

# Development Management Sub Committee

**Wednesday 23 September 2020.**

**Application for Planning Permission 19/02604/FUL  
At Gyle Centre, Gyle Avenue, Edinburgh  
Extension to shopping centre to include new retail, class 11  
leisure and restaurant/cafe units with associated servicing,  
relocated bus/taxi facilities and reconfigured car parking and  
landscaping.**

**Item number**

**Report number**

**Wards**

B03 - Drum Brae/Gyle

## Summary

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The proposed development provides new retail and leisure space at the Gyle Centre with reconfigured food and beverage space. The proposal diversifies facilities at the shopping centre and supports its evolution as a commercial and leisure centre for the growing population in west Edinburgh as envisaged by the Edinburgh Local Development Plan (LDP).

The design of the extension is acceptable and will improve the appearance and visitor experience at the Gyle Centre. A good quality landscape environment, including a 'civic space' and 'pocket parks', is proposed to complement the proposed extension.

Public transport facilities in the form of a new purpose-built bus facility and active travel proposals are acceptable and proportionate to the scale of development that is proposed. The proposal complies with relevant LDP policies for transport and design matters. The Roads Authority objects to the proposed site layout for public transport and active travel reasons. Other matters relating to trees, drainage, protected species and air quality are acceptable.

The application complies with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. The proposal is acceptable subject to conditions and the conclusion of a suitable legal agreement. There are no material considerations which outweigh this conclusion.

## Links

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[Policies and guidance for this application](#)

LDPP, LDEL01, LDEL04, LDES01, LDES02, LDES03, LDES04, LDES05, LDES06, LDES07, LDES08, LDES12, LDES13, LEN09, LEN16, LEN21, LRET01, LRET04, LRET08, LTRA01, LTRA02, LTRA03, LTRA04, LTRA08, NSG, NSGD02,

# Report

## **Application for Planning Permission 19/02604/FUL At Gyle Centre, Gyle Avenue, Edinburgh Extension to shopping centre to include new retail, class 11 leisure and restaurant/cafe units with associated servicing, relocated bus/taxi facilities and reconfigured car parking and landscaping.**

### **Recommendations**

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1.1 It is recommended that this application be Granted subject to the details below.

### **Background**

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#### **2.1 Site description**

The application site, which measures approximately 20 hectares, is located in the west of Edinburgh and consists of the Gyle Shopping Centre and its surrounding parking and service areas. The site is bounded by a railway line to the north, South Gyle Broadway and the Gyle Roundabout to the south, a landscape buffer behind which lies housing to the east, and Glasgow Road / the Gogar Roundabout to the west. The Edinburgh Tram runs through the south and west parts of the site and a tram stop is located within the site's boundary. Edinburgh Park/South Gyle lies directly to the south of the site.

#### **2.2 Site History**

06 June 2012 - Permission was granted for an extension to the Gyle Shopping Centre, incorporating units 33-36 (inclusive) to form a single new retail unit spread over two floors (Reference number: 11/01584/FUL).

20 August 2012 - Permission was varied for alterations to elevations including reconfiguration of roller shutter doors, fire exits and installation of loading bay canopy (Reference number: 11/01584/VARY).

7 April 2017 - A regulation 11 renewal of a previous planning permission (11/01584/FUL, granted 2012) for an extension to Gyle Shopping Centre, incorporating units 33-36 (inclusive) to form new retail unit spread over two floors was granted planning permission (Reference number: 15/01724/FUL).

This planning permission was due to expire on 06 April 2020, however provisions in the Coronavirus (Scotland) Act 2020 afford a 12 month extension for permissions that would otherwise lapse between 06 April 2020 and 06 October 2020. This planning permission therefore remains extant until 6 April 2021.

29 December 2017 - A proposal of application notice was approved for an extension to the shopping centre to include new retail, class 11 leisure and restaurant/cafe units with

associated servicing, relocated bus/taxi facilities and reconfigured car parking and landscaping (Reference number 17/05894/PAN).

A number of other minor applications covering floor space, changes of use and general operations at the shopping centre have been made with regard to the site's existing use.

#### *Historic Planning Records:*

January 1992 - Planning consent was granted to develop a district shopping centre and associated parking (planning reference 91/270).

May 1992 - Detailed planning permission was granted to develop a district shopping centre (planning reference 92/94).

## **Main report**

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### **3.1 Description Of The Proposal**

The applicant seeks full planning permission for an extension to the Gyle Shopping Centre, including new retail space, leisure facilities, restaurant / café units with associated servicing facilities, relocation of bus and taxi facilities and reconfigured car parking and landscaping at the wider site.

The proposal includes significant amendments to the shopping centre's south elevation by introducing two symmetrical front facing extensions with retail space at the ground floor and leisure facilities at the first floor. A front-facing colonnade is proposed to link both new extensions and create a new and enclosed south-facing 'civic space'. Gaps in the colonnade allow for access to the shopping centre, glazing to retail units, access gates to service yards, vertical planting and advertising and signage. Advertising and signage is not included in the scope of this application. Materials for the two extensions include vertical aluminium panels, insulated mesh panels, stone panels, and grey brick. Other materials utilised in the colonnade and screen fencing includes gold metal mesh in selected spaces, planted screening walls, glazing, stone effect walls and timber benches.

The proposed layout includes new retail space at the ground floor, with a cinema, leisure and re-configured food and beverage space at the first floor. The schedule of floorspace at the ground floor comprises: Unit 1 - 2,184 sqm.; Unit 2 - 2,188 sqm.; Unit 3 - 443 sqm.; and Unit 4 - 411 sqm. The retail space at ground level measures 5,266 sqm. - new Class 1 retail floor space measures 4,663 sqm. with existing vacant units 33-35 and 54-55 making up the difference.

The schedule of floor space dedicated to food and beverage at the first floor comprises: Unit 1 - 129 sqm.; Unit 2 - 295 sqm.; Unit 3 - 238 sqm.; Unit 4 - 85 sqm.; and Unit 5 - 406 sqm. The total food and beverage space at the first floor is 1,153 sqm. and is a reconfiguration of existing space for this use as well as 580 sqm. additional food and beverage floorspace. A 'Changing Spaces' toilet facility is also included in the ground floor plan.

The proposed use Class 11 leisure (cinema) floor area measures 2,470 sqm. in total which includes a foyer area. Other Class 11 leisure floor space measures 1,740 sqm.

Access to service yards at the shopping centre's south elevation is provided via four securely gated access points. Two screen walls are proposed around service yards to the east and west of the extension buildings and will include recessed seating, stone effect walling, and patterned wall presented in a colonnade style. Limited demolition of existing service yard walls and single storey units at the front of the shopping centre beside the existing bus stops is required to facilitate the above extension.

Other amendments to the site include the addition of seating and small areas of ornamental grass at the entrances to Morrisons and Marks & Spencer stores, re-location of existing trolley bays at the Morrisons entrance area, the introduction of screening at a recycling at the west of the site and the re-location of public art features from pedestrian walkways within the site. Widening of paved areas is proposed in key pedestrian access points as well.

A new bus stop facility with capacity for seven buses is proposed near the main vehicular entrance to the site. Bus passengers would arrive at the site approximately 80-100 metres from the new shopping centre entrance.

A taxi collection and drop-off point for up to 17 vehicles is proposed in an allocated space in front of the shopping centre. A small landscaped island is proposed in the centre of the taxi area. The main expansion directly results in a reduction of 334 car parking spaces and other changes to the site's layout results in a further 57 spaces being removed. The proposal results in a reduction of car parking spaces from 2,561 to 2,170 at the shopping centre site.

A new cycle route is proposed to the centre of the site from the site's west boundary where an existing shared path offers a link to the Edinburgh Gateway transport interchange. The cycle route would be delineated on the road surface of the car park and would measure 1.5 metres-wide on each side of the carriageway. Four new cycle parking locations are proposed, comprising 20 spaces each. Forty spaces are located near entrances to the shopping centre, 20 spaces are located beside the bus facility at the south of the site and a further 20 spaces are located to the rear of the shopping centre for staff. Bicycle parking is to be covered. Existing bicycle parking at Morrisons (26 spaces) and Marks & Spencer (32 spaces) will remain in situ.

Landscape plans show that there will be some tree and hedge removal at the site to accommodate the extension and reconfigured layout at the site. The landscape masterplan identifies public spaces and new landscaped areas, with a central outdoor space behind the colonnade at the new front of the centre. A 'pocket' green space is proposed close to the tram stop at the Gyle and a further 'pocket' green space is situated near the bus stop facility and a main pedestrian path.

## Scheme 1

The first iteration of the development included a minor variation to the site layout with less capacity for buses at the proposed bus facility. The taxi zone was previously located within the same area as the bus facility and cycle access was provided via an alternative shared path layout. A 'Changing Spaces' toilet facility not confirmed in Scheme 1.

## Supporting Statement

The applicant has included several technical documents in support of the application. These are available to view on the Planning & Building Standards Online Services:

- Pre-Application Consultation Report;
- Design & Access Statement;
- Planning Statement and sequential test planning policy note;
- Transport Assessment, swept paths and supplementary supporting information;
- Food risk and drainage information;
- Landscape information;
- Bat activity report;
- Air quality assessment;
- Visualisations.

