

Development Management Sub Committee

Wednesday 25 September 2019

Application for Planning Permission in Principle 19/02122/PPP

**At 1 And 4 Gilmerton Station Road, Edinburgh, EH17 8RZ
Mixed Use Development comprising - Class 1 retail, class 2
professional services, class 3 (inc Sui Generis) Food and
Drink, class
4 to 6 Business/ Industrial, class 7 Hotel, class 11
Assembly and Leisure, Access, Car Parking, Servicing,
Bridge, Demolition and Associated Works.**

Item number

Report number

Wards

B16 - Liberton/Gilmerton

Summary

The proposal is contrary to Local Development Plan policy Ret 6 (Out-of-Centre Development) as there is not considered a quantitative or qualitative retail deficiency within the local area. In addition, the proposal will have a significant impact on existing centres as it will divert retail trade from existing retailers in sequentially preferable locations that are supported in national and local policy.

The sequential test has not been applied to the leisure element of the proposal, as required by policy Ret 8. It is not possible to conclude that there are no other suitable locations for this part of the proposal, therefore the proposal is contrary to this policy.

The development fails to complement the neighbouring planned expansion of the city and would not form a positive edge to this part of the city. The proposal fails to draw upon positive characteristics of the surrounding area and does not contribute towards a sense of place contrary to Des 1 (Design Quality and Context).

The proposal is an inward focused retail park that does not adequately integrate with the predominantly residential areas to the north, contrary to policy Des 4 (Development Design - Impact on Setting).

The proposal is, in effect, an out of town retail park and is not supported in policy. It is recommended that the application should be refused.

Links

[Policies and guidance for this application](#)

LDPP, LDEL01, LDES01, LDES02, LDES04, LDES05, LDES06, LDES07, LDES08, LDES09, LEN08, LEN09, LEN12, LEN16, LEN21, LEN22, LEMP01, LEMP09, LEMP10, LRET01, LRET06, LRET08, LRET11, LTRA01, LTRA04, LTRA07, NSG, NSGD02,

Report

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Recommendations

1.1 It is recommended that this application be Refused for the reasons below.

Background

2.1 Site description

The development site, covering an area of 5.08 hectares, lies to the south east of Edinburgh and is currently occupied by industrial (Bernard Hunter, part of site) and agricultural uses. The site is bound by Gilmerton Road (A772) to the north and Gilmerton Station Road to the west. Beyond Gilmerton Road is agricultural land that is designated as green belt in the Local Development Plan (LDP). Part of this land is also designated as a Special Landscape Area associated with the wider Drum Estate. To the south are existing industrial uses and to the east is open countryside in agricultural use which also forms part of the green belt. A bus terminus with drivers' facilities is located at the north-west corner of the site on Gilmerton Road. There are no buildings or structures of significant interest on the site.

The site is intersected by a former railway line that has recently been laid out as a cycle path linking Lasswade and Shawfair.

The site is designated as urban area in the LDP. The site was identified in the Gilmerton and South East Site Brief as a long term redevelopment opportunity that could provide additional housing in the longer term.

2.2 Site History

6 March 2019 - Application for Planning Permission in Principle for a Mixed Use Development Comprising: Class 1 Retail, Class 2 Professional Services, Class 3 (inc Sui Generis) Food and Drink, Class 4-6 Business/Light Industrial, Class 7 Hotel, Class 11 Assembly and Leisure, access, car parking, servicing, bridge, demolition of building and associated works was withdrawn (application number: 18/01557/PPP).

Neighbouring Sites

The site to the west (Gilmerton Station Road - HSG 24) and the north (The Drum - HSG 25) are allocated for housing in the Edinburgh Local Development Plan. Development is currently underway on both sites.

Gilmerton Station Road - HSG 24

18 January 2016 - Planning permission in principle granted for a residentially-led mixed-use development including primary school, commercial/community uses, open space, access, car parking and landscaping (application number: 14/01649/PPP). This application was granted by Scottish Ministers following an appeal against non-determination by the planning authority.

22 December 2016 - Approval of matters specified in condition 1.a) a site development layout and phasing plan showing a phased implementation programme for built development, road and footpath provision, open space provision, tree and shrub planting and woodland management (as amended) (application number: 16/03299/AMC).

2 March 2017 - Approval of matters specified in conditions 1(b)-1(f), 1(h)-1(i), 1(j)i, v-vii and conditions 2-5 of Planning Permission in Principle ref 14/01649/PPP for the first phase of development for the erection of 199no. dwellings, four units for commercial or community use and associated works (application number: 16/04382/AMC).

7 September 2017 - Application submitted for approval of matters specified in condition 1(g) - 1(j)ii,iii and iv of Planning Permission in Principle ref 14/01649/PPP for the first phase of development for the erection of 199no dwellings and associated works (application number: 17/04164/AMC).

The Drum - HSG 25

5 December 2016 - Planning Permission in Principle was granted for a residential development and associated works (application number: 14/01238/PPP).

31 August 2017 - Application for Approval of Matters Specified in Conditions for residential development including detailed site layout plan showing position of buildings, roads, footpaths, parking, cycle parking, boundary treatments, landscaping, details of existing and finished levels, flood attenuation details (matters listed in conditions 1, 2, 4 and 6 of planning consent 14/01238/PPP) (as amended) was approved (application number: 17/05802/AMC).

7 May 2018 - Application for Approval of Matters Specified in Conditions for residential development including associated roads and landscaping (matters listed in condition one of planning consent 14/01238/PPP) was approved (application number: 17/05802/AMC).

Drum 2

14 June 2016 - Planning Permission in Principle refused for a Residential Development and Associated Works. This decision was subsequently upheld by the Scottish Ministers following an appeal (application number: 15/02905/PPP).

