

**Full Planning Application 06/01240/FUL
at
Newkirkgate
(Newkirkgate Shopping Centre)
Edinburgh
EH6 6AB**

**Development Quality Sub-Committee
of the Planning Committee**

1 Purpose of report

To consider application 06/01240/FUL, submitted by Lidl UK GMBH. The application is for: **Partial demolition of shopping centre, erection of foodstore plus associated works including formation of new service access arrangements (as amended)**

It is recommended that this application be **GRANTED** subject to the conditions in Appendix B.

2 The Site and the Proposal

Site description

The development site currently comprises a side mall in the Newkirkgate shopping centre and contains 16 small retail units, several of which are vacant. This links through to Great Junction Street in a gap formed from a former retail unit. The main shopping mall forms a linear connection between the foot of Leith Walk and continues northwards along the historic line of Newkirkgate. There are some 26 retail units in the main mall, anchored by a large supermarket (LIDL) at its northern end. At first floor level, fronting the mall, there are two larger units used by the Leith Community Centre and Education Centre including a cafe. There are two vacant smaller cafe/service units at this level.

The mall frontage has projecting first floor canopies and expressed galvanised steel framework. The finishes are polished green stone to piers and at shop fascia level, with timber boarding at first floor level. An elegant galvanised steel footbridge provides access to and across the first floor level.

There is a service area to the rear of the mall (west) which also provides ramped access to a service deck, shop storage units and some 40 parking spaces located on the roof over the side mall. It also links through to the first floor community units and footbridge. The back elevations of the mall are finished in white roughcast with some timber-clad panels. There are some 28 parking spaces in St Anthony Lane/Street and a further 30-40 spaces in an adjacent car park to the rear of Trinity House. These streets and parking spaces are not adopted.

The development abuts the rear of a plain, four-storey tenement block fronting Great Junction Street. The building is C(S) Listed and contains ground floor retail units with small back yards and three floors of flats above.

On the opposite side of St Anthony Lane/Street from the proposed development is South Leith Parish Church hall (a plain modern structure) and Trafalgar Masonic Lodge, a C(S) listed building with an ornate Victorian facade on its north elevation to St Anthony Place.

South Leith Parish Church, yard and boundary walls and Trinity House are imposing A-listed buildings fronting on to Newkirkgate at the north end of the shopping mall.

This property is located within the Leith Conservation Area.

Site History

Shopping Centre:

The historic Kirkgate area was demolished in the 1950s and replaced by the current shopping complex, in what was then a pioneer project. The centre was then remodelled several times, most recently in 1986.

24 November 2000 - Planning permission was granted for the substantial renovation of the shopping centre to its current layout and form (00/02150/FUL).

Related Proposals:

16 March 2006 - A planning application has been submitted for the alteration and conversion of Unit 13 (the existing LIDL store) into a Class 2 unit (bank) on the mall frontage with a retail unit (for a displaced tenant) in the back half of the building, fronting Newkirkgate lane (06/01244/FUL).

21 March 2006 - Planning and listed building applications have been submitted for the conversion to retail use of the existing pedestrian link through to the secondary mall, at 40 Great Junction Street. A new shopfront is proposed (06/01264/FUL/LBC).

13 February 2006 - A planning application has been submitted to extend the first floor storage area of Unit 36 (Timpsons) in the shopping centre (06/00760/FUL).

Sundry minor advertisement applications have been submitted with the above.

Description of the Proposal

Scheme 2

The proposal is for the demolition of the side mall at the New Kirkgate shopping centre which currently comprises some 18 small retail units totalling 2,648 sq metres. At first floor level, the proposal will also involve the loss of an office unit and some 35 out of 40 existing parking spaces, and will also remove service access to six retained shop stores.