### **3.2 Determining Issues**

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

### **3.3 Assessment**

To address these determining issues, the Committee needs to consider whether:

- a) the proposed use is acceptable in this location;
- b) the layout and design of the proposal is acceptable;
- c) the proposal is acceptable in terms of transport, traffic or road safety;
- d) the proposal is detrimental to surrounding amenity;
- e) other material matters are satisfactorily addressed;
- f) issues raised in material representations have been addressed;
- g) there are any impacts on equalities or human rights.

## a) Principle

The applicant submitted a planning statement and a document setting out the sequential approach to site in support of the application.

The application site is within the Urban Area of the Edinburgh Local Development Plan (LDP) and is allocated as a Commercial Centre. The LDP specifies Development Principles for Edinburgh Park / South Gyle and these apply to the application site; the Gyle Centre is identified for mixed use redevelopment (short/long term). Table 7 of the LDP recognises that there is an extant planning permission for 5,000 sqm retail space for an anchor store at the Gyle Centre and also states that there is an opportunity to enhance the leisure and community role of the centre to support housing growth in West Edinburgh.

### *Retail principle*

LDP Policy Ret 1 (Town Centres First Policy) states that planning permission will be granted for retail and other uses which generate a significant footfall (including commercial leisure use, community and cultural facilities and healthcare facilities) following a town centre first sequential approach in order of locational preference, starting with town centres, to edge of centres, other commercial centres and then out of centre locations. The policy also specifies the circumstances when a retail impact analysis will be required to support retail development. LDP Policies Ret 4 - Ret 11 subsequently set out the terms for development in the sequential locations.

LDP Policy Ret 4 (Commercial Centres) states that proposals for additional retail floorspace in a Commercial Centre will not be supported unless it can be demonstrated that certain criteria are met. These criteria relate to the need to address a quantitative or qualitative deficiency within its catchment, ensure that alternative sites in town and edge of centre locations have been discounted with justification, and that the scale, format and type of development is compatible with the future role of the centre.

In this case, the LDP acknowledges that there is an extant planning permission for a 5,000 sqm. retail development at the Gyle. The LDP also clearly supports retail expansion at the Gyle to serve the growing population of West Edinburgh up to the level of 5,000 sqm. as currently approved. Although the configuration is not the same, and the proposed 4,663 sqm. is less than the 5,000 sqm. identified in the LDP, the principle of additional retail floor space at the Gyle has been comprehensively addressed through previous planning applications 11/01584/FUL and 15/01724/FUL and addressed in the LDP. Implementation of the proposal being considered in this application would mean the extant permission could not be implemented and the applicant could only implement one of schemes. In light of the existing planning permission for retail floorspace at the site and clear support in the development plan for the centre's growth, the principle of the proposed retail floorspace is accepted at this location. The proposal complies with criteria a) - c) of LDP Policy Ret 4.

The scale, format and type of development proposed is compatible with the future role of the centre specified in LDP Table 7 and complies with LDP Policy Ret 4 d). Policy Ret 4 e) seeks improved pedestrian and cycle links in the Edinburgh Park/South Gyle area. The applicant proposes an enhanced cycle route through the site that connects to

the surrounding path network in this location. Transport and accessibility are further addressed in Section 3.3 d) of this report

LDP Policy Del 4 (Edinburgh Park/South Gyle) establishes several policy requirements that relate to the boundary of Edinburgh Park/South Gyle as shown on the LDP Proposals Map. The policy states that planning permission will be granted for development that adds a wider mix of uses to the area. Criterion e) of the policy in principle supports additional leisure and community uses at the Gyle Centre, therefore the principle of development for leisure is supported by the LDP.

### *Leisure principle*

During the assessment stage the applicant submitted a policy assessment of the site for the proposed leisure uses in this application. Under LDP Policy Ret 8 (Entertainment and Leisure Developments - Other Locations), all potential City Centre or town centre options must be thoroughly assessed and discounted as unsuitable or unavailable. In addition, the development site must be easily accessible by a range of public transport options and not lead to an unacceptable increase in traffic locally; it must integrate satisfactorily into its surroundings with high quality design; and it must be compatible with surrounding uses and not lead to a significant increase in noise or general amenity.

The applicant has considered sites in both the city centre and the nearest town centre of Corstorphine. Developments such as St. James and at New Street in the city either have a cinema included or could not accommodate the proposal and Corstorphine does not have a suitable site available for the proposed development. The applicant also clarified that leisure uses are being proposed in response to the growing residential and working population planned for West Edinburgh. As noted above, Table 7 of the LDP specifically supports expansion at the Gyle Centre for leisure and community uses. LDP Policy Del 4 also specifically supports leisure proposals at the Gyle Centre. As the Gyle Centre is allocated for leisure development in the LDP, the sequential approach to site selection is satisfied. The proposal also complies with the other criteria of LDP Policy Ret 8 (b - d)) relating to design, amenity and transport; these matters are addressed in further detail in sections 3.3 b), 3.3 c) and 3.3 d) of this report.

The proposal is acceptable in principle and complies with LDP Policies Del 4, Ret 1, Ret 4 and Ret 8.

### b) Design and layout

#### *Design*

LDP design policies and the LDP Development Principles for Edinburgh Park/South Gyle must be considered for the site's design and layout.

The proposed design includes two new extensions at the south elevation of the existing centre which are two storeys in height and similar in size. A well-articulated frontage is created at this location, with the introduction of the new, two storey buildings and a colonnade that connects them. The proposed landscaped 'civic space' at the main

entrance improves the entrance to the shopping centre by removing traffic that currently exists.

The new frontage would mostly screen the central part of the Gyle Shopping centre building, which is currently defined by a bus turning circle and the building's pitch roof feature. The height of the two new buildings, measuring approximately 17 metres from ground level, would exceed the existing pitch roof height of the Gyle Centre by approximately 1.5 metres. The proposed colonnade feature is 10 metres high from ground level and lower than the two proposed buildings it links; its scale and purpose creates a coherent frontage to the shopping centre. The height of the two extension buildings, scale and proportions and building position is appropriate at this site when considered against the criteria of LDP Policy Des 4. The proposal also complies with LDP Policy Des 12 (Alterations and Extensions) part a) which seeks to ensure extensions are compatible with existing buildings.

In accordance with LDP Policy Des 1 (Design Quality and Context) the creation of a new frontage, combined with an associated landscape space, will create a good sense of place in the context of the site's use.

The proposed materials for the new buildings are appropriate for a development of this nature and contribute to a good quality development at the Gyle. Other aspects of the proposed development, including the colonnade and screening walls for service yards, are well-designed with reference to their materials, detailing and appearance.

Internally, the floor plans integrate well with the existing shopping centre and the new proposed external 'civic space'. Section 26 of the Planning (Scotland) Act 2019 requires developments of this type to include provision of suitable toilet facilities and the applicant has confirmed that an appropriate space is allocated on the ground floor. A condition is recommended to obtain confirmation from the applicant that all the required facilities and equipment specified in Section 26 of the Planning (Scotland) Act 2019 will be delivered.

The design of covered bus shelters, repositioned trolley stores at Morrisons and covered bicycle parking is also appropriate. The applicant provided an indicative design for cycle parking and it is recommended that the details for covered cycle parking should be secured by condition.

### *Layout of site*

The proposed layout will amend many existing features at the Gyle Centre, including the location of bus and taxi facilities, landscaping and pedestrian and active travel access. Other changes include the relocation of existing public art installations and seating, new cycle parking, and the addition of two 'pocket' green spaces.

The LDP Development Principles for Edinburgh Park / South Gyle require a new green space within the Gyle Centre; the applicant proposes a small green space in the location indicated in the LDP. The new 'pocket' green space delivers an improved public realm near the existing tram stop for visitors to the site to enjoy. A further new 'pocket' green space is located along a second pedestrian route from the tram stop, and provides another attractive landscape setting for visitors arriving and exiting the site. A good landscape environment is proposed when these 'pocket' spaces are

considered in combination with the proposed 'civic space' at the main entrance and re-landscaped secondary entrances at the Morrisons and Marks & Spencer entrances.

A landscape masterplan, landscape strategy plan and detailed landscape drawings for the three main entrances to the shopping centre have been submitted by the applicant. The proposed landscape details, including the hard and soft landscaping details of the new 'civic space', are acceptable. In order to ensure full compliance with LDP Policy Des 8 (Public Realm and Landscape Design) it is recommended that a condition requiring a materials schedule for all hard surfaces and structures, as well as a planting plan and maintenance schedule, is attached to any planning permission.

The applicant proposes to retain public bus facilities, taxi collection and drop-off zones and pedestrian and active travel facilities. These enhanced site characteristics are appropriately designed with reference to the overall site layout. Improvements to the site's existing landscape and transport infrastructure complies with LDP Policy Des 3 (Incorporating and Enhancing Existing and Potential Features).

A good level of access is proposed for visitors to the Gyle Centre, with a dedicated bus facility at this private site. Pedestrians will be able to move between the main entrances at the application site via the new east-west path at the front of the site and the new frontage provides an improved environment in comparison to the existing arrangements. Four gated access points for service vehicles to four yards at the south side of the building are included. The Transport Assessment confirms that pedestrian priority is proposed at these locations and this is an acceptable method of managing any conflict at times when the secondary yards will need to be accessed.