Main report

3.1 Description Of The Proposal

Planning permission in principle is sought for a mixed use development comprising retail; professional services; food and drink; business/industrial; hotel; and assembly and leisure uses.

An indicative masterplan has been submitted showing how the site may be laid out. This includes a schedule of accommodation proposing:

- 600 sq/m medical;
- 445 sq/m medical hub;
- Three units measuring 140 sq/m each providing class 1-3;
- 1,858 sq/m foodstore;
- 2,230 sq/m hotel;
- 605 sq/m unit operating as an archery centre;
- Two units measuring 280 sq/m and 370 sq/m operating as class 3 or sui generis hot food use; and
- 29 class 4-6 business/industrial units with a combined floor area of 2,740sq/m.

The indicative plan shows a total of 286 car parking spaces dispersed throughout the development.

The development will have two vehicular accesses, one from Gilmerton Road and another from Gilmerton Station Road. It is also proposed to make a connection to the Shawfair-Lasswade cycleway that runs through the site.

Supporting Material

The following documents have been submitted in support of the application:

- Planning Statement;
- Design and Access Statement;
- Pre-application Consultation Report;
- Retail Impact Assessment;
- Transport Assessment;
- Socio Economic Statement;
- Ecological Impact Assessment;
- Noise Impact Assessment;
- Cultural Heritage Impact Assessment;
- Air Quality Impact Assessment;
- Flood Risk Assessment;
- Site Investigation Report;
- Land and Visual Impact Assessment;

- Drainage Strategy Report; and
- Energy Statement.

These documents are available to view on the Planning and Building Standards Online Services.

The proposal was screened for an Environmental Impact Assessment (EIA) on 28 September 2017. It was concluded that there would be no significant impacts as a result of the development and an EIA was not required.

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 proposal is acceptable in principle;
- b) the proposal will have any transport or road safety impacts;
- c) the proposal complies with placemaking principles;
- d) there are any issues relating to archaeology;
- e) there are other material considerations, including economic benefits, which outweigh development plan policies; and
- f) representations raise issues to be addressed.

a) Principle

Strategic Development Plan

The approved Strategic Development Plan (SDP) notes in para 98 that Edinburgh City Centre is at the top of the network of centres performing a broad range of regional and national functions. The continued vitality and viability of retailing in the city centre is seen as essential to support economic activity and maintain its competitiveness for the benefit of the wider city-region. Other town centres and commercial centres are also noted as performing important roles. In paragraph 99 it states LDPs are to assist in protecting and promoting town centres by promoting a sequential approach to selecting locations for retail and commercial leisure development. Unless an exception is identified through an LDP and justified by rigorous analysis, priority is to be given to town centre then edge-of-centre locations, then established commercial centres and finally out-of-centre locations.

As stated in Policy 3, it is the role of LDPs to identify town centres and commercial centres, not planning applications, clearly defining their roles, setting out criteria to be addressed when assessing proposals, promoting a sequential approach and any exceptions are to be identified through LDPs and to be fully justified.

Edinburgh Local Development Plan

Consistent with SDP's spatial strategy and framework for delivery, Policies Ret 1 - Ret 6 of the LDP support development that strengthens Edinburgh City Centre's role as the regional focus for shopping and maintains the vitality and viability of the existing network of centres. In particular, policies Ret 1 and Ret 6 set out the specific criteria that must be met for retail development outwith the network of centres to be acceptable. These policies provide guidance to assist the assessment of retail proposals through the application of a sequential approach consistent with that set out in Scottish Planning Policy (SPP) paragraph 68.

LDP policy Ret 1 (Town Centre First) policy states planning permission will be granted for retail and other uses following a town centre first sequential approach. Retail and leisure proposals over 2,500sq/m, which is the case for this proposal in aggregate terms, must be subject to a retail impact assessment (RIA).

Policy Ret 1 sets out the order of preference:

- Town centres (including city and local centres)
- Edge of town centres
- Other commercial centres as identified in the plan
- Out-of-centre locations that are or can be made accessible by a choice of transport modes

Policy Ret 6 (Out-of-Centre Development) states that retail proposals in such locations will only be permitted subject to various criterion. In particular: that the proposal will address a quantitative or qualitative deficiency, or will meet the needs of an expanding population, all potential alternative sites have been assessed, the proposal will not have an adverse effect on the vitality or viability of an existing centre, and the site will reduce the number of shopping trips made by car.

The supporting text in paragraph 251 recognises that in exceptional circumstances, there may be retail proposals that can justify an out-of-centre location, for example smaller units to meet the needs of a growing population or where a gap in provision can be demonstrated. Proposals for non-local provision e.g. a freestanding retail warehouse which would trade over a wide area and provide essentially for car-borne shopping would not be acceptable. The plan envisages small scale retail proposals up to 250sq/m meeting the needs of new large scale housing proposals with retail units to complement the role of identified centres.

Paragraph 80 of the LDP states that there is not expected to be sufficient growth in retail spending over the next 5 years to support further expansion of commercial centres, whilst sustaining the existing network of towns and local centres. It further states that the rate of spending growth will be well below that experienced in recent decades and largely offset by factors such as efficient use of sales space and the continued increase in internet shopping. However, the plan states that there may be opportunities to improve the quality of shopping and leisure facilities. Table 7 takes account of these considerations and provides information on each commercial centre, current expansion proposals and anticipated future role.

Policy Ret 8 (Entertainment and Leisure Developments - Other Locations), states that permission will be granted subject to various criterion, in particular; all potential city centre or town centre options have been thoroughly assessed and can be discounted, the site is easily accessible by a choice of transport, and can be satisfactorily integrated into its surroundings.

