

Customer Ref: 01601 Response Ref: ANON-KU2U-GW5U-F
Name: Tim Ferguson
Response Type: Agent / Consultant
On behalf of: Bernard Hunter

Supporting Info: Yes
Email: tim@fergusonplanning.co.uk

Choice 1 A

We want to connect our places, parks and green spaces together as part of a city-wide, regional, and national green network. We want new development to connect to, and deliver this network. Do you agree with this? - Select support / don't support

Short Response: Yes

Explanation:

Choice 1 B

We want to change our policy to require all development (including change of use) to include green and blue infrastructure. Do you agree with this? - Support / Object

Short Response: Yes

Explanation: However, further detail on implementation is required.

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Choice **1 C**

We want to identify areas that can be used for future water management to enable adaptation to climate change. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **1 D**

We want to clearly set out under what circumstances the development of poor quality or underused open space will be considered acceptable. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **1 E**

We want to introduce a new 'extra-large green space standard' which recognises that as we grow communities will need access to green spaces more than 5 hectares. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice 1 F

We want to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 1 F

We want to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area. Do you agree with this? - Upload (max size 3mb)

Short Response

Explanation

Choice 1 G

We want to identify space for additional cemetery provision, including the potential for green and woodland burials. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice **1 H**

We want to revise our existing policies and green space designations to ensure that new green spaces have long term maintenance and management arrangements in place. Do you agree with this? - Yes/No

Short Response

Explanation

Choice **2 A**

We want all development (including change of use), through design and access statements, to demonstrate how their design will incorporate measures to tackle and adapt to climate change, their future adaptability and measures to address accessibility for people with varying needs, age and mobility issues as a key part of their layouts. - Yes / No

Short Response

Explanation

Choice **2 B**

We want to revise our policies on density to ensure that we make best use of the limited space in our city and that sites are not under-developed. Do you agree with this? - Yes / No

Short Response

Explanation

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Supporting Info

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Choice **2 C**

We want to revise our design and layout policies to achieve ensure their layouts deliver active travel and connectivity links. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **2 D**

We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, without losing densities. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **3 A**

We want all buildings and conversions to meet the zero carbon / platinum standards as set out in the current Scottish Building Regulations. Instead we could require new development to meet the bronze, silver or gold standard. Which standard should new development in Edinburgh meet? - Which standard?

Short Response

Explanation

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Choice **4 A**

We want to work with local communities to prepare Place Briefs for areas and sites within City Plan 2030 highlighting the key elements of design, layout, and transport, education and healthcare infrastructure development should deliver. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **4 B**

We want to support Local Place Plans being prepared by our communities. City Plan 2030 will set out how Local Place Plans can help us achieve great places and support community ambitions. - How should the Council work with local communities to prepare Local Place Plans?

Short Response

Explanation Local Place Plans could be undertaken via a Charrette type process. It is vital that it includes the whole community including private business and landowners. It requires a joint up approach. The Council should inform the process in terms of the level of housing and business land that is required for any one area. Identified sector needs require to be fully understood and planned for.

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Choice 5 A

We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated and deliverable within the plan period. Do you agree with this? - Yes / No

Short Response

Explanation The concept of Q5A seeks to deliver sustainable development. The Gilmerton Gateway it should be noted has planning consent for a new Medical Centre with discussions ongoing with the NHS. It represents a strong site for new health infrastructure provision. In addition to this Gilmerton Gateway seeks to provide a new Transport Hub and links to the Shawfair to Lasswade Road cyclepath and thus support sustainable transport. Refer to Appended Gilmerton Gateway LDP report for further information.

Choice 5 B

We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services. Do you agree with this? - Yes / NO

Short Response

Explanation We would agree with the concept. Gilmerton Gateway seeks to deliver for under provided community facilities in the area and at the same time is well connected to sustainable transport routes. It should be one such location identified within the forthcoming LDP. Refer to Gilmerton Gateway LDP Report for further information.