LDP Policy Des 7 (Layout Design) requires new development to be well-designed for safe pedestrian access and well-connected for public transport within application sites and the surrounding area. In response to this policy, the applicant proposes a purpose-built, public bus facility at the site. Pedestrian and active travel paths within the site offers additional connections to the wider area.

The LDP Development Principles for Edinburgh Park/South Gyle show a 'primary pedestrian/cycle route' through the Gyle Centre. The applicant has included a new cycle path in a similar location to the alignment shown in the LDP and complies with this requirement. Detailed transport matters are considered further in Section 3.3 d) in this report.

With reference to LDP Policy Des 2 (Co-ordinated Development) the proposal allows for the delivery of the Development Principles for Edinburgh Park/South Gyle should future development be proposed at the Gyle Centre.

### *Design & Layout Conclusion*

The application demonstrates compliance with the LDP vision for Edinburgh Park/South Gyle by including good public transport, pedestrian and cycle connections at the Gyle Centre.

The proposed design and layout of the development is appropriate in the context of the site and enhances the Gyle Centre with a modern appearance, whilst bringing improvements to the site's landscape, public transport, and pedestrian and active travel

infrastructure. The proposed development complies with LDP Policies Des 1, Des 2, Des 3, Des 4, Des 7, Des 12 and Des 13.

### c) Amenity

Potential impacts on amenity must be considered in the context of LDP plan Policies Ret 8 (Entertainment and Leisure Developments - Other Locations), Des 5 (Amenity) and Des 12 (Alterations and Extensions). LDP Policy Ret 8 criterion d) requires development proposals to be compatible with surrounding uses with regard to noise, disturbance and on-street activity at unsocial hours. LDP Policy Des 5 establishes criteria that new development must meet to ensure the amenity of neighbouring developments is protected.

The proposed extension and associated works are located within a self-contained site and away from well-screened neighbouring residential properties to the east. The proposed extensions for floor space and the introduction of new leisure facilities at the Gyle Centre will not lead to any noise or other amenity issues in the surrounding area. The Council's Environmental Protection service has no objection to the proposed development in relation to amenity matters.

The proposal complies with LDP Policies Ret 8 and Des 5 in respect of amenity.

### d) Transport

Proposed transport arrangements at the site must be considered in the context of the LDP Development Principles for Edinburgh Park/South Gyle and a number of LDP policies including: Tra 1 (Location of Major Travel Generating Development), Tra 2 (Private Car Parking), Tra 3 (Private Cycle Parking), Tra 4 (Design of Off-Street Car and Cycle Parking), Tra 8 (Provision of Transport Infrastructure), Des 7 (Layout Design) criterion c), and Del 4 (Edinburgh Park/South Gyle) criterion g). Policy Del 1 (Developer Contributions and Infrastructure Delivery) part 2 also refers to transport requirements for new development with a view to ensuring appropriate and usable infrastructure is available for different modes of transport.

The applicant amended the proposal during the assessment with a view to addressing comments from the Roads Authority matters raised in representations. Scheme 2 includes a bus facility for seven buses, a separate taxi collection/drop-off zone and a new cycle path connection along with associated cycle parking.

Despite these amendments, the Roads Authority maintains its objection to the proposed development. In summary, the points of objection are: insufficient bus capacity for the existing and future levels of service to the site; the geometric design of the public transport facility is not fit for use; egress arrangements for buses give priority to other vehicles; poor integration of public transport at the site which results in a facility less attractive for public transport users. Further points of objection relate to the lack of an east-west cycle route through the car park area directly to the main entrance, lack of integration with the proposed West Edinburgh Link and routes to West Craigs Maybury area, and the location of cycle parking at the site. A full copy of Roads Authority comments are included in Appendix 1 of this report.

## *Public transport*

The applicant asserts that the existing bus facility is inadequate as its circular design prohibits disabled users from using buses, it has limited capacity, some stops are uncovered, the arrival space is dominated by buses and the space is shared with service vehicles and taxis. Supporting information states that the new bus facility addresses these limitations by including provision for disabled access kerbing, purpose built covered bus shelters, and segregation from taxis and service vehicles. The applicant further states that the re-located facility means buses encounter less traffic from cars and facilitates the redevelopment of the Centre frontage to be more pedestrian friendly.

In response to comments from the Roads Authority the applicant has submitted correspondence from Lothian Buses, one of the main bus operators visiting the site, which endorses the design principles of the bus stops subject to further construction design details relating to sight lines. Should the committee grant planning permission it is recommended a condition is attached to secure a detailed design and visibility splays for the bus facility. Swept path analysis also shows that 12 metre buses can access the site.

The Gyle Centre is a destination and some bus services terminate at the site. In the context of growth in the west of Edinburgh, the applicant is of the view that the nature of buses visiting the application site will change with the Gyle Centre being a stop along bus routes rather than a location where, at the present time, some buses terminate. Despite this view, the provision of seven bus stops retains a level of lay-by capacity at the site where buses can terminate. The correspondence from Lothian Buses further states that the provision of seven purpose-built bus stops is an improvement on the existing arrangement and would not cause any issues with network capacity.

Bus stops at the application site will move further away from the main centre entrance in comparison to the existing arrangements. The proposed site layout would see the bus stances moved approximately 80-100 metres away from the shopping facility's new main entrance space. This is a closer distance than the Edinburgh Tram stop at the site which lies in excess of 150 metres away from the nearest entrance at Morrisons. The increased distance of new bus stops from the centre entrance is acceptable and is comparable to other shopping centre sites in Edinburgh. Bus stop structures are covered and offer appropriate shelter for travellers and there is no requirement for the pedestrian route to the main centre entrance from the bus facility to be covered.

The Roads Authority objects to the proposed site layout which results in the necessity for bus passengers to negotiate between two to four pedestrian crossings to reach the shopping centre from public transport, leading to a less attractive public transport service. These crossings will be designed with dropped kerbs with pedestrian priority to provide a safe and acceptable means of access to the shopping centre as required by LDP policy Des 7 e).

The new location of the bus facility within Gyle Centre's site is acceptable and an alternative to car travel is provided in line with policy requirements. The provision of a purpose-built bus facility in the development is acceptable and complies with LDP Policies Del 1 part 2 and Tra 1.

The location of the new taxi collection and drop-off zone is proposed at the front of the extension building to the east. This location and design were proposed in response to comments and representations during the application stage. This taxi facility is in an appropriate location in relation to the extension and the wider site, contributing to the mix of transport modes at the Gyle Centre.

### *Active travel*

The applicant completed and submitted an options assessment to establish appropriate access for active travel at the Gyle. The proposed new route provides a link from Edinburgh Gateway station at the west of the site which will link with an existing shared pedestrian and cycle path at the Gyle Centre's southern boundary. The route includes new 1.5 metre-wide-paths on either side of the car park carriageway. Whilst there will be a degree of interface between cyclists and vehicles along this part of the route, the car park is privately managed and low speeds ensure a safe environment for cyclists using this route either arriving at the centre or passing through. Cyclists arriving at the site via other external paths will retain the ability to enter the site at existing entrances from the path network surrounding the application site. The proposed cycle route layout delivers an improvement to the site by providing a connection to existing paths in the site and to the surrounding area.

The improvements are acceptable in the context of LDP Policies Tra 1, Tra 2 and Tra 3 which support development that delivers appropriate public transport and active travel facilities.

Some representations request a segregated east-west cycle path or shared route through the site; this is not required when the scale of the extension to the shopping centre is considered. The Council's proposed West-Edinburgh Link (WEL) active travel project is proposed to pass through the Gogarloch residential area to the east of the application site. The WEL proposal includes a shared pedestrian/cycle path that terminates at the service road at the Gyle Centre's north eastern corner, providing direct access to the Gyle Centre site. The WEL does not include any proposals within the application site and only proposes a link to the Gyle Centre as a destination. Cyclists arriving at the site can proceed within the site at this location to the nearest proposed bicycle parking beside the Marks & Spencer access as per the current arrangement. The applicant proposes to widen the pavement at this location to improve pedestrian access from the residential area to the east of the site however dedicated cycling access at this part of the site is not a planning requirement for the proposed extension proposals.

### *Parking standards*

With reference to the Council's 2017 parking standards, which were applicable at the time the application was submitted, the proposed reduction in car parking spaces is supported. The Roads Authority is satisfied that the level of residual parking at the site can cater for peak demand and there is no requirement for electric vehicle spaces.

Parking Standards require 79 new bicycle parking spaces and 80 are proposed. Motorcycle parking is accommodated in the main car park and this approach is also acceptable to the Roads Authority.

### *Transport conclusion*

The proposed transport infrastructure at the site is proportionate to the scale of the proposed extension at the site and improves upon existing public transport and active travel facilities at the Gyle Centre. Whilst noting the objection from the Roads Authority, the proposals provide an enhanced bus facility to support the role of the Gyle Centre within the West of the City. On balance, it is considered that the proposal accords with the aims of the LDP to ensure development proposals facilitate and encourage sustainable travel.