Other matters

Policy Emp 9 (Employment Sites and Premises) permits proposals to redevelop employment sites in the urban area for uses other than business, industry or storage provided; the non-employment uses will not prejudice or inhibit the activities of any nearby employment use, it will contribute to the comprehensive regeneration/improvement of the wider area, and if the site is larger than one hectare, the proposal includes floorspace to provide for a range of business uses.

Policy Emp 10 (Hotel Development) permits new development within the urban area with good public transport access to the city centre. There are two main bus services (3 and 29) that operate on Gilmerton Road providing frequent bus services to the city centre, although frequency is lower at the weekends.

The Gilmerton and South East Site Brief in the LDP identifies the Bernard Hunter site as a long term redevelopment opportunity. In the text of the brief it states "existing industrial/employment land to south east of site could provide additional housing in the longer term subject to enhancement of existing wooded boundary."

Material Considerations

National Planning Framework 3 (NPF 3)

Paragraph 2.8 of NPF 3 states that the Scottish Government support growth in priority sectors and locations, and promote a place-based approach to development. In addition, in paragraph 2.16 it states reducing the impact of the car on city and town centres will make a significant contribution to realising their potential as sustainable places to live and invest by addressing congestion, air pollution and noise and improving the public realm.

Paragraph 2.17 states that although the cities are at the core of their regions, the towns within these regions are also important centres where many people live and work, and many of these towns are crucial transport, commercial and cultural hubs. It also notes that the Town Centres Review called for a 'town centres first' approach to planning policy.

Scottish Planning Policy (SPP)

Scottish Planning Policy (SPP) in paragraph 59 supports the town centre first principle, which promotes an approach to wider decision making that considers the health and vibrancy of town centres. The policy is intended to support town centres, where they exist, or new centres which are supported by the development plan. In paragraph 61 it states that "Plans should identify a network of centres and explain how they can complement each other. The network is likely to include city centres, town centres and commercial centres and may be organised as a hierarchy. Emerging or new centres designated within key new developments or land releases should also be shown within the network of centres".

Retail and Leisure Commercial Needs Study 2019

In the context of the replacement City Plan 2030, the Council commissioned consultants to prepare a Commercial Needs Study in order to inform the preparation of the plan. The study comprises four elements including a Retail and Leisure Study. The study provides a detailed assessment of Edinburgh's retail and leisure markets. The study identifies the expected retail demand and capacity for Edinburgh over a ten-year period (2018/2028). The study factors in the growth in the population of Edinburgh, existing retail capacity, consumer preferences through survey data and other retail trends including on-line shopping. The findings from the study shows that demand for convenience retail floorspace will be met over the ten-year period and that demand for comparison retail floor space will be met for at least the first five years. However, post 2023, additional comparison floorspace may be needed and that the city centre is best placed to meet the city's needs.

Access to Supermarkets and Food Shopping in Edinburgh (September 2011)

This study examines the amount and type of convenience shopping available to Edinburgh residents, and the range of choice available. Although the study is now a number of years old, its findings, particularly in relation to the distribution and choice of supermarket operators, are still relevant and are easily updated to provide an accurate representation of the current situation.

Site Context

The site is within the urban area and is currently used by a scrap merchant and plant hire firm, but it is not designated as a business or industrial area. It is also some distance from the existing Gilmerton local centre, which is defined on the LDP proposals map. As a result the proposal represents an out-of-centre development.

Proximity to Local Centre

Gilmerton is designated as a local centre in the LDP. It has a number of local shop frontages that provide local convenience shopping. Further to the north adjacent to Gilmerton Road with frequent bus services on the same corridor there are Morrisons and Aldi supermarkets.

The proposal is approximately 600 metres from the existing local centre, and the various local shops and other retail facilities located there. As stated in paragraph 249 of the LDP 'edge-of-centre' only applies to sites physically adjoining the existing boundary of the centre. As a result the proposal cannot be considered a retail development on the edge of an existing local centre.

Principle of a New Centre

Appendix E of the LDP defines a town centre as "Centres that provide a diverse and sustainable mix of activities and land uses which create an identity that signals the function and wider role". The proposal is of a scale that represents a new commercial centre. It is on the edge of the urban settlement, and outwith the existing local centre of Gilmerton. The applicant's supporting statement argues that the proposal could form an extension to the local centre with the objective of creating a new town centre. The layout and design of the development in appearance is similar to an out-of-town retail park and bears no relationship to the character or appearance of Gilmerton. It is not accepted that this proposal will be able to assist in creating a new town centre for Gilmerton. Therefore, the proposal is contrary to SDP Policy 3 in this respect.

Sequential Test: Requirement

In line with national and strategic planning policy the LDP applies a sequential approach to the identification of preferred locations for new retail development in Policy Ret 1. Out-of-centre locations are the last in the hierarchy. As required by the policy the applicant has submitted a RIA.

The assessment identifies existing units within local centres and considers their availability and suitability. All units are discounted on the basis of size.

Paragraph 73 of SPP states "Out-of-centre locations should only be considered for uses which generate significant footfall where:

- all town centre, edge of town centre and other commercial centre options have been assessed and discounted as unsuitable or unavailable; and
- the scale of development proposed is appropriate, and it has been shown that the proposal cannot reasonably be altered or reduced in scale to allow it to be accommodated at a sequentially preferable location.

Sequential Test: Methodology

The sequential assessment refers to disaggregation of the retail element of the proposal resulting in a requirement for 1.8 acre site to accommodate retail (unit 8) floorspace, access, car parking and service area. The sequential approach must be applied to each of the elements of the proposal. The development is identified in distinct sections. It is not entirely clear from what is set out as to which of the elements of the proposal the sequential approach has been applied.

