



DEVELOPMENT MANAGEMENT COMMITTEE

Report by Development Management Manager

1 DESCRIPTION AND LOCATION

Formation of a car park and associated access works at Vion Halls, 220 East Main Street, Broxburn.

2 DETAILS

Reference no.	0684/FUL/11	Owner of site	Vion Halls Ltd
Applicant	Vion Halls Ltd	Ward & local members	Broxburn, Uphall & Winchburgh J. Campbell A. Davidson E. Glass G. Morrice
Case officer	Wendy McCorrison	Contact details	Tel: 01506 282406 Email:wendy.mccorrison@westlothian.gov.uk

Reason for referral to Planning Committee: Objections from Broxburn Community Council and Broxburn East End Liaison Group.

3 RECOMMENDATION

Grant planning permission subject to conditions.

4 DESCRIPTION OF THE PROPOSAL AND PLANNING HISTORY

- 4.1 This application is for the formation of a car park, to be used primarily by executive clients and visitors to the factory. It is to be located to the south west of the main building, with a new access being formed onto the A89.
- 4.2 The proposed car park has 20 spaces and is to be located to the east side of the main staff car park which runs the full length of the western boundary of the industrial site. The fencing around the new car park will match the existing on site. Access to the car park will be controlled using a barrier, which will be monitored remotely from the existing security booth at the main entrance.
- 4.3 The proposals have been submitted following a recent health and safety audit, which raised issues about conflicts between HGVs, visitor cars and pedestrians and led to a re-modelling of the main HGV access in the north east of the site. The proposed car park will be close to the main offices, which are on the south side of the complex, and will

reduce the need for visitors to walk from the main gate through the working industrial site, as is the case at present.

5 PLANNING POLICY ASSESSMENT

Plan	Policy	Assessment	Conform?
West Lothian Local Plan (WLLP)	HOU 9 Residential & visual amenity	The new car park is over 40m away from the nearest housing on Old Town Road, which lies to the west of the site. There will be no detriment to the existing level of residential and visual amenity in the area as a result of the proposals.	Yes
WLLP	IMP 10 & IMP11 Noise	Any noise associated with the new car park must satisfy the existing SEPA permit limits for the site.	Yes
WLLP	EM5 Employment areas and estates	This policy supports the use, expansion and improvement of existing business and industrial uses that are within allocated employment area boundaries. This proposal will enhance the parking provision for visitors and provide an improved gateway to the site, together with removing the potential for conflict between vehicle and pedestrian movements.	Yes

6 REPRESENTATIONS

Two letters of objection have been received, one from Broxburn Community Council and one from the Broxburn East End Liaison Group (BEELG). The material grounds of objection are summarised below; the full letters are attached to this report.

	Comments	Response
1.	There is no need for this car park; it is merely a promotional vision of the applicant's. A number of car parking spaces have been removed from the main staff car park without planning consent since 2006 and no action has been taken about this. If these were re-instated this car park would not be required. The car park does not improve health and safety, as visitors would still have to walk to the offices next to existing loading bays.	Officers are aware of the historical changes made to parking areas, however, other than one area used as storage space that was converted several years ago, and is now immune from enforcement action, other areas such as that to the east of the main staff gate were re-instated to parking and all new changes since 2006 have been submitted as part of planning proposals. The need to improve business image and perception for customers and visitors is a valid planning consideration in terms of ensuring longevity of an established business. Bringing key customers into the site separately from the main service and staff entrances is a logical way to improve the profile of the business. The proximity of the new car park to the main office entrance will also result in a reduction of pedestrian movements through the busiest part of the

		industrial site and again is a logical improvement to the operation of the business.
2.	If granted, there should not be facilities to allow mini buses to use this car park, as it will become a staff drop-off area.	Agree. The car park should be used for cars only. The applicant has agreed to this request and has amended the supporting statement to reflect this.
3.	HGVs should not be allowed through the site, but instead road markings and signage should be used to ensure it is used by cars only.	Agree. In discussion with Transportation the proposals have been amended to reduce the radius and width of entrance, remove the large gates to north of car park and introduce a 215m x 4.5m visibility splay. With appropriate signage these changes will ensure that HGVs or other vans and buses do not use the car park but is used by cars only.
4.	Re-assurances are needed that this will not lead to flooding issues at the site.	The council's flood prevention officer has confirmed that the proposals are acceptable and will not create any flood risk issues for the site.