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Choice 5 C

We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 5 D1

We want to set out in the plan where development will be expected to contribute toward new or expanded community infrastructure. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 5 D2

We want to use cumulative contribution zones to determine infrastructure actions, costs and delivery mechanisms. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice 5 E

We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 6 A

We want to create a new policy that assesses development against its ability to meet our targets for public transport usage and walking and cycling. These targets will vary according to the current or planned public transport services and high-quality active travel routes. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 6 B

We want to use Place Briefs to set the targets for trips by walking, cycling and public transport based on current and planned transit interventions. This will determine appropriate parking levels to support high use of public transport. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice **7 A**

We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **7 B**

We want to protect against the development of additional car parking in the city centre to support the delivery of the Council's city centre transformation programme. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **7 C**

We want to update our parking policies to control demand and to support parking for bikes, those with disabilities and electric vehicles via charging infrastructure. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice **7 D**

We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan. Do you agree with this? - We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan.

Short Response

Explanation While provision of Park and Ride Facilities are supported Map 4 appears to indicate our Client's lands at Gilmerton Gateway as a formal Park and Ride. This is not supported as the lands are permitted for mixed use development.

Choice **8 A**

We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes. Do you agree with this? - Yes / No

Short Response

Explanation Map 1 and 5 of the City Plan appear to not have identified the Shawfair to Lasswade Road Cyclepath/Green Network adjacent to the Gilmerton Gateway. This should be rectified and identified.

Choice **8 B**

As part of the City Centre Transformation and other Council and partner projects to improve strategic walking and cycling links around the city, we want to add the following routes (along with our existing safeguards) to our network as active travel proposals to ensure that they are delivered. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice 8 C

We want City Plan 2030 to safeguard and add any other strategic active travel links within any of the proposed options for allocated sites. We also want the City Plan 2030 to include any new strategic active travel links which may be identified in the forthcoming City Plan 2030 Transport Appraisal, the City Mobility Plan, or which are identified through this consultation. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 8 C

We want City Plan 2030 to safeguard and add any other strategic active travel links within any of the proposed options for allocated sites. We also want the City Plan 2030 to include any new strategic active travel links which may be identified in the forthcoming City Plan 2030 Transport Appraisal, the City Mobility Plan, or which are identified through this consultation. Do you agree with this? - Upload new cycle routes

Short Response

Explanation

Choice 9 A

We want to consult on designating Edinburgh, or parts of Edinburgh, as a 'Short Term Let Control Area' where planning permission will always be required for the change of use of whole properties for short-term lets. Do you agree with this approach? - Yes / No

Short Response

Explanation

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Choice **9 B**

We want to create a new policy on the loss of homes to alternative uses. This new policy will be used when planning permission is required for a change of use of residential flats and houses to short-stay commercial visitor accommodation or other uses. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **10 A**

We want to revise our policy on purpose-built student housing. We want to ensure that student housing is delivered at the right scale and in the right locations, helps create sustainable communities and looks after student's wellbeing. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **10 B**

We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. Do you agree with this? - Yes / No

Short Response

Explanation
We consider the application of such a defined restriction on non-residential proposals or sites to be unreasonable and undeliverable. It again fails to fully understand that various development viability constraints which will differ from site to site. It is also considered to lead to conflict with the need to provide and deliver business/industrial/Hotel land requirements in full. The Threshold area of 0.25 Ha again is set to low. In addition to allocated/designated sites one should also include non-allocated but consented sites from any exemption criteria.

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Choice 10 C

We want to create a new policy promoting the better use of stand-alone out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported. Do you agree with this? - Yes / No

Short Response

Explanation Further detail on application is necessary on any such policy. The theory is understood but one requires to ensure that there are no potential residential amenity conflicts and that commercial deliverability is not constrained.

Choice 11 A

We want to amend our policy to increase the provision of affordable housing requirement from 25% to 35%. Do you agree with this approach? - Yes / No

Short Response

Explanation Refer to response for Q10B. While the need to deliver affordable homes within the city is understood and supported we have serious reservations on the effect of increasing site requirements to 35% and the impacts this could have on development viability.