It is not clear if there are any sequentially preferable sites within the catchment identified. The applicant's view is that as the grouping of units 2-4 are individually below the 250 sq m threshold there is no need to apply the sequential approach, particularly as they are being provided to meet the needs of new housing. It would not be reasonable to interpret Policy Ret 6 in this way. The combined floorspace of all the units is not dissimilar to some local centres and the policy is intended to allow facilities which might complement existing local centres. It does not provide for the creation of local centres, these are established where appropriate in the LDP.

The applicant states that the development is required to service the additional population from the new housing developments underway across the south-east of the city. However, at 2022 the new housing development would generate £3.96 million of convenience expenditure, well below the convenience turnover of the proposal of £8.35 million (assuming the medical hubs are delivered and not used for retailing). In addition, the RIA predicts that at 2022 the commercial units delivered through the Gilmerton Station Road and Broomhills consents will generate convenience turnover of £3.38 million. If the proposed commercial unit expected to be delivered at Lasswade Road is also included then it can be assumed that all of the additional convenience expenditure generated from the new housing developments will be accommodated locally within these developments as intended by policy Ret 6.

The sequential assessment also restricts the consideration of identified centres to those within the tightly defined catchment area. It would not be reasonable to interpret Policy Ret 6 this way. Criterion b) requires all potential sites, either within or on the edge of an identified centre (as defined in table 6) to be assessed and discounted as unsuitable or unavailable. In that context Cameron Toll should also be included for example. Such an approach is consistent with para 73 of SPP.

Sequential Test: Methodology (Catchment Area)

The RIA submitted in support of the proposal suggests that the development is required as there is currently significant leakage of retail expenditure from the catchment due to a lack of competition and choice locally.

This is not supported by the findings of the 'Access to Supermarkets and Food Shopping in Edinburgh (September 2011)' study (ASFSE) which concludes that Edinburgh and the Lothians generally have a good supply of food shops, including an ample provision of supermarkets.

In a more local context, the primary catchment area as identified in the RIA is well provided for in terms of convenience shopping that includes Morrisons, Aldi, Lidl, Iceland, Tesco Express, three Scotmids and a number of other small convenience retailers mainly located within nearby local centres. In addition, there are other modern retail facilities located just outside the primary catchment area. Asda, Sainsbury's and M&S Simply Food at Straiton; Sainsbury's and Aldi at Cameron Toll and Morrisons, Tesco and Lidl at Dalkeith are all within a 10 minute drive from the application site.

It is a similar situation when looking at the number of convenience stores within 800 m (10 minute walk time). Most of the catchment population have 6-10 convenience stores within 800 metres. It is likely that this figure will be further improved by the units to be delivered as part of the Broomhills, Gilmerton Station Road and Lasswade Road developments.

The catchment area adopted in the assessment is of fundamental significance as it provides the context for the assessment of available retail expenditure and any leakage to other centres or stores. The catchment area has been drawn to extend north most of the way along Gilmerton Road as far as Inch, it takes in Danderhall to the east and the ongoing housing development at Broomhills to the west. To the south the boundary follows the Edinburgh Bypass.

The RIA advises that the catchment area was informed by a visit to the area, a review of historic RIA and an understanding of the proposal (it should be noted that the catchment for the RIA for the Gilmerton Aldi store was based on postcode sectors and extended as far as Newington and is significantly larger as a result). It also considers that trade will be drawn mainly from those living locally and generally within a seven minute drive time. As a result, the catchment boundary skirts around Cameron Toll to the north. Although Cameron Toll is some distance from Gilmerton Local Centre, it is still on the same public transport route with regular services. Therefore, its exclusion is unrealistic. In addition, the site is located near the bypass and therefore close to the southern boundary of the catchment area. The shopping facilities at both Straiton Commercial Hub and the Town Centres at Dalkeith and Bonnyrigg are sequentially preferable and within a seven minute drive time of the proposal but are not included within the catchment area. The RIA indicates that at 2022, 28% of convenience shopping and 26% of comparison shopping by residents within the catchment would be at Cameron Toll or Straiton. The omission of these sites is unrealistic due to their proximity to the catchment and nearby residential areas. On the basis of the above, the primary catchment area is fundamentally flawed. It has been drawn to include large areas of new housing development while unjustifiably excluding existing, sequentially preferable retail areas.

The RIA suggests that retail expenditure by residents from within the catchment at stores outwith it amounts to undesirable leakage which the development will claw back. However, in some cases the facilities outwith the catchment are the nearest and most sustainable locations for residents to shop. Notwithstanding where the catchment boundary is drawn, there will be some outflow to other centres and large convenience stores and this trend is to be expected in a suburban area. However, there is also likely to be an inflow of trade from outside the catchment, in particular to the larger existing convenience stores on Gilmerton Road and potentially to local centres where they lie near the catchment boundary.

Midlothian Council has expressed concern about the effect of the retail elements of the proposal on the viability and vitality of its town centres. It has submitted an extract from the Midlothian Retail Study (2012) that found that there was undertrading at Dalkeith Town Centre for comparison goods and undertrading at Bonnyrigg for both convenience and comparison goods. Although these sites are not in the City of Edinburgh Council area, they are sequentially preferable and the proposal is likely to exacerbate current situation of undertrading.

There are a number of aspects of the RIA methodology that are disputed. The same catchment area has been applied for convenience and comparison shopping. Shoppers engaging in comparison shopping can be expected to travel as far as the city centre, which is the regional shopping centre for the city region, or existing commercial centres in order to buy products. It is not reasonable to expect the same catchment area to be used for comparison shopping because it is unrealistic, and therefore references to 'retail leakage' in the assessment in this context are not accepted. However, the RIA does identify the impact of the proposal on the city centre. It states that 15% of the trade draw, in terms of comparison shopping will come from the city centre. Although the amount of diversion of trade in turnover is small in financial terms it should be noted that an objective of the LDP is to sustain and enhance the city centre as the regional focus for shopping, entertainment, and commercial leisure. The proposal for new retail floorspace on the edge of the urban area likely to draw trade from the city centre is contrary to this objective.