7 CONSULTATIONS

This is a summary of the consultations; the full documents are contained in the application file.

Consultee	Objection?	Comments	Planning Response
WLC Transportation	No	Some amendments were required to the initial access details, but these have now been undertaken. Subject to appropriate signage of the car park, in particular to ensure the car park is not used for HGV access to the site, the proposals are now acceptable in transportation and road safety terms.	Noted. Appropriate conditions in relation to signage can be imposed.
WLC Flood Prevention	No	The drainage details for the car park have been assessed and are acceptable. The proposal does not give rise to any flood risk issues.	Noted.
Scottish Gas Networks	No	Details of pipelines in the area have been supplied and must be taken into account by the developer.	Noted. The relevant details have been passed to the applicant.

8 ASSESSMENT

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan, unless material

considerations indicate otherwise.

Development Plan

Edinburgh and the Lothians Structure Plan

- 8.2 There are no Structure Plan policies that specifically relate to this application.

West Lothian Local Plan

- 8.3 The application site is within an Employment Area boundary in the WLLP, which supports the expansion and improvement of conforming industrial and business uses within that boundary. This proposal relates to an existing conforming land use that is operating subject to existing planning permissions on the site. There have been previous complaints regarding the lack of parking for this site and there have also been health and safety issues with regard to HGV and pedestrian conflict at the main gate.
- 8.4 The proposals have been assessed in terms of the WLLP policies set out above and are acceptable. The proposal represents the opportunity to create an improved site entrance and business profile for key clients and visitors to the site, whilst addressing existing health and safety issues at the site. The car park will also remove some pressure from parking within the existing staff car park and on-street parking.
- 8.5 The proposals have been the subject of a Road Safety Audit and following amendments, which have agreed with Transportation, are acceptable in operational and road safety terms. The comments of the two community bodies have been taken into account in considering the application and the amendments undertaken have included several of the changes requested by these groups.

9 CONCLUSION AND RECOMMENDATION

- 9.1 This proposal is to improve the business profile of the site and address health and safety issues at this established industrial site.
- 9.2 Subject to the attached conditions, to ensure the car park is adequately sign posted, the proposal will not be detrimental to residential amenity or road safety in the area and approval is recommended.

