



City of Edinburgh Council
Planning Authority
4 East Market Street
Edinburgh
EH8 8BG

Network Rail
151 St Vincent Street
Glasgow
G2 5NW

Submitted electronically to
planning@edinburgh.gov.uk

Fraser MacKenzie,
Lead Town Planner for Highlands & North
Scotland
Telephone: 07849899661

E-Mail: fraser.mackenzie@networkrail.co.uk

06 June 2025

NR Ref: TP/S/2025/084

Dear Sir/Madam

Notification of Demolition Works under Class 70 (Part 23) and ancillary development under Class 14 (Part 4) of the Town & Country Planning (General Permitted Development) (Scotland) Order 1992, as amended

Site: Overline Bridge Network Rail ref. ECN2 090/018 – Renwicks, Edinburgh, EH12 9GF

This letter is to inform you of Network Rail's intention to demolish a private bridge over the railway that is located around 620m northwest of Edinburgh Gateway Station.

The notification comprises the following plans and drawings:-

- **1:5,000 Location Plan**
- **Existing General Arrangement Plan**
- **Proposed General Arrangement Plan**

Background

Network Rail needs to demolish the private bridge over the railway at Renwicks as part of the decarbonisation of the railway line. This is because the existing bridge does not provide sufficient clearance for the passage of Overhead Line Equipment (OLE) for electric trains to pass under the bridge. The side parapets of the bridge are also too low to meet the standard required for OLE to run under the bridge.

The single carriageway bridge carries an unclassified field access track over the East Coast Northern railway line. The bridge is located at British National Grid coordinates X: 317072.30386, Y: 673117.19854 and is mostly within the EH12 9GF postcode area.

Unlike other bridges requiring interventions for their retention as part of the Haymarket to Dalmeny Electrification Project, this bridge has been identified as no longer being required due to its private usage, the availability of nearby alternative routes to cross the railway and emerging residential development in the surrounding fields negating the agricultural need for the private crossing at this location.



Aerial image of bridge site, looking northwest

Design Solution

The bridge deck and abutments will be fully removed from the site. Fill material will be benched into the cutting over the extent of the removed bridge substructure and a post and wire fence (tied into existing) will secure the railway line. Please see submitted Proposed General Arrangement drawing no. 172568-BNU-DRG-EST-000003 Revision C01.01 for further details.

A temporary compound and crane pad, taking access from West Craigs private track to the south, will be sited north of the structure to facilitate the demolition works.

Use of Permitted Development

Demolition of Overbridge

Class 70 (Part 23) of the Town & Country Planning (General Permitted Development) (Scotland) Order 1992 (GPD0), as amended, grants planning permission for the demolition of the bridge. The bridge is not a “qualifying building” in terms of Class 70 and the Prior Approval of the planning authority is therefore not required.

Temporary Compound and Crane Pad

Network Rail considers the formation of the temporary compound, crane pad and access to be permitted development under Class 14 (Part 4) of the GPD0, being the provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land and not excluded by any of the exemptions to Class 14. Following completion of the works, as soon as reasonably practicable, the compound and crane pad sites shall be reinstated to their condition before that development was carried out. The access does not require the formation of a new or altered access from a classified road.

Network Rail has also considered the need for other consents. In relation to the provisions of the Planning (Listed Buildings and Conservation Areas) Scotland Act 1997, there are no listed structures or conservation areas. There are no other statutory environmental designations.

Rights of Way

The bridge is of Private occupation status. There is no public right of access over the bridge and, as such, a Stopping Up Order is not required for the demolition of the bridge.

There are no Core Paths or other access rights affected by the demolition of the bridge.

Other Relevant Matters

There are no designations which would preclude the use of Network Rail's permitted development rights. There are no policy impediments to the development which would be circumvented by reliance on permitted development here.

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.

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

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

Summary

This notification is submitted as encouraged by Circular 02/2024: Non-Domestic Permitted Development Rights. Neither the Circular nor the GPDO include any guidance on how a local authority should respond but if you need any further information or would like to discuss these works with us, please don't hesitate to get in touch within 14 days of the date of this letter.

Yours faithfully

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