business as the property is run as a holiday let, and;
- \* A proposed parking meter could devalue property.

It should be noted this application proposes the installation of parking meters only and the planning assessment of it can consider only the merits of the proposed structures. The matter of parking controls/charging and the impact of that is not a material consideration in the determination of this application.

The impact of a proposed development on property values is not a material consideration in the determination of a planning application.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure

from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council state that two of the proposed parking meters would be directly in front of the beach, where people generally enjoy the views out to Bass Rock, and unlike the one in Tantallon Terrace, they are not even partially obscured by parked cars, and their size and height make them very prominent features along this stretch of beach and a considerable detraction from the wonderful views.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## PLANNING ASSESSMENT

The proposed parking meters would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high. Although visible in public views they would be positioned to the rear of the footways on which they would be located.

The proposed parking meter to be positioned on the north side of the road on the footway opposite no. 13 Melbourne Road, although visible in public views, this would only be for a very short duration on this beachfront location, and the parking meter would be seen in the context of existing street furniture in the form of litter bins and lamp posts with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Given the size of the proposed parking meter, it would not result in any harmful long duration disruption of views from the coast in this location. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the public footway and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. By virtue of their size, positioning and association with the proposed parking meter neither would the proposed bollards or kerbed area harm the character and appearance of the North Berwick Conservation Area.

The proposed parking meter to be positioned on the north side of the road on the footway opposite no. 4 Melbourne Road, although visible in public views, this would only be for a very short duration on this beachfront location, and the parking meter would be seen in the context of existing street furniture in the form of litter bins, lamp posts and benches with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Given the size of the proposed parking meter, it would not result in any harmful long duration disruption of views from the coast in this location. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the public footway and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed building of 3 Melbourne Road.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meters would not lead to any harmful cumulative impact.

Neither of the proposed parking meters would cause a loss of amenity to any nearby residential property.

The **Council's Senior Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area. The Senior Landscape Officer advises that although it is a small-scale development, the proposed parking meter to be positioned on the north side of the road on the footway opposite no. 4



Melbourne Road would be positioned on the seaward side of the footway, and this could disrupt open views over the coast. However, the Council's Senior Landscape Officer does add that the proposed parking meters would not harmfully impact on the Conservation Area and therefore she does not raise any landscape objection to the application.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meters lie within the Conservation Area, he is satisfied that that there would be no harmful impact on the historic environment. The Archaeology/Heritage Officer therefore raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the location of the proposed parking meters is acceptable as adequate pedestrian space would remain on the section of footway where the parking meters would be installed. Road Services therefore raise no objection to the application subject to the parking meter to be positioned on the north side of the road on the footway opposite no. 4 Melbourne Road being installed in such a way that it allows at least 1.2 metres unobstructed clear footway width for users of the footway, which they have confirmed is achievable.

The Council's Road Services advise that the parking meter to be positioned on the north side of the road on the footway opposite no. 13 Melbourne Road is acceptable, but requires the proposed physical infrastructure (bollards and kerbed area) to be provided to protect the meter and users from unintended vehicle strikes, and therefore recommends that a Stage 2 Road Safety Audit will be required for the detailed design of the development, and a further Stage 3 Road Safety Audit must also be provided.

Subject to the above recommended control, which can competently be imposed as conditions on a grant of planning permission, Road Services raise no objection to the application.

On all the above considerations the proposed parking meters are consistent with Policies 7 and 14 of NPF4 and Policies CH1, CH2, DP2, NH11 and T2 of the LDP.

The proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

## **CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 The parking meter to be positioned on the north side of the road on the footway opposite no. 4 Melbourne Road as hereby approved shall be installed such that it allows at least 1.2 metres unobstructed clear footway width to remain available for users of the footway.

Reason:

In the interests of road and pedestrian safety.

- 3 Prior to the commencement of development a Stage 2 Road Safety Audit shall be submitted to and approved by the Planning Authority, which shall be undertaken for the detailed design of the parking meter and associated infrastructure to be positioned on the north side of the road on the footway opposite no. 13 Melbourne Road (shown in inset B on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0410 Rev P04), and shall include an implementation programme describing when measures identified in the audit will be provided in relation to construction of the parking meter and any associated infrastructure.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 4 Immediately following completion of the development, the date of which shall be provided in writing to the Planning Authority, a Stage 3 Road Safety Audit - Post Opening shall be submitted to and approved by the Planning Authority for the parking meter and associated infrastructure to be positioned on the north side of the road on the footway opposite no. 13 Melbourne Road (shown in inset B on docketed drawing no. 332611186-STN-GEN-XX-DR-TP-0410 Rev P04).