10 ATTACHMENTS

- Draft conditions
- Location plan
- Letters of objection


CHRIS NORMAN
Development Management Manager

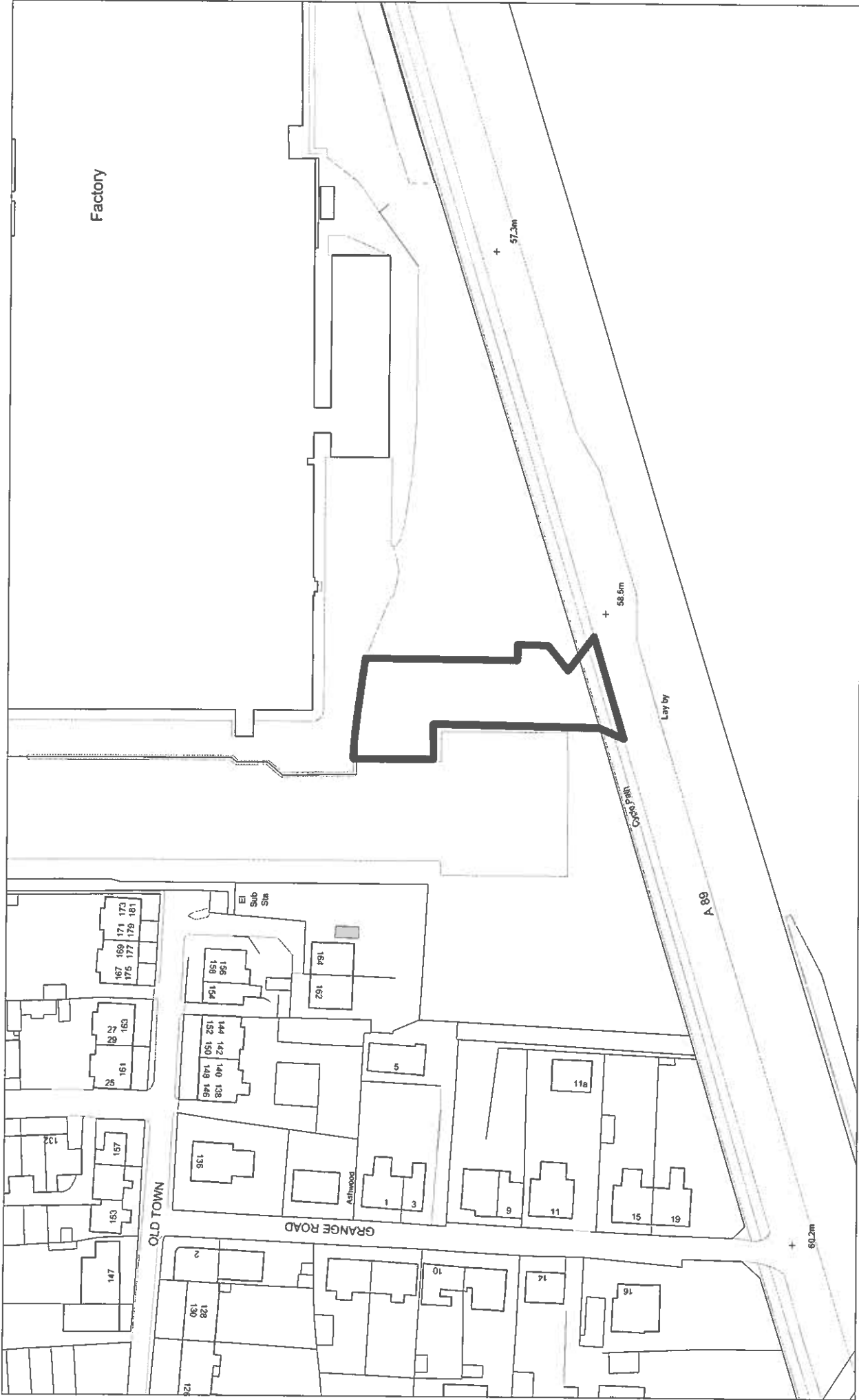
Date: 14 December 2011

DRAFT CONDITION - APPLICATION 0684/FUL/11

- 1 Full details of the road markings and signage, which shall restrict the use of the car park to cars only and prohibit access for HGVs, shall be submitted for the written approval of the planning authority prior to implementation.

The car park shall not be used until such time that the road markings and signage are in place to the satisfaction of the planning authority.

Reason To restrict use of the car park in the interests of road safety and in accordance with the findings of the Road Safety Audit.



0684/FUL/11

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Wendy McCorrison .
Development and Planning Control
West Lothian Council
County Buildings
Linlithgow
West Lothian
EH49 7EZ

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Dear Ms McCorrison,

Re Planning ref: 0684/FUL/11. Formation of a car park (grid ref.308754 672002)

This planning application was discussed at our meeting last night.

We see from the plans that there is an existing Extra Car park situated beside the proposed car park and understand it was for the use of Management and visitors parking close to the offices. We understand from the Design Statement written by Vion, the proposed car park is for Executive and visitor use only. It appears the original area is accessed through a major car park so there is no need for the executive cars to come via the commercial area of the yard. If additional parking is required for executives we see no reason to create a new entrance on the A89 with the associated potential safety implications and disruption to traffic on the A89 during the construction of the new lay-by, entrance and road markings.