Sequential Test: Retail Impact

Cameron Toll provides convenience and comparison shopping facilities for a wide area to the south east of the city and is an existing commercial centre which the LDP supports and seeks to improve. However, the RIA notes that the proposal will draw 23% of its convenience trade from Sainsbury's at the centre. In addition there will be a diversion of convenience shopping spending of 9% from Gilmerton Local Centre alone. Retail diversion from existing businesses within the catchment area shows 24% is expected to come from Morrisons. The view of the applicant is that, in comparison to 'average' turnover, the impacted stores are overtrading. The concept of 'average' turnover for a retail facility is highly subjective, and according to the RIA is based on national data and professional judgement, but does not necessarily mean that a quantitative deficiency exists. The national averages reflect the fact that national multiple retailers have a range of store sizes in catchments of differing population sizes. It cannot be assumed that if the actual turnover of stores is in excess of these averages that there is an issue of overtrading. In addition, the existing Morrison's and Aldi may have plenty of spare capacity to cope with additional demand in the Gilmerton area as a result of new housing development. The RIA does not address or assess this with the local store trading data.

Average turnovers are provided for comparison goods. Again these are based on published information and professional judgement. However, the Council does not have full access to the published information or the methodology applied.

The RIA also assumes an overall increase in retail demand/expenditure. This sits at odds with the para 80 of the LDP which states that the rate of spending growth during the plan period will be well below that experienced in recent decades and largely offset, for example by internet shopping.

An assessment has been made of the existing local centres. This identifies that units within the centres are providing a convenience top-up function. However, there are four medium and large supermarkets (net convenience floorspace 500 sq/m or larger) within the catchment providing a modern main shopping function with further provision just beyond. In total there are 11 medium and large supermarkets representing nine different operators within a 10 minute drive of the proposal. Shopping provision in the locality is not considered to be lacking in quality or choice.

As a point of accuracy 4.32 of the RIA refers to SPP no longer requiring that proposals help to meet quantitative or qualitative deficiencies. This is incorrect as paragraph 73 requires exactly that. The change from the previous SPP was that the deficiency had to be identified in the development plan.

As a result it is not accepted that the proposal meets the requirements of Ret 6, as:

- a) It is not just meeting a quantitative or qualitative deficiency that will arise from new development in the area;
- b) It is not clear that all potential sites have been assessed as not all elements of the proposals have been considered under the sequential test;
- c) There is a risk the proposals could have a significant adverse effect with the vitality and viability of existing centres; and
- d) The site is or can be made readily accessible by a choice of transport modes and will reduce the length and overall number of shopping trips by car.

Overall, the proposal is contrary to policy Ret 6. There is not considered a quantitative or qualitative retail deficiency within the local area, and not one that would necessitate a retail development of the size that is proposed. In addition, the proposal will have a significant impact on existing centres as it will divert existing retail trade; as much as 54%, from existing retailers within a 10 minute drive and in sequentially preferable locations that are supported in national and local policy.

The RIA's justification for the new retail development is, in part, based on the volume of new residential developments in the south east area is not accepted. Recently approved housing developments at Broomhills , Gilmerton Station Road and Lasswade Road will each deliver units providing commercial space, which is consistent with paragraph 251 of the LDP. Taken together these could potentially deliver approximately 1,858 sq/m gross retail floorspace for the developments and will accommodate the additional retail capacity created by the additional housing. These units will complement the existing retail offering in the area while addressing the needs of the additional population as envisaged by policy Ret 6. Paragraph 251 also states, "Proposals for non-local provision, for example a free-standing retail warehouse which would trade over a wide area and provide essentially for car-borne shopping, would not be acceptable in terms of this policy".

Therefore, with regard to the retail element of the proposal, it is contrary to the development plan.

Medical Hub

The application proposes two medical hubs, shown on the indicative plan as providing 600 sq/m and 445 sq/m of accommodation.

The NHS has advised that while it does have a need for primary health care provision in the general Gilmerton area, it is not yet at the stage of determining where this might be as they still need to carry out an options appraisal.

It further advised that, as well as a new practice, it is planning to re-provide two existing practices in the Gilmerton area in the same building, and this site is outwith their catchment areas. In addition, the size of the units shown on the plan would be insufficient for that required for all the practices.

Overall, the NHS has not ruled the site out as a possibility for future health care provision, but offer no commitment to the proposal.

In light of the NHS' response, the application cannot be determined on the basis that the medical hubs will be utilised specifically for that purpose. The medical hubs would operate under class 2 use, which could provide accommodation for other professional services, including medical, that it is appropriate to provide in a shopping area and principally to visiting members of the public.

Policy Ret 1 advises that uses which generate a significant footfall including commercial leisure use, offices community and cultural facilities and where appropriate libraries, education and healthcare facilities should follow a town centre first sequential approach. As set out in the assessment above, the site is not considered to be appropriate to accommodate the retail element of the proposal. Therefore, the site is not a shopping area and the principle of class 2 use is not accepted.

Leisure and Entertainment

The LDP sets out policy on entertainment and leisure developments in Policy Ret 8. The policy support such proposals if all potential city centre, or town centre sites have been assessed and discounted as unsuitable or unavailable. Proposals should not lead to an unacceptable increase in traffic locally and are also required to be integrated satisfactorily into its surroundings with attractive frontages of high quality design that safeguards existing character. The RIA does not consider the leisure use separately and therefore has not applied the sequential test to this element. It is not possible to conclude that there are no other location options for this element of the proposal, therefore the proposal is contrary to this policy.