Choice 11 B

We want City Plan 2030 to require a mix of housing types and tenures – we want the plan to be prescriptive on the required mix, including the percentage requirement for family housing and support for the Private Rented Sector. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice **12 A**

Which option do you support? - Option 1/2/3

Short Response

Explanation

Choice **12 B1**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - Calderwood

Short Response

Explanation

Choice **12 B2**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - Kirkliston

Short Response

Explanation

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Choice **12 B3**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - West Edinburgh

Short Response

Explanation

Choice **12 B4**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - East of Riccarton

Short Response

Explanation

Choice **12 B5**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - South East Edinburgh

Short Response

Explanation

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Choice **12 B6**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - Calderwood

Short Response

Explanation

Choice **12 B7**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - Kirkliston

Short Response

Explanation

Choice **12 B8**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - West Edinburgh

Short Response

Explanation

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On behalf of: Bernard Hunter

Supporting Info: Yes
Email: tim@fergusonplanning.co.uk

Choice 12 B9

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - East of Riccarton

Short Response: Not Answered

Explanation

Choice 12 B10

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - South East Edinburgh

Short Response: Not Answered

Explanation

Choice 12 BX

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Explain why

Short Response: Not Answered

Explanation

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice 12 C

Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload

Short Response

Explanation

Choice 12 C

Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload

Short Response

Explanation

Choice 12 C

Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload

Short Response

Explanation

Customer Ref: Response Ref:

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Name

Email

Response Type

On behalf of:

Choice 12 D

Do you have a brownfield site you wish us to consider in the proposed Plan? - Brownfield sites upload

Short Response

Explanation

Choice 13 A

We want to create a new policy that provides support for social enterprises, start-ups, culture and tourism, innovation and learning, and the low carbon sector, where there is a contribution to good growth for Edinburgh. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 14 A

We want City Plan 2030 to support the best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth. We will do this through 'an area of search' which allows a wide consideration of future uses within West Edinburgh without being tied to individual sites. Do you support this approach? - Yes / No

Short Response

Explanation

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Choice **14 B**

We want to remove the safeguard in the existing plan for the Royal Highland Showground site to the south of the A8 at Norton Park and allocate the site for other uses. Do you agree with this approach? - Yes / No

Short Response

Explanation

Choice **14 C**

We want City Plan 2030 to allocate the Airport's contingency runway, the "crosswinds runway" for the development of alternative uses next to the Edinburgh Gateway interchange. Do you agree with this approach? - Yes / No

Short Response

Explanation

Choice **15 A**

We want to continue to use the national 'town centre first' approach. City Plan 2030 will protect and enhance the city centre as the regional core of south east Scotland providing shopping, commercial leisure, and entertainment and tourism activities. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice 15 B

New shopping and leisure development will only be allowed within our town and local centres (including any new local centres) justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance. Do you agree? - Yes / No

Short Response

Explanation While the town centre first and sequential approach as per SPP is accepted. Any deviation from this in how it is applied within the LDP is not accepted. Nor do we fully agree with the conclusions of the Commercial Needs Study that there is no capacity or need for additional retail provision beyond Town/Local Centres. This was a high level/strategic report that did not fully delve or understand the shopping needs at a local level throughout the City. The Council's EARNs retail study again identified the level of new retail provision needed and this again is understood to have been under delivered within the City and across the City in general. While some areas maybe at capacity this is not the case in other localities (eg. Gilmerton). Again many town and local centres are restricted with little to no land availability for new retail/leisure provision. Areas such as Gilmerton are planned for major growth and requires to serviced appropriately. When individual proposals beyond town/local centres have proven there to be capacity, have no significant impact and where no sequential sites exist they should be deemed acceptable. This position should be included in any alteration to LDP policy.

Choice 15 C

We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan. Do you agree? - Yes / No

Short Response

Explanation We fully support the LDP reviewing and identifying new town/local centres. We believe one such new Town Centre should be afforded to Gilmerton given it is one of the largest urban growth areas in the city. Our concept being that the permitted Gilmerton Gateway site and existing Gilmerton Local Centre be combined to form a new Town Centre. Please refer to Gilmerton Gateway LDP report for further information.

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Choice 15 D

We want to continue to prepare and update supplementary guidance for our town centres to adapt to changing retail patterns and trends, and ensure an appropriate balance of uses within our centres to maintain their vitality, viability and deliver good placemaking. Instead we could stop using supplementary guidance for town centres and set out guidance within the plan. Which approach do you support? - Yes / No

Short Response

Explanation

Choice 15 E

We want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh. Do you agree with this approach? - Yes / No

Short Response

Explanation We support the need for differing grades of Hotel Location and throughout the city to ensure the spread of related economic benefits. Gilmerton Gateway has permission for one such Hotel location and should be identified and within Map 20 of the LDP.