If West Lothian Council Planning grant acceptance of this application we would wish the following conditions to be made;

To ensure that HGV vehicles do not inadvertently attempt to use the entrance we suggest that:-

1. an overhead height restriction barrier is situated as close to the entry as possible to prevent lorries turning in.
2. clear signage is put in place saying NO HGV's. PCV vehicles or commercial vehicles. We understand the Vion have stated they will install these signs but would like it included as a condition of planning.
3. There should be no vehicular entry to the yard from the car park.

We read in the Transport Statement compiled by Dunsmore 1066.001 on 29th July 2011 on behalf of Vion. Clause 6.4 *"It should be noted that the car park has been analysed on the basis of maximum utilisation during the AM and PM peak hours whereas in practice the mini bus trips will be at shift change periods, which are at non peak hours, and a large proportion of executive trips will be also at non peak hours."*

The mention of Mini buses accessing, exiting to/from this area especially at staff change over/shift times worries us. This in our view contradicts the 'executive' aspect and the assurance that the car park is not for 'other' staff. We understand that Vion have been asked for years for buses to be accommodated within the existing staff car park while awaiting/dropping off staff, both to comply with the law and for safety.

Design Statement. Clause 3.02. *In terms of traffic volume and car parking at the East Main Street side of the site this would see a beneficial decline in both.*

This Executive car park for 20 cars would not significantly reduce or affect the staff cars in East Main Street as stated in this clause.

We agree with the suggestion that ghost islands or white hatching would be appropriate and provide safe refuge for west bound vehicles turning right, and we would further suggest that for safety it should continue from Newhouses Road to Grange Road. It should be noted, however, that the residents at Grange Road do not wish to draw any attention to their road as it is Private. The accident record for this stretch of road is relatively low and the increased volume of cars due to the car park would not contribute significantly to the volume of traffic, but this a busy stretch of road so we would also suggest that the exit from the car park should be east bound only (left turn), with west bound traffic to travel east to the Kilpunt roundabout in order to turn direction and continue west bound.

The word Executive and Visitor should be stated in the application for sake of clarity.

We note in the Design Statement. Clause 2.05 Last paragraph – *Establishing an executive car park off the A89 will mean no more potential conflicts with delivery vehicle movements and visitors will have a direct route to the main entrance via a covered walkway.*

There is a 3 bay distribution area and other trailers parked in this area, giving the same vehicle problems in any car park whether it is accessed via the existing car park or from the A89. We are concerned that this covered walkway is not shown anywhere on the plans.

We would hope that SEPA has had input in the new drainage plans and that there is no danger of flooding.

If this application is granted we trust that not only will the conditions and suggestions proposed be implemented but that they will be monitored and acted on should there be any dordsuspected breach.

Regards

Tom Roy
Chairman
Broxburn Community Council



Wendy McCorrison
Development and Planning Control
West Lothian Council
County Buildings
Linlithgow
West Lothian
EH49 7EZ

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Dear Ms McCorrison,

Re Planning ref:-0684/FUL/11. Formation of a car park (grid ref.308754 672002)

The existing 'Extension Car park' situated beside the proposed car park was to facilitate the Management and visitors parking close to the offices, so we do not feel there is a need for this car park. There is no need for the Executive cars to come via the commercial area of the yard. This situation has arisen because repeated reported breach of planning conditions since 2006 (and before) were ignored and buried in 2009 to progress from there. Complaints have continued since about the car park being reduced and objection made to maintain one gate for commercial and one for cars in East Main Street was ignored in 2009 and since. The results of this is being highlighted and utilised by Vion now. The word Executive and Visitor should be reinstated in the application so as to avoid any confusion.

Transport Statement compiled by Dunsmore 1066.001 on 29th July 2011 on behalf of Vion. Clause 6.4 *"It should be noted that the car park has been analysed on the basis of maximum utilisation during the AM and PM peak hours whereas in practice the mini bus trips will be at shift change periods, which are at non peak hours, and a large proportion of executive trips will be also at non peak hours."*

We are most concerned about Mini busses gaining entry/egress at this area especially for staff change over/shift times. This does not in our view equate with the need for an executive car park. As you are aware we have asked for busses to be parked off the road for safety, and to comply with the law, for years and be accommodated within the **existing car park area**. As there is a turning area for cars between the car park and the road, we fear that cars may park there and utilise it as a pick up point for employees. We object to mini busses entering at this location.

