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NR Ref: TP/S/2025/082

Dear Sir/Madam

Permitted Development Notification: Parapet alterations of road bridge over railway.

Site: Overline Bridge Network Rail ref. ECN2 090/012, Meadow Place Road, Edinburgh, EH12 7PG

Town and Country Planning (General Permitted Development) (Scotland) Order 1992, Part 13 - Class 34.

This letter is to notify you of works which Network Rail proposes to carry out under permitted development rights. This is a courtesy notification and the planning authority is not obliged to respond.

Background

Network Rail needs to heighten the side wall parapets of the road bridge over the railway at Meadow Place Road as part of the decarbonisation of the railway line. This is because the existing side parapets of the bridge are too low to meet the standard required for Overhead Line Equipment (OLE) to run under the bridge.

The single carriageway, bi-directional road traffic bridge - with public footways on both sides - carries Meadow Place Road over the East Coast Northern railway line. The bridge is located at British National Grid coordinates X: 319594.39652, Y: 671996.21642 and is within the EH12 7PG postcode area.



Aerial image of bridge site, looking east

Design Solution

The works involve fixing Glass Reinforced Plastic (GRP) copes on top of the existing concrete sandwich panel parapet sides of the structure. This would increase the height of the parapets to around 1850mm. The new wall height will be sufficient to prevent users of the bridge coming into contact with the overhead lines. Please see the submitted detailed drawing set for full details of the works.

A temporary compound required for the nearby Broomhouse railway bridge re-deck job (separate Network Rail Prior Approval/Permitted Development Notification request ref. TP/S/2025/081 relates) will also be used for the storage of materials, plants operatives and machinery for this development and will be removed following the completion of the works.

Supporting Information

The plans and other information accompanying this notification are:

- 1. 1:2,500 Location Plan*
- 2. Mixed Scale Existing and Proposed Plan and Section Drawings*
- 3. Mixed Scale Existing and Proposed Elevation Drawings*

Use of Permitted Development

Network Rail considers the alterations to the concrete bridge walls are small in scale – given the context of the bridge’s scale and utilitarian design - and are not reasonably considered to materially affect the design or external appearance of the structure. As such, Network Rail considers the works are deemed permitted development under Class 34 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (GPDO), being works by the statutory undertaker on their operational land, required in connection with the movement of traffic by rail and not excluded by any of the exemptions to Class 34.

There are no policy impediments to the development which would be circumvented by reliance on permitted development here.

Other Considerations

The overline bridge is not a listed building and is not within a conservation area. The site is not subject to any formal designation for biodiversity. Potential impacts on existing infrastructure (i.e. gas, water and electricity services) have been investigated as part of Network Rail’s design process and should not be affected by parapet modifications.

The bridge is public in status. An application shall be made to City of Edinburgh Council for temporary closure of the road under the separate Roads regulatory regime, if required to enable the works.

A Screening Opinion, in terms of the Town & Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, was sought from City of Edinburgh Council Planning Authority in September 2021 and July 2022* for the Haymarket to Dalmeny Electrification Project (then titled “Proposed Electrification Works – Fife Corner & Haymarket to Dalmeny”). The EIA Screening included scope for bridge reconstruction/replacement/demolition for route clearance and for the formation of temporary compounds/laydowns and accesses associated with the programme. The Screening Opinions returned a negative response indicating EIA was not required. The development is reasonably considered to fall within the scope of the negative EIA Screening Opinions.

(*July 2022 Screening Opinion was for a revised scheme within the same boundary)

An overview of the current scope and timescales for the Haymarket to Dalmeny Electrification Project has been submitted to City of Edinburgh Council Planning Authority.

Conclusion

This notification is submitted as encouraged by Circular 02/2004. Neither the Circular nor the GPDO include any guidance on how a local authority should respond but we would ask that should you have any comments to make you provide these within 14 days of the date of this letter.

Should you require any further information, please do not hesitate to contact me.

Yours faithfully

Fraser MacKenzie
Network Rail Lead Town Planner for Highlands & North West Scotland