### e) Other matters

#### *Flood risk and drainage*

The applicant submitted a Flood Risk Assessment and accompanying Drainage Strategy in support the application which concludes that there is negligible risk of flooding for the proposed extension over and above existing flood risk levels at the site. The applicant proposes the use of water-resilient materials and methods of civil/structural construction, and mechanical and electrical installation to ensure that the proposal is designed to be flood-resilient. This approach is acceptable for an extension to the existing shopping centre.

Neither SEPA nor Scottish Water object to the application. The Council's Flood Prevention service confirms that the finished floor levels for the extension are acceptable. The proposal accords with the requirements of LDP Policy Env 21 (Flood Protection).

#### *Ecology and nature conservation*

A bat activity report submitted by the applicant confirms that there is no evidence of bat presence at the site. The survey further establishes that existing buildings offer few features that would support roosting bats and the surrounding habitat is poor for foraging bats. Any clearance works, works to trees or demolition will be required to comply with relevant wildlife legislation and regulations and outwith the breeding bird season.

The proposal complies with the requirements of LDP Policy Env 16 Species Protection.

#### *Trees and vegetation*

The applicant submitted a plan showing the required removals of trees, hedges and shrubs at the site. Removal of some existing trees and hedges is required to facilitate the extensions to the shopping centre, the public transport facility, new landscaped pocket parks, pavement re-alignment of pavements in selected areas. Most of the trees are retained along key footways and within the car park, whilst existing peripheral boundary woodland at the southeast, west and northwest boundaries is all retained.

The Development Principles for the Edinburgh Park/South Gyle in the LDP support redevelopment at the Gyle and a degree of tree loss is required to facilitate new development within the site. The applicant has demonstrated that trees and hedges will

be removed only in selected areas of development and the site's remaining managed soft landscape features will be retained.

Due to the extent of the proposed extension there is limited opportunity to introduce replacement trees, however improvements to the site's landscape with 'pocket' green spaces and the new landscape 'civic space' ensure an appropriate level of amenity is retained. It is recommended that a planting schedule and maintenance plan for all new soft landscape features at the site including trees be secured by condition.

The LDP supports extensive redevelopment at the Gyle Centre and non-compliance with LDP Policy Env 12 (Trees) is acceptable in this context.

### *Air quality*

The applicant submitted an Air Quality Impact Assessment (AQIA) in support of the application due to the site's proximity to two nearby Air Quality Management Areas (AQMAs). The St. John's Road AQMA lies 1.4 kilometres to the east of the site and the Glasgow Road AQMA lies 4.3 kilometres to the west. The assessment concludes that the proposed development will have a negligible impact(s) on local air quality. The application site is well-served by public transport and whilst the car park can cater for a large number of vehicles there will be a reduction of car parking spaces at the site thereby reducing capacity for travel to the site by car. The AQIA also notes that during the construction phase best practice procedures and a Construction Environmental Management Plan can mitigate any local issues such as dust from construction activities.

Neither SEPA nor the Council's Environmental Protection service object to the proposal and the objectives of LDP Policy Env 22 Pollution and Air, Water and Soil Quality are satisfied.

### *Edinburgh Airport*

The application site is located near Edinburgh Airport. Subject to conditions the airport does not object to the proposal. Should committee be minded to grant planning permission, conditions relating to the management of birds, SUDS details and restricting the building at the site to 25 metres above ground level are recommended. An informative is also recommended regarding crane usage at the site.

### *Archaeology*

The City Archaeologist does not object to the proposal and has noted that the application site has been significantly affected by the construction of the current shopping centre. Comments from the City Archaeologist further note that there may be archaeological potential related to the prehistoric Gogar Loch at this site. Consequently, should the committee approve this application it is recommended that a pre-commencement condition requiring a programme of archaeological works is attached to any planning permission to ensure the proposal would comply with LDP Policy Env 9 (Development of Sites of Archaeological Significance).

## *Developer contributions*

Should committee grant planning permission it is recommended that a transport contribution of £682,902 towards the Edinburgh Tram is required and should be secured through a legal agreement.

## f) Issues raised in material representations

### *Material Representations - Objection:*

- Proposal is contrary to development plan policy - addressed in Section 3.3 a);
- Up to date sequential assessment for leisure and retail not provided and application therefore not compliant with LDP policy - addressed in Section 3.3 a);
- Traffic impact must be considered, and mitigation is required for any increased traffic - addressed in Section 3.3 d);
- Parking at the site should be further reduced - addressed in Section 3.3 d);
- Cycle routes within the site and connections to surrounding area are inadequate - addressed in Section 3.3 d); and
- No electric vehicle charging points provided despite increase in use of electric vehicles - addressed in Section 3.3 d).

### *Material Representations - Support*

- Support for cinema and gym at the site with associated increase of food court use - addressed in Section 3.3 a); and
- Support for new facilities but request reduced car parking at the site improved pedestrian and cycle access to the centre outside the site boundary - addressed in Sections 3.3 a), b) and d).

### *Material Representations - Comments:*

- Remove car parking spaces, increase size of bus transport hub and provide cycle lanes around the centre - addressed in Sections 3.3 c and 3.3 d);
- Request more outdoor green areas with seating - addressed in Section 3.3 b);
- Lack of sheltered pedestrian walkway from bus to shopping centre - addressed in Section 3.3 d);
- Design not in-keeping with existing centre - addressed in Section 3.3 b);
- Concern regarding building adaptability in the event of a cinema becoming unoccupied/unviable - the Town and Country Planning (Use Classes) (Scotland) Order 1997 provides use flexibility for leisure spaces and the proposed leisure floor space does not preclude the possibility of alternative uses;
- Agreement to upgrading of the Gyle in response to growth of wider area - addressed in Section 3.3 a);
- Potential for conflict with the West Edinburgh Link project must be avoided - addressed in Section 3.3 d);
- Improved design of cycle paths and provision for east-west movements through the site should be required to avoid conflict with pedestrians - addressed in Section 3.3 d);

- Improved design of bus and taxi zone required - applicant re-located taxi zone closer to the centre and addressed in Section 3.3 d); and
- All crossings for pedestrians and for those on bike should include a raised table - addressed in Section 3.3 d).

*Non-material representations:*

- Request management of car parking at the site and use by nearby office workers at southeast area of existing parking area use of which should be limited to three hours - management of parking duration at the site is a matter for the applicant;
- Request information on plans to occupy vacant units at the centre - this a management matter for the applicant;
- Request tree management at the site's west boundary due to trees blocking sunlight - management of trees at this location are outwith the scope of this application; and
- Risk and associated concern about number of pedestrian crossings and wheelchair access in the wider area - these features are outwith the application site boundary.

g) Equalities

The proposal is designed for a range of abilities and visitors to the site. Disabled parking spaces are situated close to the main shopping centre entrances and paths. The public transport facility and pavements are appropriate for pedestrians of various abilities as well.

During the period of assessment, a change in planning legislation introduced a statutory requirement for certain types of development to include accessible toilet facilities which meet specific technical standards. The applicant amended the floor plan accordingly and complies with this requirement. A condition to secure details of all internal technical design standards is recommended.

The applicant will be required to comply with the provisions of the Equality Act 2010 and building regulation standards.

Conclusion

The proposed development provides new retail and leisure space at the Gyle Centre, with reconfigured food and beverage space. The proposal diversifies facilities at the shopping centre and supports its evolution as a commercial and leisure centre for the growing population in west Edinburgh, as envisaged by the Edinburgh Local Development Plan.

The design of the extension is acceptable and will improve the appearance and visitor experience at the Gyle Centre. A good quality landscape environment, including a 'civic space' and 'pocket parks', is proposed to complement the proposed extension.

Public transport facilities, in the form of a new purpose-built bus facility and active travel proposals, are acceptable and proportionate to the scale of development that is proposed. The proposal complies with relevant LDP policies for transport and design

matters. However, the Roads Authority objects to the proposed site layout for public transport and active travel reasons. Other matters relating to trees, drainage, protected species and air quality are acceptable.

The application complies with the LDP and supplementary guidance.

The proposal is acceptable subject to a number of conditions and the conclusion of a suitable legal agreement. There are no material considerations which outweigh this conclusion.

It is recommended that this application be Granted subject to the details below.

### **3.4 Conditions/reasons/informatives:**

#### **Conditions:**

1. A detailed design for the bus facility and accompanying visibility splays shall be submitted to the Planning Authority for approval prior to any demolition or construction works beginning on the approved development. The resultant approved bus facility shall be operational prior to the occupation of the new retail and leisure development.
2. Detailed plans, including a schedule of materials and planting species, for all hard and soft landscape features proposed at the development site shall be provided to the planning authority and agreed in writing with the planning authority prior to the commencement of works on the approved development. The approved hard and soft landscaping shall be completed within six months of the extension to the shopping centre opening to customers.
3. Proposed cycle routes and covered bicycle parking stands, the detailed design of which is to be submitted to the planning authority for approval, shown on planning drawing numbers 43 and 44 shall be completed and ready for use by visitors to the development prior to any of the new extensions being occupied and open to customers
4. The applicant shall submit details of toilet facilities demonstrating compliance with Section 26 of the Planning (Scotland) Act 2019 prior to completion of the approved development.
5. No demolition or development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis, reporting and publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
6. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:
  - monitoring of any standing water within the site temporary or permanent;

- sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>);
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards';
- reinstatement of grass areas;
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow;
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste;
- monitoring of waste imports (although this may be covered by the site licence);
- physical arrangements for the collection (including litter bins) and storage of putrescible waste arrangements for and frequency of the removal of putrescible waste;
- signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

7. Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 3 'Wildlife Hazards'. The submitted Plan shall include details of:
  - Attenuation times;
  - Profiles & dimensions of water bodies;
  - Details of marginal planting.