Choice 15 G

We could also seek to reduce the quantity of retail floorspace within centres in favour of alternative uses such as increased leisure provision and permit commercial centres to accommodate any growing demand. Do you agree with this approach? - Yes / No

Short Response

Explanation This should be based on case by case basis. Retail space should not be reduced if still demand that use. If units have remained vacant for some time then the theory could be applied. Further clarity on the wording is needed.

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Choice **16 A1**

We want to continue to support office use at strategic office locations at Edinburgh Park/South Gyle, the International Business Gateway, Leith, the city centre, and in town and local centres. Do you agree? - Yes / No

Short Response

Explanation

Choice **16 A2**

We want to support office development at commercial centres as these also provide accessible locations. - Yes / No

Short Response

Explanation

Choice **16 A3**

We want to strengthen the requirement within the city centre to provide significant office floorspace within major mixed-use developments. Do you agree? - Yes / No

Short Response

Explanation

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Choice 16 A4

We want to amend the boundary of the Leith strategic office location to remove areas with residential development consent. Do you agree? - Yes / No

Short Response

Explanation

Choice 16 A5

We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree? - Yes / No

Short Response

Explanation We agree that other locations beyond the strategic ones identified should be allowed to come forward to ensure adequate office space within a local area and the knock on economic benefits that can bring to a community. It also supports general sustainable transport principles by reducing journey times to and from work. The Gilmerton Gateway has permission for one such use and should be allocated in the City Plan. Please refer to Gilmerton Gateway Response Report Appended.

Choice 16 A5

We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree? - Do you have an office site you wish us to consider in the proposed Plan?

Short Response

Explanation

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Choice 16 B

We want to identify sites and locations within Edinburgh with potential for office development. Do you agree with this? - Yes/No

Short Response

Explanation

Choice 16 C

We want to introduce a loss of office policy to retain accessible office accommodation. This would not permit the redevelopment of office buildings other than for office use, unless existing office space is provided as part of denser development. This would apply across the city to recognise that office locations outwith the city centre and strategic office locations are important in meeting the needs of the mid-market. Or we could Introduce a 'loss of office' policy only in the city centre. - Yes / No

Short Response

Explanation

Choice 16 E1

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Leith Strategic Business Centre

Short Response

Explanation

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Email

Choice 16 E2

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Newbridge

Short Response

Explanation

Choice 16 E3

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Newcraighall Industrial Estate.

Short Response

Explanation

Choice 16 E4

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - The Crosswinds Runway

Short Response

Explanation

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Email

Choice 16 E5

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Leith Strategic Business Centre

Short Response

Explanation

Choice 16 E6

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Newbridge

Short Response

Explanation

Choice 16 E7

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Newcraighall Industrial Estate.

Short Response

Explanation

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On behalf of:

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Email

Choice 16 E8

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - The Crosswinds Runway

Short Response

Explanation

Choice 16 EX

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Explain why

Short Response

Explanation

Choice 16 F

We want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for greenfield sites. We want to set out the amount expected to be re-provided, clearer criteria on what constitutes flexible business space, and how to deliver it, including the location on-site, and considering adjacent uses, servicing and visibility. Do you agree? - Yes / No

Short Response

Explanation

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Choice 16 G

We want to continue to protect industrial estates that are designated under our current policy on Employment Sites and Premises (Emp 8). Do you agree? - Yes / No

Short Response: Not Answered

Explanation

Choice 16 H

We want to introduce a policy that provides criteria for locations that we would support city-wide and neighbourhood goods distribution hubs. Do you agree? - Yes / No

Short Response: Yes

Explanation

F E R G U S O N
P L A N N I N G

GOING
THE EXTRA
MILE

CITY PLAN RESPONSE REPORT

Gilmerton Gateway by BERNARD HUNTER



Contents

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1. Introduction

Why Gilmerton?

Gilmerton is one of the fastest growing parts of the City. The City Plan must now take pro-active steps to plan and bring forward a clear strategy as to how the expanding population will be serviced. We must seek to avoid residents leaving the area to access services and avoid that leakage being by car.

Gilmerton's vibrant community will be enhanced in the coming years by approximately 3,000 new homes to be delivered on land to the south and east of the existing urban area and the approved Gilmerton Gateway Masterplan is sustainable located to assist in servicing that growth.

Now is the time to provide Gilmerton with formal Town Centre status and one which connects the existing local centre together with the provision coming forward at Gilmerton Gateway.