Employment and Economic Development

Policy Emp 9 (Employment Sites and Premises) permits the redevelopment of employment sites in the urban area for uses other than business, industry or storage subject to various criterion. The policy aims to help meet needs of small businesses by ensuring that where large business or industrial sites are to be redeveloped for other uses, proposals must include some new small industrial/business units. In this respect the proposal is consistent with the policy as it does include some business units.

Policy Emp 10 (Hotel Development) supports hotel development in locations within the urban area with good public transport access to the city centre. Although the site is right on the edge of the Edinburgh urban area, it does have regular bus services direct to the city centre, and therefore the proposal is in accord with this policy.

Material Considerations

The retail and leisure commercial needs study is a comprehensive retail capacity assessment of Edinburgh. Although it is not site specific it provides robust evidence to inform development plan retail policy. The evidence from the study re-enforces the retail and leisure strategy set out in the adopted Local Development Plan, which states in para 80 that there is not expected to be sufficient growth in retail spending to support further expansion of commercial centres, whilst also sustaining the existing network of town and local centres. Furthermore the study shows that there is a plentiful supply of convenience retail floorspace to meet the city's growing population needs until 2028.

The proposed mixed development at Bernard Hunter's site is contrary to the adopted Local Development Plan for the reasons stated above. In particular, it will have a significant impact on existing centres as it will divert existing retail trade from the existing retailers within a 10 minute drive and in sequentially preferable locations that are supported in policy. There are a number of aspects of the RIA methodology that are questionable, including the tightly drawn catchment area, the lack of application of the sequential test to the leisure element, and the proposals will also increase shopping trips by car contrary to LDP policy. There is no justification for the new retail floorspace proposed, contrary to the LDP strategy. Furthermore, the recent Retail and Leisure Study commissioned by the Council provides further evidence that the adopted Local Development Plan retail strategy is still relevant and up to date. There are no material considerations that justify an alternative conclusion and it is recommended that the application is refused.

b) Transport Impacts

The proposed development is expected to lead to mode share levels in line with neighbouring areas. The Council's LDP Action Programme includes work to improve the capacity of junctions affected by development in the area and it is anticipated that the traffic impact of the proposed development will be accommodated within the proposed works.

The proposed development includes 285 car parking spaces, including 50 spaces for electric vehicles. This is below the maximum permitted under current parking standards of 318 spaces.

Secure cycle parking is proposed across the development, including an e-bike station.

The proposal includes the upgrade of the existing bus stop with a new transport hub.

In transport terms, the proposal is acceptable subject to the provision of a Toucan (signalised cycle) crossing on Gilmerton Station Road and the contribution of £18,000 towards the provision of three car club vehicles in the area.

c) Placemaking

Placemaking and the application of a design-led approach to development is a principal policy of SPP. These principles are supported by LDP design policies and the Edinburgh Design Guidance (EDG).

While the layout is indicative at this stage, the RIA and Transport Assessment submitted in support of the application set out the quantum of development and level of car parking proposed. It is evident from the scale and layout of the buildings and car parking proposed on the western side of the site in particular, that the development will create a car dominated environment that will not produce interesting or attractive spaces, contrary to Policy Des 1, Policy Tra 4 and the EDG.

The development fails to complement the neighbouring planned expansion of the city and would not form a positive edge to this part of the city. The proposal is an inward focused retail park that does not adequately integrate with the predominantly residential areas to the north, contrary to policy Des 2.

A Landscape and Visual Impact Assessment has been submitted in support of the application. While the application is for PPP the LVIA should provide a reasonable indication of the potential impact of the development. However, the development shown does not reflect the current proposal. Similarly the photomontages show additional tree planting and does not accurately reflect the proposed tree planting as shown on the indicative masterplan layout. The LVIA also fails to provide a representative viewpoint from the Drum Special Landscape Area. This is a sensitive landscape designation in close proximity to the site and an understanding of the impact of the development is required.

Overall, the proposal fails to draw upon positive characteristics of the surrounding area and does not contribute towards a sense of place contrary to Des 1 and Des 4.

d) Archaeology

The site is identified as occurring within an area of archaeological potential. The City Archaeologist has advised that if planning permission is granted then a condition should be imposed to protect archaeological heritage.

e) Other Material Considerations

Economic Benefits

The applicant has submitted a Socio-Economic Statement (SES) in support of the application. This SES estimates that beyond the construction phase the fully completed and occupied development will create between 218 and 297 jobs. However, when taking account of displacement and multiplier effects, the number of additional jobs will range between 100 and 142.

While the development would generate economic benefits for the local economy, this is likely to have disbenefits elsewhere. The SES shows that for the retail units and food store the displacement rate will be 75%. It is likely that an impact of this will be jobs and trade being diverted away from locations that are supported by local and national policy, including Gilmerton Local Centre, contrary to Policy Ret 6. The RIA estimates that 36 jobs could be lost from Gilmerton Local Centre and out-of-centre units in Gilmerton.

In terms of the restaurants and hotel the displacement figure is expected to be 50% and 25% for the business units.

Overall, the job creation benefits of the scheme are not sufficient to overcome the conflict with the development plan and are likely to lead to negative employment implications elsewhere.

Air Quality Impacts

The applicant has submitted an Air Quality Impact Assessment in support of the application. Environmental Protection is satisfied that the impacts of the proposed development will be limited and have no objections to the application.

f) Public Comments

Material Representations - Support

- Infrastructure and facilities are needed for the new housing - addressed in section 3.3(a).
- Happy to support an increase in jobs and services in the area housing – addressed in section 3.3(a) and (e).
- Provision of potential new GP surgery, pharmacy are welcomed - addressed in section 3.3(a).
- Well established sport club re-housed within the community - addressed in section 3.3(a).
- Cycle friendly development is welcomed - addressed in section 3.3(b).