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

**Reasons:-**

1. To ensure public transport facilities at the application site are fit for use.
2. To ensure an appropriate landscape environment is secured at the application site.
3. In order to ensure the development provides appropriate active travel facilities for modes of travel other than the private car.
4. To ensure the development complies with Section 26 of the Planning (Scotland) Act 2019.
5. In order to safeguard the interests of archaeological heritage.

6. It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.
7. To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of Birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policycampaigns/operations-safety/>).

## **Informatives**

It should be noted that:

1. Planning permission should not be issued until the applicant has entered into a suitable legal agreement for the following:
  - a. A contribution toward the Edinburgh Tram for the sum of £ £682,902.
2. The legal agreement should be concluded within 6 months of the date of this notice. If not concluded within that 6 month period, a report will be put to committee with a likely recommendation that the application be refused.
3. For the avoidance of doubt, totem signage, associated lighting and other advertising spaces shown on approved plans are not approved as part of this planning application and are subject to further application(s).
4. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
5. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
6. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
7. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant should note the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).

## **Financial impact**

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### **4.1 The financial impact has been assessed as follows:**

The application is subject to a legal agreement for developer contributions.

## **Risk, Policy, compliance and governance impact**

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**5.1** Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

## **Equalities impact**

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### **6.1 The equalities impact has been assessed as follows:**

The application has been considered and has no impact in terms of equalities or human rights.

## **Sustainability impact**

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### **7.1 The sustainability impact has been assessed as follows:**

This application meets the sustainability requirements of the Edinburgh Design Guidance.

## **Consultation and engagement**

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### **8.1 Pre-Application Process**

Pre-application discussions took place on this application.

### **8.2 Publicity summary of representations and Community Council comments**

The application was advertised on 14 June 2019 and neighbours were notified on 12 June 2019. Following amendments to the proposed site layout the application was re-advertised on 06 March 2020 and neighbours were re-notified on 02 March 2020.

Eleven letters of representation were received comprising six comments objecting to the proposal, two comments in support and three neutral comments. The Community Council did not comment on the application.

A full assessment of the representations can be found in the main report in the Assessment section.

## Background reading / external references

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- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

### Statutory Development

#### Plan Provision

The application site is located within the urban area and is designated as a Commercial Centre in the adopted Local Development Plan (LDP).

#### Date registered

10 June 2019

#### Drawing numbers/Scheme

01,02A,03,04A,05-11,12A,13,14,15A-17A,18,21A,23,,24-27,28A-32A,34,35,36,39,40A,41-46,48.,

### David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer

E-mail:sean.fallon@edinburgh.gov.uk

## **Links - Policies**

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### **Relevant Policies:**

#### **Relevant policies of the Local Development Plan.**

LDP Policy Del 1 (Developer Contributions and Infrastructure Delivery) identifies the circumstances in which developer contributions will be required.

LDP Policy Del 4 (Edinburgh Park/South Gyle) sets criteria for assessing developments within the boundary of Edinburgh Park/South Gyle.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effect development of adjacent land or the wider area.

LDP Policy Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features) supports development where it is demonstrated that existing and potential features have been incorporated into the design.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP Policy Des 12 (Alterations and Extensions) sets criteria for assessing alterations and extensions to existing buildings.

LDP Policy Des 13 (Shopfronts) sets criteria for assessing shopfront alterations and advertising proposals.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 16 (Species Protection) sets out species protection requirements for new development.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Ret 1 (Town Centres First Policy) sets criteria for retail and other town centre uses following a town centre first sequential approach.

LDP Policy Ret 4 (Commercial Centres) sets criteria for assessing proposals for additional retail floorspace in a commercial centre.

LDP Policy Ret 8 (Entertainment and Leisure Developments - Other Locations) sets out the circumstances in which entertainment and leisure developments will be permitted outwith the identified preferred locations.

LDP Policy Tra 1 (Location of Major Travel Generating Development) supports major development in the City Centre and sets criteria for assessing major travel generating development elsewhere.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

LDP Policy Tra 8 (Provision of Transport Infrastructure) sets out requirements for assessment and mitigation of transport impacts of new development.

### **Relevant Non-Statutory Guidelines**

**Non-Statutory guidelines** Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

# Appendix 1

## **Application for Planning Permission 19/02604/FUL At Gyle Centre, Gyle Avenue, Edinburgh Extension to shopping centre to include new retail, class 11 leisure and restaurant/cafe units with associated servicing, relocated bus/taxi facilities and reconfigured car parking and landscaping.**

### **Consultations**

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#### **Scottish Water comment**

*Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:*

#### *Water*

*There is currently sufficient capacity in the Marchbank Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.*

#### *Foul*

*There is currently sufficient capacity in the Edinburgh PFI Waste Water Treatment Works. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.*

*Further network assessment may be required, early engagement with Scottish Water through the Pre-Development Enquiry process is strongly recommended.*

*The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.*

#### *Infrastructure within boundary*

*According to our records, the development proposals impact on existing Scottish Water assets. The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team directly at [service.relocation@scottishwater.co.uk](mailto:service.relocation@scottishwater.co.uk).*

*Early engagement is required to ensure that the infrastructure is appropriately protected both during and after construction. Stand-off distances will apply, which may impact on proposed development layouts*

## *Surface Water*

*For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.*

*There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification taking account of various factors including legal, physical, and technical challenges. However it may still be deemed that a combined connection will not be accepted. Greenfield sites will not be considered and a connection to the combined network will be refused. In order to avoid costs and delays where a surface water discharge to our combined sewer system is proposed, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.*

## *Next Steps*

### *Non Domestic/Commercial Property*

*Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at [www.scotlandontap.gov.uk](http://www.scotlandontap.gov.uk).*

### *Trade Effluent Discharge from Non Dom Property*

*Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.*

*Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off. For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.*

*The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer.*

## **Archaeology comment**

*The overlies the site of the prehistoric Gogar Loch. Excavations around which have shown it to be not only a focus for prehistoric and early medieval settlement and farming but the loch deposits themselves are also regarded as an important source of historic environmental information dating back to the last Ice-Age.*

*Accordingly, this application must be considered under the terms Scottish Government's Our Place in Time (OPIT), Scottish Planning Policy (SPP), Historic Environment Scotland's Policy Statement (HESPS) 2016 and Archaeology Strategy and CEC's Edinburgh Local Development Plan (2016) Policy ENV9. The aim should be to preserve archaeological remains in situ as a first option, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.*

*Although the area has been significantly affected by the construction of the current shopping centre it is however considered likely that significant prehistoric loch deposits will have survived. Such deposits are archaeologically important, as they can provide significant information regarding both historic environment and land-use changes in this local going back to the Neolithic and perhaps as far back as the last Ice-Age c.12,000BC. The excavation of new foundations, especially new piled foundations, may disturb these historic loch deposits and also provide important evidence of the size of this loch*

*It is recommended that prior to development that a programme of archaeological works is undertaken to excavate, record and analyse these Palaeo-loch deposits and any associated deposits. Further, it is recommended that this programme of archaeological works is secured by the following CEC condition;*

*'No demolition or development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, analysis, reporting and publication) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'*

*The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.*

## **Police Scotland comment**

*We would welcome the opportunity for one of our Police Architectural Liaison Officers to meet with the architect to discuss Secured by Design principles and crime prevention through environmental design in relation to this development.*

## **Edinburgh Airport comment**

*The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:*

#### *Submission of a Bird Hazard Management Plan*

*Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:*

- o monitoring of any standing water within the site temporary or permanent*
- o sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).*
- o management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards.'*
- o reinstatement of grass areas*
- o maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow*
- o which waste materials can be brought on to the site/what if any exceptions e.g. green waste*
- o monitoring of waste imports (although this may be covered by the site licence)*
- o physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste*
- o signs deterring people from feeding the birds.*

*The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.*

*Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Edinburgh Airport.*

*The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or*

*when requested by Edinburgh Airport Airside Operations staff. In some instances it may be necessary to contact Edinburgh Airport Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.*

*The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Scottish Natural Heritage before the removal of nests and eggs.*

#### *Submission of SUDS Details*

*Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 3 'Wildlife Hazards'. The submitted Plan shall include details of:*

- o Attenuation times*
- o Profiles & dimensions of water bodies*
- o Details of marginal planting*

*No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.*

*Reason: To avoid endangering the safe movement of aircraft and the operation of Edinburgh Airport through the attraction of Birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).*