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

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**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to being followed.*

Application no. **25/00636/P**  
Proposal Installation of parking meters  
Location **Kirk Ports**  
**North Berwick**

Applicant East Lothian Council  
Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## **REPORT OF HANDLING**

### **PROPOSAL**

Planning permission is sought for the installation of two parking meters at Kirk Ports, North Berwick. One would be positioned just outside the northwest corner of Kirk Ports car park on the footway of Law Road, and the other would be positioned on the north side of Kirk Ports on the rear of the footway in front of the beer garden of the County Hotel.

The proposed parking meters would be sited within North Berwick Conservation Area.

To the east of the parking meter proposed to be installed just outside the northwest corner of Kirk Ports car park is the grouping of buildings of 53, 55 and 57 High Street which are listed as being of special architectural or historic interest (Category B). To the west is the building of 2 Law Road which is listed as being of special architectural or historic interest (Category C).

To the north of the parking meter proposed to be installed on the north side of Kirk Ports on the rear of the footway in front of the beer garden of the County Hotel is the County Hotel building of 15-17 High Street which is listed as being of special architectural or historic interest (Category C). Also, to the southwest is St Andrews Kirk Scheduled Monument.

The parking meters proposed to be installed would be MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. They would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. They would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meters are compliant with all relevant standards for disabled access.

The proposed parking meters would operate using solar energy, therefore they would not require any cabling or connection to existing utilities and would operate independently. It is proposed that the parking meters would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. It continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains

numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH1 (Listed Buildings), CH2 (Development Affecting Conservation Areas), CH4 (Scheduled Monuments and Archaeological Sites), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application are Sections 64 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **REPRESENTATIONS**

There have been seven written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;

- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;
- \* The development would neither preserve nor enhance the Conservation Area or the settings of nearby listed buildings;
- \* The setting of listed buildings would be harmed;
- \* There would be a harmful cumulative impact from the proposed parking meters;
- \* The proposed parking meters would amount to a disfigurement of the conservation area with street clutter and visual affronts;
- \* The proposed parking meters would be on narrow footways and cause an obstruction for pedestrians, the visually impaired, wheelchair users and prams/buggies;
- \* The proposed parking meters would completely undermine conservation area planning policy and practice, as this would material adversely affect the visual impact of the streetscape that the current planning policies and practices have successfully protected;
- \* Were the application to be approved it would bring into question the independence and reasonableness of the democratic planning process, where an application is submitted by the Road Authority to the Planning Authority, who are both administered by Council;
- \* The proposed parking meters would be visually intrusive in the critical line of sight that impacts on the visual appearance and historical impression of Kirk Ports and original St Andrew's Church and old churchyard and cemetery, which is of architecturally and visually significance importance within the North Berwick Conservation area, and;
- \* The proposals are bureaucratic vandalism.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council have been consulted on the application but have made no comment.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## **PLANNING ASSESSMENT**

The proposed parking meters would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high. Although visible in public views, one would be viewed in the context of existing street furniture next to an operational car park and the other would be positioned to the rear of the footway on which it would be located.

The proposed parking meter to be positioned just outside the northwest corner of Kirk Ports car park on the footway of Law Road would be viewed as a relatively small structure with the backdrop of larger buildings it would be positioned between. It would be seen in relation to other street furniture in the form of a planter, bollards and bike racks with which it would have a visual relationship. It would also be viewed in the context of the Kirk Ports car park with associated parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the public footway and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed buildings of 53, 55 and 57 High Street or 2 Law Road.

The proposed parking meter to be positioned on the north side of Kirk Ports on the rear of the footway in front of the beer garden of the County Hotel would be viewed as a relatively small structure with the backdrop of larger buildings it would be positioned in front of. It would be positioned in front of a boundary wall with railings and would be seen in the context of the furniture of the beer garden behind it. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be

inappropriate to its setting on the public footway and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed County Hotel building of 15-17 High Street. Given its positioning across the road from the St Andrews Kirk Scheduled Monument and its small size it would not harm the setting of that Scheduled Monument.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meters would not lead to any harmful cumulative impact.

The proposed parking meters would not cause a loss of amenity to any neighbouring residential property.