The side mall will be replaced by a single retail unit of 1,527 sq m gross (1,256 sq m net sales area) with its customer entrance fronting the main Newkirkgate mall (adjacent to the

pedestrian footbridge). A gated pedestrian link will be provided at the side of the unit to connect the shopping mall with parking spaces in St Anthony Street and to give further pedestrian access towards Great Junction Street. The side path will also include a trolley store. There will be a sunken loading bay to the rear of the proposed store with access from St Anthony Street. Trolley access and a lift will also provide alternative service provision around the back and side of the unit (to the rear of Great Junction Street tenements) to the six retained first floor stores.

The existing service ramp to roof level from St Anthony Lane will be retained and will provide access to a dropping-off point and four disabled parking spaces at first floor level.

The proposed roof of the building has a low-pitched, split gabled form and will be clad in grey profiled aluminium sheeting. There will be a parapet upstand at first floor level, facing on to the shopping mall and retained upper service area; this will also be finished in grey aluminium cladding. The building walls will be clad in white roughcast panels with grey roughcast piers. The full-height glazed shopfront to the shopping mall will have blue, powder-coated aluminium frames. A two-metres high weldmesh security fence will separate the first floor service area from the roof of the proposed store.

The proposed hours of use are 8 am to 10 pm on weekdays and 8 am to 6pm on Sundays. Deliveries (one truck for about 20 minutes per day) will take place between 7am and 7pm on weekdays and 9am and 3pm on Sundays.

The applicant has also submitted a shoppers' petition, with some 500 signatures, in favour of the proposal.

A supporting document expands on design and operational considerations.

Scheme 1

The proposal included demolition of the existing service ramp to first floor level and the provision of lift and stair access to the upper floor. An additional 8 parking spaces were proposed at ground level, together with a new side loading bay in St Anthony Lane for the existing LIDL store (Unit 13). The shopfront to the mall had a slightly more obtrusive configuration.

3 Officer's Assessment and Recommendations

Determining Issues

Do the proposals harm the character or appearance of the conservation area? If they do, there is a strong presumption of granting of permission.

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, are there any compelling reasons for approving them?

ASSESSMENT

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

The proposals

- a) Are acceptable in principle,
- b) Have a satisfactory layout, including access, parking and servicing arrangements,
- c) Are in keeping with the character and appearance of the conservation area and setting of listed buildings,
- d) Adversely effect neighbouring residential amenities and
- e) Are subject to any constraints.

a) Policy S1 in the North East Edinburgh Local Plan supports the principle of retail development in District Shopping Centres. The proposal involves a net reduction in floorspace and a retail impact assessment is not therefore required.

The proposal will involve the loss of the existing side mall which provides a through link to Great Junction Street and potentially should encourage pedestrian circulation. However, the side mall is unpopular, with several vacant units, and its redevelopment is acceptable.

The proposal involves the significant enlargement of the anchor store (LIDL) in the shopping centre and its relocation towards the centre of the mall. However, the existing LIDL store, sited at the north end of the mall, is due to be occupied by a bank (use Class 2) and by the relocation of an existing significant retailer (Farmfoods) and is likely to generate increased footfall and activity through the centre. The net effect of the development should therefore result in an improvement in the attractiveness and vitality of the shopping centre and benefit Leith town centre as a whole.

b) The development will close off the existing through link to Great Junction Street. However, lateral access is available at the north and south ends of the existing mall and the applicant is also proposing to insert a new pedestrian link from the middle of the mall to St Anthony Place/Lane and to the existing car parking sited in this area. This will then enable further pedestrian access to be gained to the wider area. The rearranged layout will help to improve the unsatisfactory public realm at the rear of the shopping centre and is acceptable.

The original submission involved the loss of a vehicular access ramp to a parking deck which provided disabled and emergency access for well-used, first floor community facilities. This gave rise to a number of significant objections. However, the ramp has now been retained and 4 disabled parking spaces and a drop-off area have been retained. The original objections have therefore been withdrawn and the issue has been satisfactorily addressed.

The proposal will result in a net loss of some 30 parking spaces. However, the applicant has submitted survey material which shows that the 96 existing parking spaces (charged) accessed from St Anthony Place are underutilised; those remaining should therefore be able to accommodate existing parking demand, certainly on weekdays.