*We would also make the following observations:*

#### *Cranes*

*Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome.*

*It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Edinburgh Airport, or not to attach conditions which Edinburgh Airport has advised, it shall notify Edinburgh Airport, and the Civil Aviation Authority and the Scottish Ministers as specified in the Safeguarding of Aerodromes Direction 2003.*

#### **Edinburgh Airport updated comment**

*As a result of our crisis response status, Edinburgh Airport's Safeguarding Team is unable to fully assess this application at this time and therefore must officially lodge an*

*OBJECTION to this application until such times as we are able to resume normal service.*

*Like many businesses we are no longer operating under business as usual and we have had to make changes to our staffing to ensure our focus and resource are where they need to be to maintain a minimal aerodrome operation and materially cut our costs whilst we have zero or close to zero passengers.*

*It is of the utmost importance we are still given the opportunity to fully assess this application against our Aerodrome Safeguarding Criteria and to comment accordingly in our capacity as a Statutory Consultee.*

*Your patience and understanding is greatly appreciated during this challenging time, and please be assured we are striving to operate a normal service as soon as possible.*

*In the meantime, please respond to [safeguarding@edinburghairport.com](mailto:safeguarding@edinburghairport.com) if you believe a full response from Edinburgh Airport is essential at this time, or if it subsequently becomes essential before we have followed-up this response.*

### **Edinburgh Airport updated comment**

*In respect of the above, we would still require a BHMP to be submitted. For avoidance of doubt on any further amendments to design, we would also like the following condition added:*

#### *Height Limitation on Buildings and Structures*

*No building or structure of the development hereby permitted shall exceed 25 m AGL.*

*Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Edinburgh Airport and endanger aircraft movements and the safe operation of the aerodrome.*

### **East Lothian Council comment**

*East Lothian Council have considered the above application and accept that this, for the most part, is a replacement, reconfigured, of the extant planning permission 15/01724/FUL and as recognised in Table 7 of the Edinburgh Local Development Plan. There are additional cinema and gym proposals.*

*East Lothian Council would like to draw your attention to the continued absorption of outflow retail comparison expenditure from East Lothian into the Edinburgh area. Our 2015 Retail Capacity Study identifies outflows to be as high as 70% of our comparison expenditure. Indeed your own very recent Retail Capacity Study (2019) states that:*

*'the study draws upon comparable retail surveys previously undertaken in neighbouring local authority areas. Furthermore, comparison expenditure inflows from visitors to Edinburgh - beyond the neighbouring local authority areas - is also very substantial.*

*Together these estimated inflows add nearly two-thirds over-and-above Edinburgh residents' expenditure potential'.*

*This clearly demonstrates that the expenditure capacity assessments in the Edinburgh Retail Capacity Study (2019) includes neighbouring district out-flows. Continuing such an approach is likely to hamper the regional aims of addressing climate change challenges through more sustainable travel patterns and the long term efforts to retain more expenditure within East, Mid and West Lothian. Therefore East Lothian Council would hope that such developments which perpetuate unsustainable travel patterns would not be supported.*

## **SEPA comment**

*Advice for the planning authority*

*We have no objection to this planning application. Please note the advice provided below.*

### *1. Flood risk*

*We have no objection to the proposed development on flood risk grounds. Notwithstanding this we would expect the City of Edinburgh Council to undertake their responsibilities as the Flood Prevention Authority.*

### *Technical Report*

*1.1 We provided pre-application comments on the 12th of February 2018. We advised that surface water flood risk should be assessed, however as the proposal was for a small scale extension and therefore we would not object to the proposal during the planning stage.*

*1.2 Since our pre-application advice a Flood Risk Assessment (FRA) has been submitted in support of the application. Hydrological analysis and a 1D HEC-RAS and 2D hydraulic model, Flood modeller, has been undertaken for the Gogar Burn and development site.*

*1.3 Section 2.5 details the flooding history at the shopping centre. Recent surface water flooding in the Edinburgh area occurred on the 24th of June 2019. Any details of flooding to the proposed development should be included within this section.*

*1.4 Hydrological analysis has been undertaken for the Gogar Burn using FEH Statistical and ReFH2. The design flows used within the analysis are comparable to in-house analysis. However, we would have expected that FEH Rainfall-Runoff was also included within the comparison.*

*1.5 A 1D HEC-RAS hydraulic model was undertaken to determine the capacity of the Gogar Burn Culvert through Edinburgh Park and the potential overland flows from any surcharging. It has been demonstrated that overland flows from the culvert inlet and the "slots", next to the lochans in Edinburgh Park, contribute to flood risk to the proposed development. This information was then inputted into a 2D only model to*

determine flood extents at the proposed site. It was concluded that the proposed site is at risk from the 1 in 200 year flood event from the Gogar Burn. However, it has been demonstrated that the proposed extension will not increase flood risk elsewhere. Therefore, as the proposal is for a small scale extension to an existing development, and generally outwith Scottish Planning Policy (SPP), we have no objection to the proposed development on flood risk grounds.

## 2. Water environment

2.1 Planning authorities have been designated responsible authorities under the Water Environment and Water Services (Designation of Responsible Authorities and Functions) Order 2006. As such authorities are required to carry out their statutory functions in a manner that secures compliance with the objectives of the Water Framework Directive (i) preventing deterioration and (ii) promoting improvements in the water environment in order that all water bodies achieve "good" ecological status by 2015 and there is no further deterioration in status. This will require water quality, quantity and morphology (physical form) to be considered.

### Surface water

2.1 We expect surface water from all developments to be treated by SUDS in line with Scottish Planning Policy (Paragraph 268) and, in developments of this scale, the requirements of the Water Environment Controlled Activities Regulations (CAR). SUDS help to protect water quality and reduce potential for flood risk. Guidance on the design and procedures for an effective drainage system can be found in Scotland's Water Assessment and Drainage Assessment Guide.

2.2 The proposed SUDS should accord with the SUDS Manual (C753) and the importance of preventing runoff from the site for the majority of small rainfall events (interception) is promoted. The applicant should use the Simple Index Approach (SIA) Tool to ensure the types of SUDS proposed are adequate.

2.3 Construction phase SUDS should be used on site to help minimise the risk of pollution to the water environment. Further detail with regards construction phase SUDS is contained in Chapter 31 of SUDS Manual (C753). By the time of construction the applicant would also need to apply for a construction site licence under CAR for water management across the whole construction site.

2.4 Comments should be requested from Scottish Water where the SUDS proposals would be adopted by them and, where appropriate, the views of your authority's roads department and flood prevention unit should be sought on the SUDS strategy in terms of water quantity and flooding issues.

### Waste water

2.5 The waste water to be connected to public sewer is acceptable. The applicant should consult with Scottish Water (SW) to ensure a connection to the public sewer is available and whether restrictions at the local sewage treatment works will constrain the development.

2.6 We recommend that the applicant keeps in regular contact with SW to ensure such a connection is available at the time of development of the site, as SW facilities

may have accepted discharge from other developments before construction commences at this site.

2.7 It should be noted that should a connection to the public sewer not be achievable then we would be required to be re-consulted as any private waste water discharge would require authorisation under Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR). Given the size of the development SEPA would have concerns over such an authorisation, which could in turn potentially constrain development at the site.

### 3. Construction site licence

3.1 The development requires a Construction Site Licence as the site is >4ha. See further details in the regulatory requirements section below.

### 4. Sustainable waste management

4.1 Scottish Planning Policy Paragraph 190 states that "All new development including residential, commercial and industrial properties should include provision for waste separation and collection to meet the requirements of the Waste (Scotland) Regulations." In accordance with this policy, the relevant Local Development Plan and the Scottish Government Planning and Waste Management Advice, space should be designated within the planning application site layout to allow for the separation and collection of waste, consistent with the type of development proposed. This includes provision to separate and store different types of waste, kerbside collection and centralised facilities for the public to deposit waste for recycling or recovery ("bring systems"). Please consult the council's waste management team to determine what space requirements are required within the application site layout.

4.2 Scottish Planning Policy (Paragraph 192) states that planning authorities should consider requiring the preparation of sites management plans for construction sites. In the interests of seeking best practice and meeting the requirements of Scottish Planning Policy, we recommend that a site waste management plan (SWMP) is submitted, showing which waste materials are going to be generated and how they are going to be treated and disposed.

4.3 All wastes should be handled in accordance with the "waste management duty of care" - residual contamination should be dealt with through the local authority planning and contaminated land departments.

### 5. Contaminated land

5.1 Advice on land contamination issues should be sought from the local authority contaminated land specialists because the local authority is the lead authority on these matters under Part IIA of the Environmental Protection Act 1990 except for matters relating to radioactively contaminated land or special sites.

### 6. Air quality

6.1 We reviewed the Air Quality Report. The DMRB screening tool has been used to determine that there will be a negligible impact on local air quality at the closest

receptor. The screening assessment has been used instead of detailed air quality modelling as the plans are predicted to have a limited impact on vehicle movements. In this case the use of DMRB screening is acceptable.