The **Council's Senior Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area and advises that due to the small size and scale of the proposed parking meters they would not harm the character or appearance of the Conservation Area. The Council's Senior Landscape Officer therefore raises no landscape objection to the application.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meters lie within the Conservation Area and in proximity to the St Andrews Kirk Scheduled Monument, he is satisfied that there would be no harmful impact on the historic environment and therefore he raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the location of the proposed parking meters is acceptable as adequate pedestrian space would remain on the section of footway where the parking meters would be installed. Road Services therefore raise no objection to the application subject to the parking meters being installed in such a way that they allow at least 1.2 metres unobstructed clear footway width for users of the footway, which they have confirmed is achievable. Such control can competently be imposed as a condition on a grant of planning permission.

On all the above considerations the proposed parking meters are consistent with Policies 7 and 14 of NPF4 and Policies CH1, CH2, CH4, DP2, NH11 and T2 of the LDP.

The proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which



outweigh the proposal's accordance with the Development Plan.

**CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 The parking meters hereby approved shall each be installed such that it allows at least 1.2 metres unobstructed clear footway width to remain available for users of the footway.

Reason:

In the interests of road and pedestrian safety.



**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to be followed.*

Application no. **25/00360/P**  
Proposal Installation of parking meter  
Location **School Road  
North Berwick**

Applicant East Lothian Council  
Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## **REPORT OF HANDLING**

### **PROPOSAL**

Planning permission is sought for the installation of a parking meter on the public footway at School Road, North Berwick. The proposed parking meter would be positioned on the east side of the road on the footway in front of the School Road Museum and Library building.

The proposed parking meter would be sited within North Berwick Conservation Area.

The School Road Museum and Library building is listed as being of special architectural or historic interest (Category C).

The parking meter proposed to be instated would be an MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. It would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. It would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meter is compliant with all relevant standards for disabled access.

The proposed parking meter would operate using solar energy, therefore it would not require any cabling or connection to existing utilities and would operate independently. It is proposed that the parking meter would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. It continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH1 (Listed Buildings), CH2 (Development Affecting Conservation Areas), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application are Sections 64 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **REPRESENTATIONS**

There have been 29 written representations received to this application, of which 28 object to the proposed development and one neither supports nor objects.

The main grounds of objection can be summarised as follows:

- \* The proposal is an attempt to raise revenue and does not consider the impact on the surrounding area;
- \* The proposed parking meters would introduce unnecessary visual clutter to a traditionally attractive and historically sensitive part of North Berwick;
- \* There is widespread local opposition to parking charges;
- \* The submitted plans aren't clear;
- \* The proposed parking meters would completely undermine conservation area planning policy and practice, as this would material adversely affect the visual impact of the streetscape that the current planning policies and practices have successfully protected;
- \* Were the application to be approved it would bring into question the independence and reasonableness of the democratic planning process, where an application is submitted by the Road Authority to the Planning Authority, who are both administered by Council;
- \* The proposed parking meter is visually intrusive and located directly in the critical

line of sight and impacts of the visual appearance and historical impression of the museum and library, which are both architecturally and visually of significant importance to North Berwick Conservation area; there is also an addition impact on the appearance of School Road and the historic vista and properties located along it, which should not be underestimated;

- \* The proposed parking meters would lead to congestion;
- \* There would be a harmful cumulative impact from the proposed parking meters;
- \* Applications for parking meters should not be split into separate applications;
- \* The proposed parking meters will cause an obstruction for pedestrians and wheelchair users, and;
- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings.

It should be noted this application proposes the installation of a parking meter only and the planning assessment of it can consider only the merits of the proposed structure. The matter of parking controls/charging and the impact of that is not a material consideration in the determination of this application.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council advise that this particular application covers one parking meter in front of the local library and the local museum, which not only attract locals but also many visitors, and makes this a prominent place within North Berwick.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## **PLANNING ASSESSMENT**

The proposed parking meter would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high. Although visible in public views it would be positioned to the rear of the footway on which it would be located in front of a boundary wall. It would be seen in relation to other street furniture in the form of directional signage, a litter bin and poles with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the footway of a public road and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed School Road Museum and Library building.

Given the distance between the other parking meters proposed elsewhere in North

Berwick and the intervening land and buildings between them, the proposed parking meter would not lead to any harmful cumulative impact.

The proposed parking meter would not cause a loss of amenity to any neighbouring residential property.