Conclusion

The proposal is contrary to Local Development Plan policy Ret 6 (Out-of-Centre Development) as there is not considered a quantitative or qualitative retail deficiency within the local area. In addition, the proposal will have a significant impact on existing centres as it will divert retail trade from existing retailers in sequentially preferable locations that are supported in national and local policy.

The sequential test has not been applied to the leisure element of the proposal, as required by policy Ret 8. It is not possible to conclude that there are no other suitable locations for this part of the proposal, therefore the proposal is contrary to this policy.

The development fails to complement the neighbouring planned expansion of the city and would not form a positive edge to this part of the city. The proposal fails to draw upon positive characteristics of the surrounding area and does not contribute towards a sense of place contrary to Des 1 (Design Quality and Context).

The proposal is an inward focused retail park that does not adequately integrate with the predominantly residential areas to the north, contrary to policy Des 4 (Development Design - Impact on Setting).

The proposal is, in effect, an out of town retail park and is not supported in policy. It is recommended that the application should be refused.

It is recommended that this application be Refused for the reasons below.

3.4 Conditions/reasons/informatives

Conditions:-

Reasons:-

1. The proposal is contrary to the Local Development Plan Policy Ret 6 in respect of Out-of-Centre Development. The development is not justified as there is not a quantitative or qualitative retail deficiency within the local area.
2. The proposal is contrary to LDP Policy Ret 8 (Entertainment and Leisure Developments - Other Locations), as the applicant has not demonstrated that there are no alternative location options for this element of the proposal.
3. The proposal is contrary to LDP Policy Des 1 (Design Quality and Context), as the scale of the buildings, proposed land uses and volume of car parking will not produce interesting or attractive spaces.
4. The proposal is contrary to the LDP Policy Des 4 (Development Design - Impact on Setting), as the proposal is an inward focused retail park that does not adequately integrate with the predominantly residential areas to the north.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

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

Equalities impact

6.1 The equalities impact has been assessed as follows:

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

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

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

Consultation and engagement

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 10 May 2019. A total of 119 representations have been received in support of the application, including from Gilmerton Inch Community Council, Candlemakers Residents Association and a late comment from the local MP.

Of the supporting representations received, 58 left no specific comments.

A summary of the representations is contained in section 3.3(f) of the assessment.

Background reading/external references

- 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 site is designated as urban area in the Edinburgh Local Development Plan.

Date registered

24 April 2019

Drawing numbers/Scheme

1 - 3,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Alexander Gudgeon, Planning Officer

E-mail:alexander.gudgeon@edinburgh.gov.uk Tel:0131 529 6126

Links - Policies

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 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 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 9 (Urban Edge Development) sets criteria for assessing development on sites at the Green Belt boundary.

LDP Policy Env 8 (Protection of Important Remains) establishes a presumption against development that would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological remains of national importance.

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 12 (Trees) sets out tree protection requirements for new development.

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 Env 22 (Pollution and Air, Water and Soil Quality) sets criteria for assessing the impact of development on air, water and soil quality.

LDP Policy Emp 1 (Office Development) identifies locations and circumstances in which office development will be permitted.

LDP Policy Emp 9 (Employment Sites and Premises) sets out criteria for development proposals affecting business and industrial sites and premises.

LDP Policy Emp 10 (Hotel Development) sets criteria for assessing sites for hotel development.

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 6 (Out-of-Centre Development) identifies the circumstances in which out-of-centre retail development will be permitted.

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 Ret 11 (Food and Drink Establishments) sets criteria for assessing the change of use to a food and drink establishment.

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

LDP Policy Tra 7 (Public Transport Proposals and Safeguards) prevents development which would prejudice the implementation of the public transport proposals and safeguards listed.

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 in Principle 19/02122/PPP

**At 1 And 4 Gilmerton Station Road, Edinburgh, EH17 8RZ
Mixed Use Development comprising - Class 1 retail, class 2
professional services, class 3 (inc Sui Generis) Food and
Drink, class
4 to 6 Business/ Industrial, class 7 Hotel, class 11 Assembly
and Leisure, Access, Car Parking, Servicing, Bridge,
Demolition and Associated Works.**

Consultations

Archaeology

Further to your consultation request I would like to make the following comments and recommendations concerning this PPP application for mixed use development comprising - class 1 retail; class 2 professional services; class 3 (including Sui Generis) Food and Drink; class 4 to 6 business / industrial; class 7 hotel; class 11 assembly and leisure; access, car parking, servicing, bridge, demolition and associated works.

The site lies to the south of the medieval village of Gilmerton within an area associated with historic coal mining and quarrying dating back several hundred years. The Cultural Heritage Impact Assessment by NE Environmental details this development, with the site forming part of the 19th and 20th century Gilmerton Colliery, being bisected by a 19th century railway line associated with this industry and a location of a 19th century sandstone quarry running parallel with Gilmerton Station Road. Prior to this industrial use the site appears to have been open farm land though, excavation to the north of the site has indicated that earlier post-medieval mining is more widespread than previously known. Furthermore, the A772 forming the eastern boundary of the site is thought to form an extension of the Roman Dere Street running towards Cramond.

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, CEC's Edinburgh Local Development Plan (2016) Policies ENV 8 & ENV 9. 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.