#### *Caveats and detailed advice for the applicant*

### *7. Flood risk*

*7.1 The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km<sup>2</sup> using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit <http://www.sepa.org.uk/environment/water/flooding/flood-maps/>*

*7.2 Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.*

*7.3 The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Edinburgh Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice in line with the phases of this legislation and can be downloaded from <http://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/>*

### *8. Other*

*8.1 We recommend that the applicant considers the advice provided in the previous sections and takes action as appropriate. In particular the applicant should contact the SEPA Local Regulatory Team to discuss the Construction Site Licence requirements. Further details in the regulatory requirements below.*

#### *Regulatory advice for the applicant*

### *9. Regulatory requirements*

*Authorisation is required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR) to carry out engineering works in or in the vicinity of inland surface waters (other than groundwater) or wetlands. Inland water means all standing or flowing water on the surface of the land (e.g. rivers, lochs, canals, reservoirs).*

*9.1 Management of surplus peat or soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011. Proposed crushing or screening will require a permit under The Pollution Prevention and Control (Scotland) Regulations 2012. Consider if other environmental licences may be required for any installations or processes.*

9.2 A Controlled Activities Regulations (CAR) construction site licence will be required for management of surface water run-off from a construction site, including access tracks, which:

- o is more than 4 hectares,
- o is in excess of 5km, or
- o includes an area of more than 1 hectare or length of more than 500m on ground with a slope in excess of 25 degrees

See SEPA's Sector Specific Guidance: Construction Sites (WAT-SG-75) for details. Site design may be affected by pollution prevention requirements and hence we strongly encourage the applicant to engage in pre-CAR application discussions with a member of the regulatory services team in your local SEPA office.

9.3 Below these thresholds you will need to comply with CAR General Binding Rule 10 which requires, amongst other things, that all reasonable steps must be taken to ensure that the discharge does not result in pollution of the water environment. The detail of how this is achieved may be required through a planning condition. Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory services team in your local SEPA office.

### **Fife Council comment**

*After reviewing the proposal with regard to potential impacts on retailing in Fife, I can confirm that Fife Council has no comment to make on this application.*

### **Flood Prevention comment**

*We have reviewed the Flood Risk Assessment and have the following comments.*

1. *The development is proposed to be located within an area of medium to high flood risk. The applicant has emphasised that this is an extension to an existing development, increasing flood area by approximately 13%. In SEPA's consultation response they advise that "as the proposal is for a small scale extension to an existing development, and generally outwith Scottish Planning Policy (SPP), we have no objection to the proposed development on flood risk grounds."*

2. *CEC Flood Prevention aim to reduce overall flood risk and that new developments should not be at flood risk or place existing properties at increased flood risk. Due to the location of this site as an extension to the existing centre it is difficult to balance operational functionality, level access and desired design outcomes against flood risk. As a result CEC Flood Prevention object to this application and will not remove the objection unless the flood risk is mitigated through raising of flood levels. Our department realise that this is likely to be an untenable position balancing other factors to be considered by Planning and as such we have noted a list of actions to be addressed by the applicant prior to determination.*

3. The FRA notes that the Shopping Centre would be flooded with ponded water to a maximum depth of some 600mm (Section 9.3.1). CEC request that 600mm freeboard is applied on top of maximum flood levels. As a result Flood Prevention request that resilience measures shall be implemented to an elevation of not less than 600mm above the flood level (1.2m above ground level). The report notes that resilience measures shall be implemented to 900mm (Option 1), however no exercise has been undertaken by the applicant to demonstrated that a freeboard of less than 600mm can be applied to any recommendations. The same 1.2m resilience levels shall be applied to siting sensitive equipment or controls, and the use of resilience materials.

4. Please can you confirm if this application is deemed a Major development under planning designation or whether this is a local development.

5. The applicant has not completed a declaration for this application covering the flood risk assessment. If this development is classed as a major development under Planning definition then an independent consultant is required to check the design and submission. They must then sign the required declaration for inclusion with the application prior to issue to CEC Flood Prevention.

6. No supporting drainage design information has been submitted for consideration. This information is required as part of the surface water management information described in the self-certification process available on the CEC website [http://www.edinburgh.gov.uk/info/20045/flooding/1584/flood\\_planning\\_application](http://www.edinburgh.gov.uk/info/20045/flooding/1584/flood_planning_application) Typically this would include checklist, self-certification declaration, overland flow paths and details of what drainage is proposed on site.

A condition shall be applied on to any permission that the Planning Authority is minded to grant to ensure that the implementation of flood resilience materials and siting of sensitive equipment and controls is implemented in design to the satisfaction of the Building Control Officer given the residual risk of flooding.

### **Flood Prevention interim comment**

*Thank you for sending on the additional documents.*

*I have reviewed them and have the following remaining comments to be addressed by the applicant:*

1. The applicant has not completed a self-certification checklist for this application covering the design of the surface water network. The checklist should be completed to provide a summary of the information submitted in support of the application. I have attached a copy of the checklist, to be completed by the applicant.

2. As this is a major development, an independent consultant is required to check the design and submission of the surface water management plan. They must then sign the required declaration (Certificate B1) for inclusion. An independent check has been conducted on the Flood Risk Assessment, but this does not cover the submitted Surface Water Management Plan.

3. *Could you confirm that Scottish Water agree with your proposed surface water discharge to the surface water sewer system.*
4. *Could you confirm the finished floor level of the proposed development and identify any changes to the surrounding ground level.*
5. *Please identify existing and proposed ground level surface water flow paths on drawings. This can be achieved by taking the existing site survey and over-marking arrows to denote falls and then completing the same with the post-development arrangement. This should include runoff from outside of the site, from unpaved areas within the site, and from paved areas in events which exceed the capacity of the drainage system. The purpose of these drawings is twofold. First, to understand if there is any significant re-direction of surface flows to surrounding land. Second, to identify if surface water will flow towards property entrances.*

### **Flood Prevention updated interim comment**

*Could the applicant please provide clarification on the following points:*

1. *Have Scottish Water provided any further update on your proposed surface water discharge to the surface water sewer? I'm unsure whether Scottish Water have any concerns or have formally accepted your proposed discharge rate.*
2. *Could you please confirm the details of the flood resilient measures adopted into the design? The FRA notes a flood level of 44.8mAOD. CEC would request that flood resilience measures are implemented to a level of 45.4mAOD (including a 600mm freeboard above the flood level).*

### **Flood Prevention final comment**

*The applicant has confirmed that the FFL will match the existing floor levels and that the proposed extension will be designed to incorporate flood resilient measures. This approach is considered appropriate by the Flood Prevention Team given that it is an extension to the existing shopping centre and a lower vulnerability than residential.*

### **Roads Authority Issues**

*The application should be refused.*

*Reasons:*

1. *The proposal for the replacement public transport facility is not acceptable and contrary to Council Local Transport (LTS) policy for the following reasons (see notes below);*
  - a. *The capacity of seven spaces is not sufficient for the current level of service and does not allow for future growth in public transport services in the west Edinburgh area.*
  - b. *The layout and geometric design has insufficient space for bus turning movements. Whilst indicating seven stances, the swept path drawing uses a 9.795m*

long vehicle which is not reflective of the current vehicle fleet of the major bus operators. It is therefore likely that the proposed facility will not be suitable for use.

c. The egress arrangements for buses gives priority to other vehicles. Queueing traffic at the internal roundabout junction will likely result in delays to buses turning right out of the facility, to the detriment of public transport operators and users.

d. The facility is not well integrated with the development. It is located further from the main entrance of the centre than the existing bus stops. Whilst this is still within the recommended walking distance for public transport, the additional crossings required and the exposed walkway results in a facility less attractive for public transport users.

2. The proposal for cycle access and cycle parking arrangements are not acceptable and contrary to Council LTS policy for the following reasons (see notes below);

a. The proposed east-west route does not provide safe and convenient access through the car park area to the main entrance of the new development.

b. The route does not integrate well with the West Edinburgh Link and the cycle routes to the West Craigs/Maybury area.

c. The cycle parking is not conveniently located for centre users, being remote from the main entrances.

If minded to grant, the following should be included as conditions or informatives as appropriate;

1. The Developer is to contribute the sum of £682,902 to the Edinburgh Tram in line with the approved Tram Line Developer Contributions report. The sum to be indexed as appropriate and the use period to be 10 years from date of payment as follows;

For Zone 1 (up to 250m);

New retail (4,663 sq.) £430,026

Class 11 Leisure (1,740 sq.) £53,205

Multiplex (2170 sq.) £ 199,671

Total Amount - £682,902

Note -the reconfigured food court area (580 sq.) is considered ancillary to the main use and not subject to a tram contribution.

2 A total of 60 cycles spaces to be provided, close to the front entrance, for the use of customers.

Notes;

1. In line with LTS policy PubTrans1, public transport should be given priority over other motorised traffic.

2. In line with LTS policy PubTrans2, public transport facilities should be high quality and feature weather protection.

3. In line with LTS policy Thrive1, land use should integrate with planning and transport policies.

4. In line with LTS policy Walk6, sites should be permeable for pedestrians and cyclists.

5. The number of bus passengers (customers) using the existing facility is estimated at 1.8m per annum.

6. The number of buses serving the Gyle Centre is approximately 30 vehicles per hour. To facilitate existing and future growth a minimum of 10 stances would be required, of a layout suitable for current vehicle types.