The **Council's Senior Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area and advises that due to the small size and scale of the proposed parking meter it would not harm the character or appearance of the Conservation Area. The Council's Senior Landscape Officer therefore raises no landscape objection to the application.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meter lies within the Conservation Area, he is satisfied that that there would be no harmful impact on the historic environment and therefore he raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the location of the proposed parking meter is acceptable as adequate pedestrian space would remain on the section of footway where the parking meter would be installed. Road Services therefore raise no objection to the application subject to the parking meter being installed in such a way that it allows at least 1.2 metres unobstructed clear footway width for users of the footway, which they have confirmed is achievable. Such control can competently be imposed as a condition on a grant of planning permission.

On all the above considerations the proposed parking meter is consistent with Policies 7 and 14 of NPF4 and Policies CH1, CH2, DP2, NH11 and T2 of the LDP.

The proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

## **CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 The parking meter hereby approved shall be installed such that it allows at least 1.2 metres unobstructed clear footway width to remain available for users of the footway.



Reason:  
In the interests of road and pedestrian safety.



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**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to be followed.*

Application no. **25/00358/P**  
Proposal Installation of parking meter  
Location **Quadrant  
North Berwick**

Applicant East Lothian Council  
Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## REPORT OF HANDLING

### PROPOSAL

Planning permission is sought for the installation of a parking meter on the public footway at Quadrant, North Berwick. The proposed parking meter would be positioned on the south side of the road within an existing footway build out opposite no.6 Quadrant.

The proposed parking meter would be sited within North Berwick Conservation

Area.

Nos. 1-9 Quadrant are listed as being of special architectural or historic interest (Category C).

The parking meter proposed to be instated would be an MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. It would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. It would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meter is compliant with all relevant standards for disabled access.

The proposed parking meter would operate using solar energy, therefore it would not require any cabling or connection to existing utilities and would operate independently. It is proposed that the parking meter would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. It continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the

application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH1 (Listed Buildings), CH2 (Development Affecting Conservation Areas), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application are Sections 64 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **REPRESENTATIONS**

There have been 15 written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

- \* The proposed parking meters would completely undermine conservation area planning policy and practice, as this would material adversely affect the visual impact of the streetscape that the current planning policies and practices have successfully protected;
- \* Were the application to be approved it would bring into question the independence and reasonableness of the democratic planning process, where an application is submitted by the Road Authority to the Planning Authority, who are both administered by Council;
- \* The proposed parking meters will cause an obstruction for pedestrians, wheelchair users, mobility scooters and prams/buggies and will force people onto the road;
- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;
- \* The impact of the meters would be visually harmful. Their significant cumulative

number, size, prominence and associated signage and poles would give rise to an unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;

\* The development would neither preserve nor enhance the Conservation Area or the settings of nearby listed buildings;

\* The setting of listed buildings would be harmed, and;

\* There would be a harmful cumulative impact from the proposed parking meters.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council advise that this particular application covers a parking meter in a particular beauty spot, visible not only from the Quadrant, but also from the putting green, the path alongside it, as well as the Tennis Club. The site has been further beautified by the placement of the anchor and extensive planting, but a large grey and black column will substantially detract from that.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## **PLANNING ASSESSMENT**

The proposed parking meter would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high. Although visible in public views it would be positioned within a footway build out and seen in relation to other street furniture in the form of streetlights, a bin and bollards with which it would have a visual relationship. It would also typically be viewed in the context of parked vehicles. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact. It would not be inappropriate to its setting on the footway of a public road and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Neither would it harmfully draw focus from or harm the setting of the listed buildings of Quadrant.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meter would not lead to any harmful cumulative impact.

The proposed parking meter would not cause a loss of amenity to any neighbouring residential property.

The **Council's Senior Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area and advises that due to the small size and scale of the proposed parking meters they would not harm the character or appearance of the Conservation Area. The Council's Senior Landscape Officer therefore raises no landscape objection to the application.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meters lies within the Conservation Area, he is satisfied that there would be no harmful impact on the historic environment and therefore he raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the locations of the proposed parking meter is acceptable as adequate pedestrian space would remain on the section of footway where the parking meter would be installed. Road Services therefore raise no objection to the application subject to the parking meter being installed in such a way that it allows at least 1.2 metres unobstructed clear footway width for users of the footway, which they have confirmed is achievable. Such control can competently be imposed as a condition on a grant of planning permission.