Buried Archaeology:

Having read over NE Environmental report although basically happy with content with their general conclusions that there is no mitigation circumstances to warrant refusal I don't agree with their proposed level of mitigation as outlined in Section 6. As discussed above the areas Industrial heritage of the 19th and 20th century is of archaeological significance and is the focus of the archaeological work being undertaken of the adjacent sites to the north of Gilmerton station Rd and along Lang Loan. As such the sites industrial heritage must be investigated and therefore the required archaeological mitigation must also include the sites 'brown-field' areas, contra to this document.

Given the potential archaeological resources occurring across the proposed, it is essential that an archaeological mitigation strategy is undertaken prior to development and any ground-breaking works associated with demolition or remediation. This strategy will require the undertaking of a phased programme of archaeological investigation, the first phase of which will be the undertaking of an archaeological evaluation (min 10%). The results from this initial phase of work will allow for the production of detailed mitigation strategies to be drawn up to ensure the appropriate protection and/or the excavation, recording and analysis of any surviving archaeological remains is undertaken.

Interpretation & Public Engagement

In addition, the site has the potential for unearthing important archaeological remains. Accordingly, it is essential that the archaeological mitigation strategy contain provision for public/community engagement (e.g. site open days, viewing points, temporary interpretation boards), the scope of which will be agreed with CECAS.

It is recommended that these programmes of work be secured using a condition based upon the model condition stated in PAN 42 Planning and Archaeology (para 34), as follows;

'No development/ remediation/demolition shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (excavation, reporting and analysis, publication, interpretation, conservation & public engagement) 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.

Midlothian

Thank you for giving Midlothian Council an opportunity to comment on this application. Our comments relate to retail and transport matters.

Retail matters. Recent developments in the retail sector have seen the emergence of discount convenience sector retailers, and this, together with the effects of the 2009 recession, has resulted in lower rates of expenditure growth in food and convenience shopping. Midlothian Council understands that CEC has contracted Ryden's to update the earlier 2005 EARNS study as an input to its 2nd LDP. Depending on the study's scope and availability, it would be useful to independently assess the current trading position at Edinburgh's town, commercial and local centres; particularly in terms of whether or not they are achieving the turnover required to maintain viability.

The location beside an important route from Midlothian into Edinburgh is likely to abstract trade from Midlothian town centres. The application of the projected 7 minute drivetime catchment in the RIA appears to have been constrained to fit the CEC administrative boundary. In practice, it is also likely to overlap with the catchments for Dalkeith and Bonnyrigg. Midlothian Council last carried out a full retail study in 2012 (Midlothian Retail Study, RDPC) and found that there was undertrading at Dalkeith for comparison goods and undertrading at Bonnyrigg for both convenience and comparison goods. I enclose an extract of the relevant table from the RDPC study (table 46). Midlothian Council is concerned about the effect of the retail elements of the proposal on the viability and vitality of its town centres.

Transport. Midlothian Council requests that consideration is given to committed developments in the Midlothian Council local authority area so that cumulative traffic impacts are fully taken into account.

The Gilmerton crossroads is on a main corridor from Midlothian to the City of Edinburgh. Midlothian Council would invite CEC to ensure that provision of the junction improvements (viz. improved efficiency of traffic signals and parking strategy for Drum Street) indicated in the adopted CEC LDP (reference T19) are secured in advance of occupation and are sufficient in the context of cumulative additional traffic from this development. Midlothian Council would also invite CEC to consider the capacity of the Gilmerton Station Road - Gilmerton Road junction. It will be important to maintain connectivity for non-motorised users across the Gilmerton Station Road in the face of increased vehicle movements.

The impact of the development on the capacity of the City of Edinburgh bypass and key junctions should also be considered: in this respect it would be appropriate to seek an opinion from Transport Scotland on the proposals, and to consider the need for any developer contributions towards improvements.

Roads Authority

No objections to the application subject to the following being included as conditions or informatives as appropriate:

- 1. The applicant will be required to introduce a Toucan (signalised cycle) crossing on Gilmerton Station Road prior to first occupation of the proposed development;*
- 2. The applicant will be required to contribute the sum of £2,000 each to progress suitable orders to redetermine sections of footway and carriageway, to introduce waiting and loading restrictions, and to introduce a 20pmh speed limit within the development (and subsequently install all necessary signs and markings at no cost to the Council);*

3. *In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £18,000 (£1,500 per order plus £5,500 per car) towards the provision of 3 car club vehicles in the area;*
4. *All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*
5. *The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
6. *A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*
7. *The design, layout and specification of the proposed ramp to the cycle track to be agreed as part of the Road Construction Consent;*
8. *The proposed level of car, cycle, disabled and electric vehicle charging to be reserved matters. All forms of parking are to be in line with the Council's parking standards. The proposed 285 car parking spaces, including 50 electric vehicle spaces, is not agreed at this stage;*
9. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (inc. electric cycles), public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), and timetables for local public transport;*
10. *The applicant should note that new road names may be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
11. *Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective tenants as part of any sale of land or property;*
12. *All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;*
13. *The developer must submit a maintenance schedule for any SUDS infrastructure for the approval of the Planning Authority.*

Note:

- o Current parking standards permit a maximum of 318 car parking spaces for the proposed development of 60 bed hotel, 2,740m² light industrial, 1,858m² food store, 1,045m² medical hub, 420m² shops, 650m² fast food / restaurant, 605m² archery centre / community hub, and transport hub. The proposed development includes 285 car parking spaces including 50 electric vehicle spaces. Parking is expected to be a reserved matter;
- o A transport assessment has been submitted in support of the application. This has been assessed by transport officers and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The submitted document is generally in line with the published guidelines on transport assessments.
- o The proposed development is expected to lead to mode share levels in line with neighbouring areas. The Council's LDP Action Programme includes work to improve the capacity of junctions affected by development in the area and it is anticipated that the traffic impact of the proposed development will be accommodated within the proposed works.

Location Plan



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