*Parking Standards;*

*The application has been assessed under the 2017 parking standards.*

*These permit; for Zone 2;*

*Car Parking;*

*4663 sq. retail 1 space per 35 sq. equates to 133 spaces*

*1740 sq. class 1 Leisure assume 1 space per 50 sq.\*; 35 spaces*

*800 seat cinema assume 1 space per 10 seats; 80 spaces*

*Total spaces; 248*

*Note -It is understood that the total number of existing car parking spaces is 2,561. This will be reduced by 391 to give a total of 2,170 spaces.*

*The applicant has confirmed through surveys that these spaces are sufficient to deal with peak demand. It is expected that the leisure use will have demand for parking mainly in the evenings.*

*It is acknowledged by the applicant that there is an element of abuse of the spaces by the adjacent offices and tram users which is not currently enforced by the centre.*

*As the overall number of parking spaces is being reduced, there is no requirement for new EV spaces.*

*Cycle Parking;*

*4663 sq. retail 1 space per 250 sq. equates to 19 spaces (employees)*

*1 space per 500 sq.; 9 spaces (customers)*

*1740 sq. class 1 Leisure assume 1 space per 50 sq.\*; 35 spaces*

*800 seat cinema assume 1 space per 50 seats; 16 spaces*

*Total spaces; 79 (60 for customers and 19 for employees)*

*The additional number of cycle spaces proposed is 80, giving an overall total of 138 spaces for the centre.*

*Motorcycle parking;*

*4663 sq. retail employees - 3 spaces, customers 5 spaces*

*1740 sq. class 1 Leisure\*; 15 spaces*

*800 seat cinema; 15 spaces*

*Total spaces; 38*

*It is considered that motorcycle parking can be accommodated within the main car park*

*\*parking figures for leisure based on swimming pools and estimated as GFA*

## **Roads Authority Issues updated**

*The previous Roads Authority Response (dated 05 June 2020) has been updated after considering the additional supporting documents submitted on transport matters, as follows;*

*The application should be refused.*

*Reasons:*

*1. The proposed design and capacity of the replacement public transport facility is not acceptable and contrary to Council Local Transport (LTS) policy as follows (refer to notes below);*

*a. The capacity of seven spaces is not sufficient for the current level of service and does not allow for future growth in public transport services in the west Edinburgh area.*

*b. The layout and geometric design has insufficient space for bus turning movements. Whilst indicating seven stances, the swept path drawing is not reflective of the current vehicle fleet of the main bus operators. The indicative swept paths do not align correctly with the boarding areas and show difficult and awkward manoeuvres for large vehicles. It is considered that the proposed facility will not be suitable for use.*

*c. The egress arrangements for buses gives priority to other vehicles. Queueing traffic at the internal roundabout junction will likely result in delays to buses turning right out of the facility, to the detriment of public transport operators and users. There is the potential that these delays could impact the main road junction traffic movements.*

*d. The facility is not well integrated with the development. The additional pedestrian crossings required and the exposed route results in a facility less attractive for public transport users.*

*2. The proposed cycle access and cycle parking arrangements are not acceptable and contrary to Council LTS policy as follows (refer to notes below);*

*a. The proposed east-west route does not provide safe and convenient access through the car park area to the main entrance of the new development.*

*b. The route does not integrate well with the West Edinburgh Link and the cycle routes to the West Craigs/Maybury area.*

*c. The cycle parking is not conveniently located for centre users, being remote from the main entrances.*

*If minded to grant, the following should be included as conditions or informatives as appropriate;*

*1. The Developer is to contribute the sum of £682,902 to the Edinburgh Tram in line with the approved Tram Line Developer Contributions report. The sum to be indexed as appropriate and the use period to be 10 years from date of payment as follows;*

*For Zone 1 (up to 250m);*

<i>New retail (4,663 sq.m)</i>	<i>£430,026</i>
<i>Class 11 Leisure (1,740 sq.m)</i>	<i>£53,205</i>
<i>Multiplex (2170 sq.m)</i>	<i>£ 199,671</i>
<i>Total Amount -</i>	<i>£682,902</i>

*Note -the reconfigured food court area (580 sq.) is considered ancillary to the main use and not subject to a tram contribution.*

2. A total of 60 cycle parking spaces to be provided, close to the front entrance, for the use of customers.
3. A segregated primary pedestrian/cycle route to be provided, in accordance with the development principles in the Local Development Plan. This should include appropriate direction signage and priority crossings. The location, layout and design to be agreed with Head of Planning.

Notes;

1. In line with LTS policy PubTrans1, public transport should be given priority over other motorised traffic.
2. In line with LTS policy PubTrans2, public transport facilities should be high quality and feature weather protection.
3. In line with LTS policy Thrive1, land use should integrate with planning and transport policies.
4. In line with LTS policy Walk6, sites should be permeable for pedestrians and cyclists.
5. The number of bus passengers (customers) using the existing facility is estimated at 1.8m per annum.
6. The number of buses serving the Gyle Centre is approximately 30 vehicles per hour. To facilitate existing and future growth a minimum of 10 stances would be required, of a layout suitable for current vehicle types.
7. Shopping centre car parks have a high number of reversing and associated vehicle movements which results in increased conflict with pedestrians and cyclists.
8. The Local Development Plan has identified a primary pedestrian/cycle route linking Edinburgh Park northwards towards Edinburgh Gateway Station and the West Craigs development area, through the Gyle Centre.

*Parking Standards;*

*The application has been assessed under the 2017 parking standards.  
These permit; for Zone 2;*

*Car Parking; (Maximum)*

*4663 sq. retail 1 space per 35 sq. equates to 133 spaces  
1740 sq. class 1 Leisure assume 1 space per 50 sq.\*; 35 spaces  
800 seat cinema assume 1 space per 10 seats; 80 spaces  
Total spaces; 248*

*Note -It is understood that the total number of existing car parking spaces is 2,561. This will be reduced by 391 to give a total of 2,170 spaces.*

*The applicant has confirmed through surveys that these spaces are sufficient to deal with peak demand. It is expected that the leisure use will have demand for parking mainly in the evenings, being out with the peak parking demand period.*

*It is acknowledged by the applicant that there is an element of abuse of the spaces by the adjacent offices and tram users which is not currently enforced by the centre.*

*As the overall number of parking spaces is being reduced, there is no requirement for new EV spaces.*

*Cycle Parking; (Minimum)*

*4663 sq. retail 1 space per 250 sq. equates to 19 spaces (employees)  
1 space per 500 sq.; 9 spaces (customers)  
1740 sq. class 1 Leisure assume 1 space per 50 sq.\*; 35 spaces*

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Total spaces; 79 (60 for customers and 19 for employees)

The additional number of cycle spaces proposed is 80, giving an overall total of 138 spaces for the centre.

Motorcycle parking;  
4663 sq. retail employees - 3 spaces, customers 5 spaces  
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800 seat cinema; 15 spaces  
Total spaces; 38

It is considered that motorcycle parking can be accommodated within the main car park

\*parking figures for leisure based on swimming pools and estimated as GFA.

### Environmental Protection comment

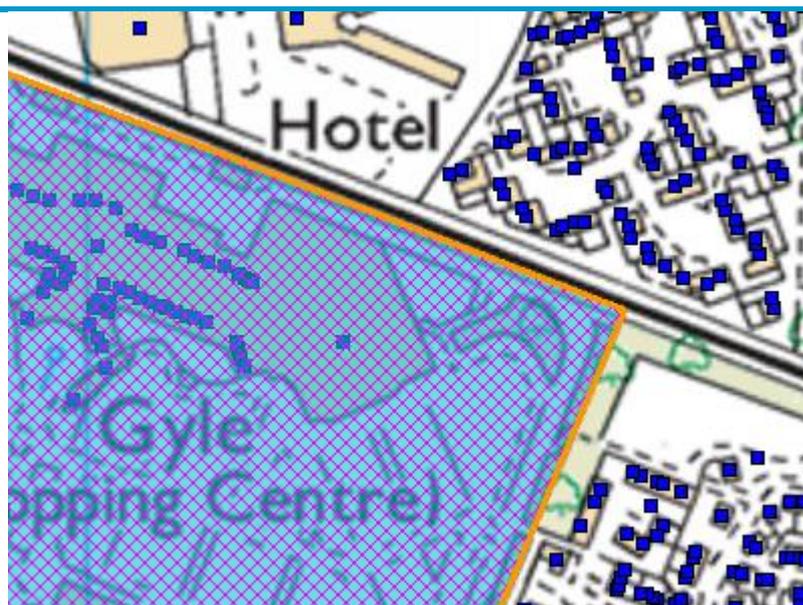
I have had a look through all the drawings and supporting documents and cannot find any details on the provisions of Electric Vehicle Charging points. It is appreciated that the overall parking numbers will be reduced. The introduction of increased leisure space will attract increased customers traveling via public transport.

As this is an important transport hub it should be fit for purpose and include rapid electric vehicle charging points especially for taxis. It should be noted that there is significant growth in electric taxis in Edinburgh and as this is a transport hub it must support this mode of sustainable transport.

Can the applicant please ensure rapid chargers are integrated into the development and update the drawings accordingly?

### Location Plan

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**END**