Overarching Strategy

A local desire for a greater retail, business and community offering has long existed in Gilmerton. The permitted Gilmerton Gateway development together with existing provision will now go a long way in meeting that demand.

With the passage of the Planning (Scotland) Act 2019 and the removal of Strategic Development Plans statutory basis, the Local Development Plan takes on added significance in the management of healthy and vibrant community and business services in Edinburgh and across Scotland.

Bernard Hunter have cultivated a relationship with the local community in Gilmerton over a period of decades. Bernard Hunter, as one of the largest employers in the area, are committed to positively engaging with the plan making process and ensuring Gilmerton's needs are met.

The retention of both existing and approved retail and commercial space in Gilmerton sits within a city-wide context of responsibly meeting city's residents needs. The City Plan is the legitimate and proper vehicle for recognition of this important local issue.

Community Engagement

Opportunities for Community Involvement

The plan-making process offers the opportunity for the interests of the Community Council, local community, and local businesses to be cohesively presented and considered.

Throughout the preparation and determination of the Gilmerton Gateway application, the local community and businesses have been involved. Indeed a significant number of those attended and presented in support of the Masterplan.

Opportunities for consultation input were provided by the developer from the earliest conception of the Masterplan. One only needs to refer to the over 100 letters of representation to Planning Application 19/02122/PPP to see the clear local support.

This exemplary community engagement now requires to be carried through and used within the City Plan. Allocating the subject site as forming part of a newly defined Town Centre for the growing populous is the way forward. This was undertaken within the Waterfront area as part of the current LDP and thus a similar status should now be afforded to Gilmerton and the subject site.

2. Gilmerton Gateway Masterplan: An Introduction

The Gilmerton Gateway Masterplan (19/02122/PPP) was approved by the City of Edinburgh Council on 5th February 2020. An overview of which is detailed below and within **Appendix 1**.



Mixed Use Development Comprising: Class 1 Retail, Class 2 Professional and Medical Services, Class 3 (Inc. Sui Generis) Food and Drink, Class 4-6 Business/ Industrial, Class 7 Hotel, Class 11 Assembly and Leisure, access, car parking, servicing, bridge, demolition of buildings and associated works.

Fig 1: Masterplan for Gilmerton Gateway

A copy of the Decision Notice has also been provided within **Appendix 2** of this representation.

Ultimately the subject site now has the permission for the following uses that requires to be reflected in the forthcoming City Plan 2030.

The site is owned by Bernard Hunter Ltd and is located to the south east of Gilmerton Station Road. The land is brownfield in nature, extending to 5.08 hectares (12.55 acres), and presently contains a number of light industrial business/ storage units, areas of hard standing and a small paddock.

Directly to the south west of the application site are the existing Bernard Hunter operations comprising their headquarters, workshops and processing area; these will remain unaffected by the proposed development.

Within the application site are several light industrial uses, including several buildings, working yards, temporary storage containers and materials, along with vehicle parking areas. To the west of the disused railway line (now a cycle-way) that bisects the Application Site is a small grassed paddock area with timber sheds. The site's boundary edges are secured by palisade fencing. Some lengths of trees and hedgerow are to be found within, and just outside of, this fence-line particularly to the northern and eastern edges and along the old railway.



Fig. 1: Aerial Photograph of Site

Source: Google Maps

The Edinburgh City Bypass lies approximately 550 metres to the south-east of the site and Gilmerton, a local centre, is approximately 600 metres to the north-west. Adjacent to the site, an existing footpath runs alongside the northern carriageway of Gilmerton Road (A772) and links the site directly to Gilmerton's centre, which is within a reasonable walking distance.

The immediate location is well serviced by public transport, with the Gilmerton bus terminus being located adjacent to the site's Gilmerton Road frontage. A number of regular bus services currently serve this location.

Fig 2: Bus Services

Service No	Route	Frequency
3	Clovenstone – Mayfield or Dalkeith	up to every 10 minutes
29	Gorebridge – Silverknowes	up to every 15 minutes
40	Livingston (St John’s Hospital) – Edinburgh	up to four times daily
N3	Edinburgh – Gorebridge	Hourly
X29	Gorebridge – Silverknowes	Outbound (mornings); inbound (evenings)
X40	Livingston – Edinburgh	Up to hourly

These services provide public transport options for residents of Gilmerton with direct links to Edinburgh City Centre and the wider area and, locally, easy access between the application site and Gilmerton.