Some servicing will now be transferred from the upper deck to ground floor level, accessed from St Anthony Place/Lane/Street. This may give rise to slight conflict with pedestrians and customer parking areas but the road geometry is satisfactory and the service activity is unlikely to be intensive.

Additional cycle provision is required and can probably be provided in the vicinity of the proposed through path. Transport has requested that this detail be subject to further consideration. Otherwise, Transport has no objections.

c) The Leith Conservation Area covers the extent of the historic town, including the Madeira area (Leith's 'First New Town'), and also Leith Walk, the town's main link with Edinburgh city centre. The character of the Conservation Area derives from Leith's history both as a port and an independent burgh. Several fine Georgian and Victorian warehouses survive, some now converted for residential or office use; in many cases these were initially built to hold wine and dry goods, although many were converted in the late 19th Century to serve the whisky

industry. A rich mixture of civic buildings and mercantile architecture survives particularly at Bernard Street and The Shore. Significant earlier buildings include Lamb's House and St Ninian's Manse (both early 17th Century); although many more recent buildings have been built, the present street pattern of The Shore area closely follows that of the historic town.

Building types within the Conservation Area vary but are traditionally of stone, with slate roofs; however, more recent building has generally used block or render and traditional brick where previously found. Pockets of public housing development of the 1960's and 1970's, of a contemporary character, fall within the expanded Conservation Area. Open space is concentrated at Leith Links, which provides a spacious contrast to the relatively dense settlement pattern of the remainder of the Conservation Area.

The proposed building footprint and massing are similar to that of the side mall which is to be demolished and are satisfactory. Although comprising an insertion of simple design, it will present a pleasanter side elevation (roughcast panels) to the backland service and parking area in St Anthony Street and will create a more attractive roof profile, in lieu of parking deck, when viewed from the adjoining listed tenements in Great Junction Street.

The proposal will partly intrude into the open court in the centre of the Newkirkgate mall and may slightly compromise the setting of the footbridge. However, it will give the proposed unit greater presence in the mall and its main entrance will directly face the foot of the bridge stair. A degree of visual separation will also be maintained in relation to the bridge.

The frontage changes, with a false parapet clad in aluminium, will introduce a new design element in the refurbished shopping centre where cedar panelling predominates at first floor level. However, the appearance and character of the shopping mall is strong enough to accommodate the contrasting intervention.

Minor details in terms of paving quality/consistency and the restoration of the boundary wall to the Great Junction Street tenements need to be clarified.

In its external appearance, the proposed development will be an improvement on the existing building and will enhance the character and appearance of the conservation area and the setting of nearby listed buildings.

d) The proposed building backs on to a tenement block in Great Junction Street but this has ground floor retail units and the proposed building will not be higher at the boundary than the existing side mall. It will not therefore give rise to loss of residential amenity from overshadowing.

The proposed service arrangements, with sunken service bay and rear service alley for existing shops, will involve a limited level of use. However, Environmental Assessment (Services for Communities) recommends that servicing hours be restricted to 7-7 on weekdays. This is acceptable to the applicant but there is a further delivery requirement on Sunday and a 9-3 period has been requested for that day. This is acceptable, particularly as the removal of the existing first floor car park and service area, closer to residential windows, will benefit the residents of the adjoining tenement through reduced traffic noise.

The applicant has stated that all waste will be stored internally and will be removed in the same trip by the delivery lorries.

Some external plant (e.g. air conditioning) is proposed and the imposition of a noise and vibration safeguarding condition is appropriate.

e) The site is in an area of archaeological significance and the Council's archaeologist has identified that there may well be surviving medieval archaeological remains, including roads, hospital and religious institutions, underlying the prospective development. Most of the building construction is likely to incorporate a foundation slab which will be shallower than the existing mall, but a deeper service bay and encroachment on to St Anthony Street may disturb the archaeology. The applicant has submitted a programme of archaeological

investigation and this has been approved by the Council archaeologist. A condition is required to ensure its implementation.