We do appreciate how dangerous reversing onto the A89 would be for lorries should they inadvertently turn in, and therefore we suggest a slip road from the west (heading east) clearly marked 'cars only' with a height restriction bar situated as close to the road/entrance as possible. This should act as a slowing device for lorries and when they realise there is no access they can then re-enter the main roadway when safe. There should also be very clear signage saying **NO Heavy Goods Vehicles. Business Vehicles: or Mini Busses.** We believe there should be **NO vehicular entrance into the south yard from this site.**

The footpath and cycle path at the entrance, if granted, should have a condition that it is a graduated not high kerb, continuation at each side of the entrance.

The ghost islands or white hatching certainly seems appropriate and we support this. The residents at Grange Road do not want to draw any attention to their road as it is Private. According to the records there have been no recorded accidents at Grange Road and wonder if the danger is much increased by the extra 20 cars. Could this perhaps be reassessed to extend the hatching if required at a later date? We also suggest a further speed restriction of 40 mph along this stretch from Kilpult Roundabout to passed Grange Road like Mid Lothian have from Newbridge to near the Haugh Farm on the A89. When leaving the car park perhaps a 'LEFT ONLY' would add to safety although ideally a speed camera covering this stretch would be perfect as it is a long fast stretch, or if it would be a cheaper alternative the formation of a roundabout for safety. We understand that Vion are facing the

financing of any road alterations including the re-siting of the lay-by. We agree with this as it is not a necessity to Vion, but a promotional vision in our opinion.

Previously this area has been the subject of extensive drainage work and therefore we would hope that SEPA (and WLC Flood Prevention) has had input to new drainage plans although not evident in the application web site and we need assurance that there is no danger of flooding. The Liggate Syke burn which most of this surface water from the Vion site drains into is presently running exceptionally high and there is already an application further upstream that may direct even further surface water into this burn. The large soak away which was formed previously also has to be taken into account as it too soaks into the land and disperses but generally speaking the land water levels are also high.

We note in the Design Statement. Clause 2.05 Last paragraph – *Establishing an executive car park off the A89 will mean no more potential conflicts with delivery vehicle movements and visitors will have a direct route to the main entrance via a covered walkway.*

1. There is a 3 bay distribution area and other trailers parked in this area so they would have the same vehicle problems to contend with in any car park. We were also told that Vion intend to apply for an extension of the existing planning permission for another two loading bays in this area.
2. Where on the plans are Vion showing the covered walkway?
3. It is only a matter of a few steps extra from the existing Extension car park.

The proposed car park and access from the A89 is an essential element within VION Hall's existing infrastructure and for future development and employment opportunities at the Broxburn site. When we met Management we specifically asked about this and they contradicted this statement by saying that there are no plans to extend the business, purely to increase production as they are under producing at present, so again this is contradictive information.

Design Statement. Clause 3.02. *In terms of traffic volume and car parking at the East Main Street side of the site this would see a beneficial decline in both.*

This Executive car park for 20 cars would not, in our opinion, significantly reduce or affect the staff cars in East Main Street, or in Curran Crescent, Melbourne Road & Aitken Orr Drive) as stated in this clause.

We did forget to ask what would become of the new visitor car parking area at the East Gate which was originally used for lorry parking.

Having had time to look at all aspects since meeting with Management and discussion with other residents, we object to this proposal for the reasons given above, but should West Lothian Council Planning recommend acceptance of this application we ask that the suggestions are explored with the relevant bodies, and requested conditions are imposed. We further request that we are informed of any changes, new evidence presented or reports submitted before it is taken forward.

Regards,

Dorothy Knox
Secretary BEELG

PS. If a paper copy is required would you please inform me and I will attend to it.