The local centre accommodates a number of smaller retail units as well as a Lidl and an Iceland Supermarket. Other premises within Gilmerton include a range of restaurants, a Bingo hall, a public house, a bank, hair and beauty salons, betting shops and a pharmacy.

The retail analysis undertaken for the proposal showed that the catchment has a population increasing to 41,403 (inc. pro-rata new housing population) by 2022. Total housing allocations in the local area, as set out within the Local Development Plan, provide for approximately 3,300 additional homes in the local area. The proposed development seeks to service the existing and expanding local population.

Bernard Hunter intend to extend this investment by realising a vision to develop the remainder of the former colliery site into the ‘Gilmerton Gateway’ for the betterment of the growing local community, the strengthening of the existing company and the achievement of significant inward economic investment to the local area.



The proposal will provide retail, leisure, hotel, medical facilities, community hall and employment/business uses which will integrate and help to create a sustainable centre to serve the existing population, and the ongoing significant increase in the local population by virtue of the several residential allocations, permissions and ongoing/ completed developments within south east Edinburgh.

It is the intention that Bernard Hunter would build, and thereafter manage, the completed development themselves, as opposed to onward sale. Associated income would be reinvested back into the family business, the headquarters of which will remain in their current location. The relationship of the proposed development site to Bernard Hunter’s operational headquarters can be seen within the Masterplan which has been prepared to demonstrate the vision for ‘Gilmerton Gateway’ and provide an understanding of the proposed layout of the development.

The Masterplan shows the development site as comprising two identifiable, but well integrated, development areas. The north hosts Classes 1-3 uses (including sui generis) and, neighbouring this, a modest-scaled retail foodstore. The south section hosts the hotel and leisure (community hall) facility, with the start-up-business industrial units. The business/ industrial units are positioned on the part of the site which lies closest to the retained Bernard Hunter operations.

The two development areas are linked by an internal pedestrian/ cycle path which would pass over a proposed new bridge over the former railway cycleway, onto which a new access is proposed.

The table below outlines the breakdown of the revised masterplan uses.

Fig 4: Schedule of Accommodation

Purpose	Use Class	Floorspace
Retail/Services	Class 1-3	420 sq.m.
Café / Hot Food	Class 3 (SG)	650 sq.m.
Food Store	Class 1	1,858 sq.m.
Hotel	Class 7	2,230 sq.m.
Start up	Class 4-6	2,740 sq.m.
Medical	Class 2	1,045 sq.m.
Community Hall	Class 11	605 sq.m.
TOTAL		9,548 sq.m.

The developer is committed to using renewables where possible and has proposed 51 electric parking spaces on site and solar panels to be implemented on rooftops.

It is considered that the local retail/service provision is not of a scale or standard to fully cater for the current population never mind the huge increase in new residents to the area and which is well underway.

The principle of redeveloping the subject site has been accepted by the subject site being brownfield and contained within the settlement limits. Further to this it has been identified within the Edinburgh LDP ‘Gilmerton & South East Site Brief’ (pg 71) as a ‘long term redevelopment opportunity’.

The Transport Hub

The existing Gilmerton bus terminus is located out with the applicant's ownership, adjacent to the north-eastern boundary of the site, however, as part of the development, the applicant is committed to investing in an upgrade of this important facility, together with other key stakeholders, subject to all necessary agreements being reached. The aim would be to achieve strong integration of the proposed upgraded facility with the proposed development and thereby improve accessibility, by public transport, to this part of Gilmerton and the development site, in particular.

Access and Parking

The existing main site entrance to the north will be upgraded and will form the only access point to the start-up-business units, as well as continuing to serve the existing Bernard Hunter Headquarters. This access will not be available for use by any other part of the Gateway development.

All elements of the development, other than the start-up business units, can be accessed from two new entrances to the site – one on Gilmerton road and one on Gilmerton Station Road. They serve the land uses either side of the cycleway and are intertwined via a central pedestrian link.

The internal pedestrian link provides permeability through the site and linkage across the site via a new bridge over the cycleway. Access is, thereafter, provided from the internal road, which links between Gilmerton Station Road and Gilmerton Road, to the parking areas.

A disused railway line which has been developed into a surfaced cycleway passes through the centre of the site in a north-east to south-west direction. The development proposals include provision for a new link to this from the development site, which sits at a higher level, by way of a new ramp and steps.