In conclusion, the proposal is the key element in a combined set of measures which will enhance the character and vitality of the District Shopping Centre. It will substantially improve the presence of the anchor retailer, whilst conversion of the existing store will enable another significant retailer to be retained and will also add a major service provider, thereby increasing customer attraction and footfall within the centre. The surplus of small units in the shopping centre will be removed and the existing arcade link will be remodelled as a shop. The various secondary applications will be determined in due course (subject to refinement of details) and are dependent on consent being granted for this main component. The proposal has a satisfactory layout in terms of vehicular and pedestrian arrangements, has a suitable design which will improve the setting of nearby listed buildings and the character and appearance of the conservation area, and will not unduly affect residential amenities.

It is recommended that the Committee approves this application subject to conditions requiring further approval of archaeology, cycle provision, paving and boundary treatment, and imposing amenity safeguards regarding servicing hours and noise.



Alan Henderson
Head of Planning and Strategy

Contact/tel	Ian Smith on 0131 529 3555
Ward affected	21 - Harbour
Local Plan	North East Edinburgh Local Plan
Statutory Development Plan Provision	District Shopping Centre
Date registered	16 March 2006
Drawing numbers/	01-04; 09-13
Scheme	Scheme 2

Advice to Committee Members and Ward Councillors

The full details of the application are available for viewing on the Planning and Building Control Portal: www.edinburgh.gov.uk/planning.

If you require further information about this application you should contact the following Principal Planner, Graham Dixon on 0131 529 3519. Email: graham.dixon@edinburgh.gov.uk Alan Henderson on 0131 529 3494. Email: alan.henderson@edinburgh.gov.uk.

If this application is not identified on the agenda for presentation, and you wish to request a presentation of this application at the Committee meeting, you must contact Committee Services by 9.00a.m. on the Tuesday preceding the meeting on extension 4229/4239. Alternatively, you may e-mail gavin.king@edinburgh.gov.uk or sarah.bogunovic@edinburgh.gov.uk

Application Type	Full Planning Application
Application Address:	Newkirkgate (Newkirkgate Shopping Centre) Edinburgh EH6 6AB
Proposal:	Partial demolition of shopping centre, erection of foodstore plus associated works including formation of new service access arrangements (as amended)
Reference No:	06/01240/FUL

Consultations, Representations and Planning Policy

Consultations

Transport

No objection subject to the following condition:

10 secure cycle parking spaces to be provided.

Reason - In order to comply with the Council's cycle parking standards.

Children & Families

Scheme 1 - Formal objection due to the removal of the ramp and car park on the upper level of the centre. At present, this car park is a relatively safe area to drop off and pick up people with mobility problems, the elderly and the very young who intend to use the facilities of the Leith Community Centre, the main access for which is situated on the upper walkway. It should be noted that non-ambulant people and the elderly are major users of this community centre and will require a lift for normal access and emergency egress.

The potential effect on access to the community centre were further detailed in an appendix to the above comments.

Scheme 2 - The intention is now to retain the ramp leading to the upper level with a turning area of sufficient size for minibuses and four disabled car parking spaces. The existing access arrangements for disabled and non-ambulant people using the Leith Community Centre will therefore be retained. These amendments are fully supported and the original objection is withdrawn.

Environmental Assessment, Services for Communities

No objection subject to the following:

a) The design, installation and operation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment, and no structure borne vibration is perceptible within any nearby living apartment.

b) Deliveries and collections, including waste collections, to be restricted from 7.00 to 19.00 hours Monday to Saturday.

Archaeologist

The site is situated on the western side of the modern shopping centre of the Newkirkgate built across the main road leading into the historic medieval port of Leith, established possibly in the prior to the 12th century. In the site is of archaeological significance in that it lies within the eastern limits of the medieval & post-medieval burgh of South Leith and significantly on or close to the site of the medieval hospital and Preceptory of St Anthony's founded in 1430.