On all the above considerations the proposed parking meter is consistent with Policies 7 and 14 of NPF4 and Policies CH1, CH2, DP2, NH11 and T2 of the LDP.

The proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

#### **CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 The parking meter hereby approved shall be installed such that it allows at least 1.2 metres unobstructed clear footway width to remain available for users of the footway.

Reason:

In the interests of road and pedestrian safety.



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**COMMITTEE:** Planning Committee  
**MEETING DATE:** 7 October 2025  
**BY:** Executive Director for Place  
**REPORT TITLE:** Application for Planning Permission for Consideration

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*Note: This application was called off the Scheme of Delegation List by Councillor Findlay for the following reason: Given the level of opposition both from residents of these streets and from the population of North Berwick as a whole, the Planning Committee should look at these applications and allow residents to give voice to their concerns so that local democracy can be seen to being followed.*

Application no. **25/00657/P**

Proposal Installation of parking meter, bollards and formation of hardstanding area

Location **Tantallon Terrace  
North Berwick  
East Lothian**

Applicant East Lothian Council

Per Stantec UK Ltd

**RECOMMENDATION** Consent Granted

## REPORT OF HANDLING

### PROPOSAL

Planning permission is sought for the installation of a parking meter within the car park at Tantallon Terrace, North Berwick. Planning permission is also sought for the installation of bollards and the formation of a hardstanding area with kerbing at

the site of the parking meter.

The proposed parking meter would be positioned at the northern side of the car park. In front of the proposed parking meter would be formed a level hardstanding area measuring 1.5m by 1.2m and close to each corner would be positioned a 0.67m high black bollard. The hardstanding area and bollards would be contained within a raised kerb area. The bollards and kerbing are proposed to protect the meter and users of meter from potential vehicle strikes.

The proposed parking meter would be sited within North Berwick Conservation Area.

The site lies within the North Berwick to Seton Sands Coast Special Landscape Area (SLA). Opposite the car park across the road is the Castle Hill Scheduled Monument.

The parking meters proposed to be instated would be MS1 Parking Terminals, measuring 317 x 305 x 1524mm high. They would have a black frontage housed within a high security stainless steel body, and protected with an anti-graffiti coating. They would be solar powered and would be able to accept cash or cashless payments (chip and pin or contactless card payments). It is stated in the application submissions that the proposed parking meters are compliant with all relevant standards for disabled access.

The proposed parking meters would operate using solar energy, therefore they would not require any cabling or connection to existing utilities and would operate independently. It is proposed that the parking meters would be bolted to the public footway surface meaning no excavation would be required.

A Design Statement has been submitted in support of the application, which states that the main driver of the proposals to install parking meters in North Berwick is to reduce current parking issues identified in the town. The Design Statement informs that it has been observed that during summer months in North Berwick, parking demand outweighs available capacity, leading to instances of inappropriate and unlawful parking, including includes misuse of the 90-minute waiting restriction at certain locations, where vehicles have been observed to be parked for up to 5-10 hours.

The Design Statement continues that the proposed parking meters should discourage unlawful parking, and in turn provide a benefit to existing residents and visitors to North Berwick with controlled and more frequent turnover of parking. The Design Statement further states that there would be an economic benefit as the revenue made from parking charges would be used towards the improvement of transport and parking infrastructure in the local area.

The Design Statement informs that North Berwick Conservation Area includes a variety of land uses including residential, retail, commercial, leisure and recreation. Milsey Bay and West Bay beaches, as well as the West Links Golf Course are also included within the Conservation Area boundary. It continues that in addition to its Conservation Area status, the North Berwick Conservation Area also contains

numerous listed buildings, none of which would be adversely impacted by the proposed development given the location, scale and design of the proposed parking meters. None of the parking meters would be physically attached to any property including listed buildings.

This application is one of 12 applications proposing a total of 27 parking meters in different locations in North Berwick.

## **THE DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (LDP).

Policies 7 (Historic assets and places) and 14 (Design, quality and place) of NPF4 and Policies CH2 (Development Affecting Conservation Areas), CH4 (Scheduled Monuments and Archaeological Sites), DC9 (Special Landscape Areas), DP2 (Design), NH11 (Flood Risk) and T2 (General Transport Impact) of the LDP are relevant to the determination of the application.

Material to the determination of the application are Sections 64 and 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that a planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in which the building is located.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **REPRESENTATIONS**

There have been eight written representations received to this application, all of which object to the proposed development.