Based on the historical and archaeological evidence the site has been identified as occurring within an area of potential archaeological significance. Accordingly this application should be considered under following planning polices issued by the Secretary of State for Scotland; National Planning Policy Guidance 18: Planning and the Historic environment (NPPG 18), 1999, and National Planning Policy Guidance 5: Planning and Archaeology (NPPG 5) and its the accompanying Planning Advice Note 42 (PAN 42), 1994. 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 there has been no archaeological investigation at the site, the existing evidence indicates that the site has the potential for containing archaeological remains associated with the medieval and later town of Leith, in particular the 15th C St Anthony's Preceptory. It is considered however that the impact of previous development and the scale of the current application that, on current information, it would not be considered sufficient to justify refusal of consent on archaeological grounds. However it is essential that the site is investigated prior to development and any archaeological remains excavated and recorded by a professional archaeologist where preservation in situ is not possible.

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

'No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work 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 (excavation) and for the archiving and appropriate level of publication of the results lies with the applicant.

Police

The area in which this proposed development is situated experiences a high level of reported crime. There were over 1876 incidents in total last year.

Within the Shopping Centre there were only 26 crimes reported: -

Crime Type	Number of Incidents
Breach of Peace	1
Theft Others	1
Theft HB	1
Vandalism	1
Other	1
Shoplifting	19
Drugs	2

With regard to this proposed development there are few concerns in relation to security.

It is vital that this re-design reduces the opportunity for committing crime and acts of anti-social behaviour. Increasing the levels of natural/formal surveillance will greatly assist and the following should be considered: -

- *There are no windows proposed within the new Lidl Store on its north elevation. If installed, natural surveillance levels would be increased over the car park area at the rear, which is not particularly "welcoming" at present. The store should also have windows looking into the covered walkway area. Provision should be made to have these windows secured by shutters when the store is closed or by a product like "Crimeshield" which is both effective and aesthetically pleasing.*
- *The covered walkway should be well lit to discourage those engaged in acts of anti-social behaviour.*
- *The rear goods yard area must be well secured to deter unauthorised access. The gates and walls/fencing in this area must be at least 2.4m high. If fencing is to be used, Secured by Design approved fencing systems are best.*
- *It is not known if the lighting elsewhere is to be improved but the car parks, rear yard (Lidl) and other goods delivery areas should be given special attention. White light sources (metal halide) are best for colour recognition and crime prevention/detection purposes.*
- *My principle concerns are with regard to road/pedestrian safety in the car park. This car park is not particularly spacious and the proposed plans indicate large goods vehicles manoeuvring very close to parked vehicles and pedestrian walkways.*

Recommendation

The applicant must be strongly encouraged to contact the Police and seek Secured by Design (SBD) accreditation for this retail development. At this stage further detailed security advice on building security, lighting and CCTV can be given.

SBD is a Police/Home Office backed initiative aimed at improving security levels within the built environment. Their specific design guides incorporate current best practice and have been shown to reduce levels of criminal activity around premises that have chosen to adopt their recommendations.

RCAHMS

Comments received were based on the misunderstanding that the proposal involves the demolition of a listed or historic building.

Representations

Scheme 1

Neighbours were notified on 15 March 2006.

Four residents objected to the proposal on the grounds of noise nuisance from deliveries, impact on small retailers and reduction in shopping choice.

One resident supports the upgrading of the centre and the provision of low-cost shopping.

One existing retailer in the side mall is concerned not to be forced out of the centre.

Leith Community Education Centre (3,000 clients per week) objects to the loss of first floor vehicular and emergency access and considers the alternative lift provision unacceptable.

Lorne Community Council and Leith & Newhaven Community Safety Panel support the development in principal but are concerned about the loss of disabled and emergency access to first floor level.

The AHSS object to the loss of the timber fascia at first floor level and its replacement with aluminium panelling. It considers that the detailing will destroy the harmony attained in the recent refurbishment.

Councillor Attridge objects to the loss of the ramped access to first floor level.

Scheme 2

Objectors were renotified on 2 June 2006.

Leith Central (formerly Lorne) Community Council has withdrawn its objection.

The existing on-site retailer has withdrawn his objection.

Councillor Munro has expressed an interest in this case.

Full copies of the representations made in respect of this application are available in Group Rooms or can be requested for viewing at the Main Reception, City Chambers, High Street.

Planning Policy

The site is part of a District Shopping Centre, with a primary frontage to New Kirkgate. New shopping development is to be encouraged.

The site is also within an Area of Archaeological significance.

The property is within the Leith Conservation Area.

Relevant Policies:

Relevant policies of the North East Edinburgh Local Plan

Policy S1 (NEW SHOPPING DEVELOPMENT - DISTRICT AND LOCAL CENTRES) sets out criteria for assessing new shopping development within and adjacent to defined District and Local Centres.

Policy S7 (IMPROVEMENT OF SHOPPING ENVIRONMENT) supports, and sets out criteria for assessing, proposals to improve and enhance the public environment and shopping areas.

Policy E18 (LISTED BUILDINGS) sets out criteria for assessing proposals affecting a listed building and its setting, including alterations, extensions and changes of use.

Policy E20 (ARCHAEOLOGICAL EVALUATION): sets out procedural requirements for applications that propose development or redevelopment of sites of known or suspected archaeological significance.

Policy E22 (CONSERVATION AREAS - REDEVELOPMENT): sets out criteria against which new development in conservation areas will be assessed.

Policy E25 (DESIGN OF NEW DEVELOPMENT - OBJECTIVE): encourages new development of the highest possible standard.

Policy E26 (QUALITY OF NEW DEVELOPMENT): sets out general design requirements for new development, and requires particular attention to be paid to main approach roads to the city centre and seafront and waterfront locations.

Policy T9 (PUBLIC CAR PARKING) supports the provision of publicly available, short-stay off-street car parking in new development, particularly where it would contribute to the viability of a district shopping centre or serve a local need.

Policy T8 (PEDESTRIANS) sets out the Council's objectives for improving the pedestrian environment, especially in shopping centres and other main areas of pedestrian congregation.

Policy T7 (CYCLE PARKING) requires new development to provide secure cycle parking in conformity with approved standards and in appropriate public locations where it contributes to greater cycle use.

Relevant Non-Statutory Guidelines

Non-statutory guidelines on 'PARKING STANDARDS' set the requirements for parking provision in developments.

Non-statutory guidelines on 'MOVEMENT AND DEVELOPMENT' establish design criteria for road and parking layouts.

Non-statutory guidelines 'ACCESS TO THE BUILT ENVIRONMENT' seek to ensure that development proposals and streetscape works take account of the needs of disabled people.

Non-statutory guidelines 'DAYLIGHTING, PRIVACY AND SUNLIGHT' set criteria for assessing proposals in relation to these issues.

Other Relevant policy guidance

The Leith Conservation Area Character Appraisal emphasises the area's unique and complex architectural character, the concentration of buildings of significant historic and architectural quality, the unifying effect of traditional materials, the multiplicity of land use activities, and the importance of the Water of Leith and Leith Links for their natural heritage, open space and recreational value

Non-statutory guidelines on Edinburgh Standards for Urban Design sets criteria for the quality of design in new development to maintain and improve the visual image and identity of Edinburgh.

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Conditions/Reasons associated with the Recommendation

Recommendation

It is recommended that this application be **GRANTED**

Conditions

1. The development hereby permitted shall be commenced no later than five years from the date of this consent.
2. No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work in accordance with the written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
3. Details of cycle parking, external paving materials and the treatment of the boundary wall with Great Junction Street tenements shall be submitted to and approved in writing by the Head of Planning & Strategy before work is commenced on site. These works shall be implemented concurrently with the development hereby approved to the satisfaction of the Head of Planning and Strategy.
4. Hours of use of the service bay shall be restricted to 7am to 7 pm Mondays to Saturdays, 9am to 3pm on Sundays.
5. The design and installation of any plant, machinery or equipment shall be such that any associated noise complies with NR25 when measured within any nearby living apartment, and no structure borne vibration is perceptible within any nearby living apartment.