The main grounds of objection can be summarised as follows:

- \* The proposed parking meters would amount to a disfigurement of the conservation area with street clutter and visual affronts;
- \* The proposed parking meters would be on narrow footways and cause an obstruction for pedestrians, the visually impaired, wheelchair users and prams/buggies;
- \* The proposed parking meters are there to raise funds;

- \* The proposed parking meters would completely undermine conservation area planning policy and practice, as this would material adversely affect the visual impact of the streetscape that the current planning policies and practices have successfully protected;
- \* Were the application to be approved it would bring into question the independence and reasonableness of the democratic planning process, where an application is submitted by the Road Authority to the Planning Authority, who are both administered by Council;
- \* The proposed parking meters would have a harmful impact on the appearance on Tantallon Terrace and the historic vista and properties located along it, which should not be underestimated;
- \* Applications for parking meters should not be split into separate applications and the cumulative impact should be considered;
- \* Individual applications fundamentally misrepresent the scale and impact of the provision of parking meters;
- \* The submitted Design Statement is inadequate;
- \* There are far too many parking meters proposed;
- \* The impact of the meters would be visually harmful. Their significant cumulative number, size, prominence and associated signage and poles would give rise to an unacceptable adverse impact upon the North Berwick Conservation Area and, in many cases, upon the setting of nearby listed buildings;
- \* The development would neither preserve nor enhance the Conservation Area or the settings of nearby listed buildings;
- \* The setting of listed buildings would be harmed;
- \* There would be a harmful cumulative impact from the proposed parking meters;
- \* The proposal would be visual vandalism, and;
- \* A parking space would be lost.

It should be noted this application proposes the installation of parking meters only and the planning assessment of it can consider only the merits of the proposed structures. The matter of parking controls/charging and the impact of that is not a material consideration in the determination of this application.

There is no impediment to the Council being applicant and, as Planning Authority, deciding on the application. Planning Circular 3/2009 states that sometimes, as well as being the decision-maker on a planning application, a planning authority will have some other interest in the proposed development, for example as the developer or the owner of the land. This in itself is not unreasonable; in fact it is quite normal and occurs regularly. In these circumstances though, it is essential that the planning authority does not allow any possible conflict of interest to have an undue influence on its planning assessment. Planning authorities generally exercise their duties fairly in such matters, recognising how essential it is that probity is scrupulously observed.

In certain circumstances, to protect the integrity of the planning system, where the Planning Authority has an interest, applications must be notified to Scottish Ministers where the proposed development would involve a significant departure from the authority's own development plan or there is an objection by a Government agency, neither of which applies in this case.

## **COMMUNITY COUNCIL COMMENTS**

North Berwick Community Council as a consultee on the application object to the proposed development. The Community Council advise that the Council has a duty under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 to ensure the character and appearance of the Conservation Area are preserved or enhanced, and state that the proposed parking meters are sizeable columns in a number of different locations within the Conservation Area and, whilst certain individual locations may be more discrete or less obtrusive than others, when considered together it is a fact that they do not preserve the character underpinning the designation of the Conservation Area and certainly do not enhance it.

The Community Council advise that this is just one application, but the cumulative impact of all of the meters will also be a consideration. They state that the submitted Design Statement assesses impact on trees and listed buildings, but fails in its fundamental purpose by not assessing or otherwise referring to the impact on the Conservation Area.

The Community Council state that this particular meter is directly in front of the beach, where people generally enjoy the views out to Bass Rock. Even if it is located in the middle of parked cars, its size and height sticks out and it is a considerable detraction from the wonderful views.

The Community Council state that no objective planning assessment can conclude that the parking meters meet the test in LDP Policy CH2, so consequently the application is contrary to that policy and they recommend that planning permission be refused.

## **ENVIRONMENTAL IMPACT ASSESSMENT**

Under the provisions of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 the proposed development falls within the category of a Schedule 2 Development, being one that may require the submission of an Environmental Impact Assessment (EIA). Schedule 3 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 sets out the selection criteria for screening whether a Schedule 2 development requires an EIA. On 24 March 2025 the Council issued a formal screening opinion to the applicant. The screening opinion concludes that it is East Lothian Council's view that the proposed development, individually or cumulatively with other proposed parking meters in North Berwick, is not likely to have a significant effect on the environment such that consideration of environmental information is required before any grant of planning permission. It is therefore the opinion of East Lothian Council as Planning Authority that there is no requirement for the proposed development to be the subject of an EIA.