Reasons

1. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.
2. In order to safeguard the archaeological interest in an Area of Archaeological Significance and in accordance with North East Edinburgh Local Plan Policy E20 (Archaeological Evaluation).
3. In order to enable the Head of Planning & Strategy to consider this/these matter/s in detail.

4. In order to safeguard the amenity of neighbouring residents and other occupiers.
5. In order to safeguard the amenity of neighbouring residents and other occupiers.

INFORMATIVES

It should be noted that:

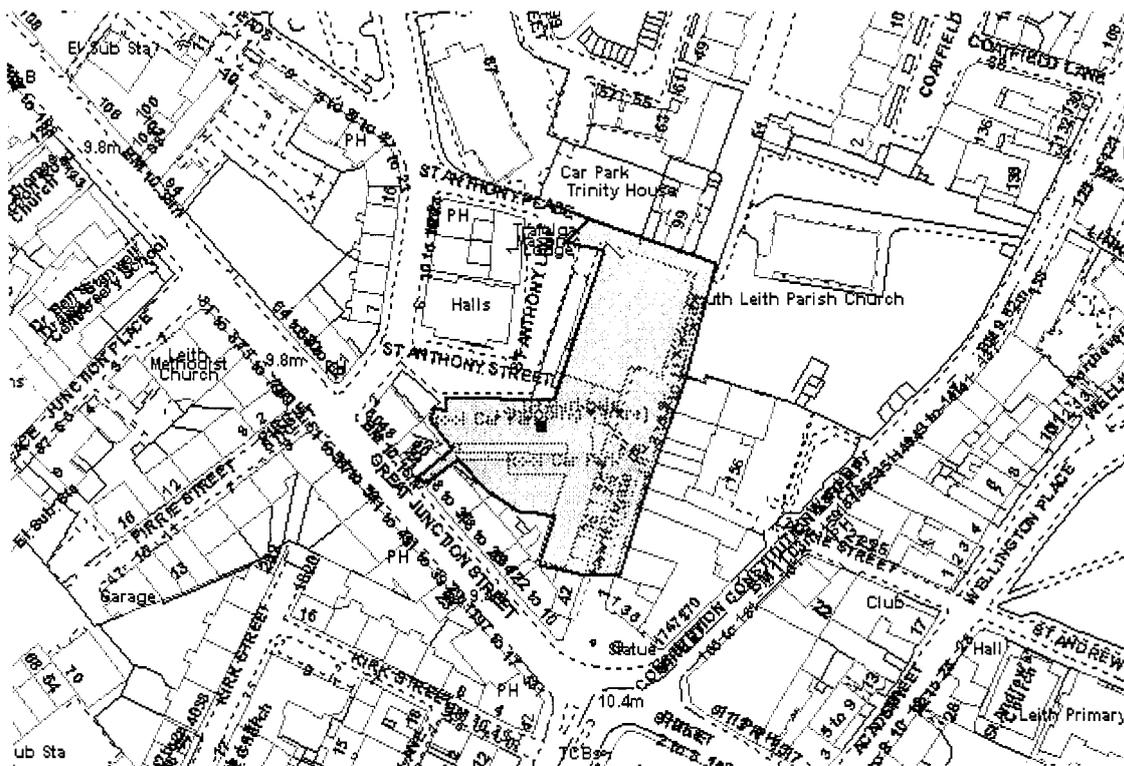
1. The signage shown on the submitted drawings is not approved and should be the subject of separate application(s) for advertisement consent.

End

Application Type Full Planning Application

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Location Plan

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