## **PLANNING ASSESSMENT**

The proposed parking meter would be of a slim linear form and design, being only 317mm across by 305mm in width and 1524mm high. Although visible in public

views this would only be for a very short duration on this beachfront location, and the parking meter would be seen in the context of an operational car park with associated parked vehicles. It would also be seen in relation to other street furniture with which it would have a visual relationship. Given the size of the proposed parking meter, it would not result in any harmful long duration disruption of views from the coast in this location. Due to its position and by its relatively small size, scale and form the proposed parking meter would not appear harmfully prominent, intrusive or incongruous in the street scene and would not result in any harmful visual or landscape impact on the Seton Sands Coast Special Landscape Area. Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening buildings between them, the proposed parking meter would not lead to any harmful cumulative impact. It would not be inappropriate in its setting within an operational car park and would not be harmful to but would preserve the character and appearance of the North Berwick Conservation Area. Given its positioning across the road from the Castle Hill Scheduled Monument and its small size it would not harm the setting of that Scheduled Monument. By virtue of their size, positioning within a car park and association with the proposed parking meter neither would the proposed bollards or hardstanding area harm the character and appearance of the North Berwick Conservation Area, the landscape setting of the North Berwick to Seton Sands Coast SLA or the setting of scheduled monument.

Given the distance between the other parking meters proposed elsewhere in North Berwick and the intervening land and buildings between them, the proposed parking meter would not lead to any harmful cumulative impact.

The proposed parking meter would not cause a loss of amenity to any neighbouring residential property.

The **Council's Senior Landscape Officer** acknowledges that the application site lies within the North Berwick Conservation Area and the Seton Sands Coast Special Landscape Area. The Senior Landscape Officer advises that although it is a small-scale development, the proposed parking meter would be positioned on the seaward side of the car park, and this could detract from the naturalness of the area. However, the Council's Senior Landscape Officer does not raise any landscape objection to the application.

The **Council's Archaeology/Heritage Officer** advises that although the location of the proposed parking meters lie within the Conservation Area, he is satisfied that that there would be no harmful impact on the historic environment. The Archaeology/Heritage Officer therefore raises no objection to the application.

The **Council's Flooding & Structures Officer** advises that SEPA's Flood Hazard Mapping indicates that the site is not at risk from a flood event with a return period of 1 in 200 years, plus climate change. That is the 0.5% annual risk of a flood occurring in any one year, with an allowance for climate change. The Flooding & Structures Officer advises that in any event, the proposed parking meters would not create any more catchment of surface water and would not have any significant effect on the storage capacity of the functional flood plain, nor would they affect local flooding problems. The Flooding & Structures Officer therefore raises no

objection to the application on the grounds of flood risk.

The **Council's Road Services** advise that the parking meter location is acceptable, but requires the proposed physical infrastructure (bollards, kerbing and hardstanding) to be provided to protect the meter and users from unintended vehicle strikes, and therefore recommends that a Stage 2 Road Safety Audit will be required for the detailed design of the development, and a further Stage 3 Road Safety Audit must also be provided. Subject to this Road Services raise no objection to the application.

Such control as set out above can competently be imposed as conditions on a grant of planning permission.

On all the above considerations the proposed parking meters are consistent with Policies 7 and 14 of NPF4 and Policies CH2, CH4, DC9, DP2, NH11 and T2 of the LDP.

The proposal is considered to be in accordance with the provisions of the stated relevant Development Plan policies and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

#### **CONDITIONS:**

- 1 The development hereby approved shall begin before the expiration of 3 years from the date of this permission.

Reason:

Pursuant to Section 58 of the Town and Country Planning (Scotland) Act 1997 as amended.

- 2 Prior to the commencement of development a Stage 2 Road Safety Audit shall be submitted to and approved by the Planning Authority, which shall be undertaken for the detailed design of the parking meter and associated infrastructure, and shall include an implementation programme describing when measures identified in the audit will be provided in relation to construction of the parking meter and any associated infrastructure.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.

- 3 Immediately following completion of the development, the date of which shall be provided in writing to the Planning Authority, a Stage 3 Road Safety Audit - Post Opening shall be submitted to and approved by the Planning Authority.

The Road Safety Audit shall be carried out in accordance with the most recent revision of GG119 Road Safety Audit.

Reason:

In the interests of road and pedestrian safety.