Visual Integration/ Landscaping Proposals

The site is brownfield in nature and is contained entirely within existing built form and/ or road networks. Surrounding the site, to the south-east and north-east (Gilmerton Road), there is significant mature landscaping which creates a clear defensible boundary in which the proposal will be set. Areas of existing landscaping will be retained, where possible.

The Masterplan has been developed to work with the topography of the land to realise a development that sits well within its confines. Further landscaping around the site's boundary would be implemented as shown on the Masterplan. A detailed landscaping scheme would be provided by way of discharge of a suitably worded condition.



Neighbourhood Retail Units (Class 1 - 3 uses) and Foodstore (Class 1 Retail)

The proposed retail floorspace has been significantly reduced from the previous Masterplan submission. It has deleted the non-food retail components and with the focus solely being on neighbourhood provision to service the existing and growing local population.

The retail elements of the proposal are located in two parts within the neighbourhood centre both of which face the new houses on Gilmerton Station Road.

The first part is three small retail units (2-4) all of which are limited to 140 sq.m. Gross each and which sit adjacent to the Medical/Health Hubs. It is intended that these units would be marketed for Class 1-3 uses so may not all be use for pure Class 1 Retail. It maybe that flatted development above maybe pursued as part of the development.

The second part is then a modest supermarket which extends to 1,858 sq.m. (Gross) selling convenience and some ancillary comparison goods.

The western edge of the development at this location has been opened up to the new residential site, and the wider Gilmerton area, with a wide public realm connection and pedestrian routes through the site.

The proposed aim for Unit 1 and Unit 5 would be to encourage these larger facilities to be taken up by medical/health related uses. It is considered the local Doctor surgery and pharmacies are at or nearing capacity with further pressure expected by new housing developments in the area. Correspondence is currently ongoing with the local NHS representatives.

This part of the proposed development is located in close proximity to the existing bus terminus facility, which would be upgraded to a transport hub. It will, together with the proposed cycle spaces encourage visitors to travel by modes other than the private car.



Hot Food uses (Class 3 [Sui Generis] uses)

Two units (nos. 6 and 7) are indicated on the Masterplan with proposed uses as 'hot food' outlets. These are located within the same quarter of the proposed development as the 'neighbourhood retail' units and are, likewise, located in close proximity to the transport hub. It is aimed at coffee operators such as Costa or Starbucks.

Hotel (Class 7)

Unit 9 is indicated on the Masterplan as a 60-bed hotel. There continues to be a need for further tourist and business visitor accommodation in Edinburgh.

Community/Leisure (Class 11)

Unit 26 is indicated on the Masterplan as a Community Hub for multiple uses. It will be able to accommodate local meetings and as a base for relocating the local archery club for example. It is focused on servicing local needs as well as for the neighbouring business units.

Business/ Industrial uses (Classes 4,5 and 6)

29 no. units (nos. 10-25 and 27-39) are indicated on the Masterplan as 'start-up business units' to the south east of the site. A dedicated access from Gilmerton Road would be provided to serve the units, as well as continuing to serve the Bernard Hunter operations. Bike storage is provided as well as new public realm/seating for those visiting and working there.

It is considered to be the case that as land prices continue to increase in the City, many light industrial uses are being redeveloped for residential purposes. Bernard Hunter, however, have a reserved a large proportion of the site to accommodate business start-up units, which will not only provided significant employment but have the potential to offer knock on benefits such as an increase in apprenticeships.



3. Creating a New Gilmerton Town Centre

We consider the distance between the subject site and the Gilmerton Town/Local Centre not to be distant or no more so than say some of the other larger scale local centres in Edinburgh. It can be accessed easily on foot and is linked by public transport. We see the proposal conjoined with the local centre as an opportunity to create a Gilmerton Town Centre.

We have replicated Map 20 of the City Plan within Appendix 3 and indicated how a defined town centre allocation for Gilmerton could look. In effect it would operate along similar lines to Costorphine for example.

The subject site is soon to be surrounded by thousands of new homes and we have demonstrated that the local centre is not large enough or does not contain the fully associated services to appropriately meet existing demand let alone the growing local population to come.

The direct correlation with that is the continued leakage of local people to large centres, such as, Straiton, Fort Kinnaird and Cameron Toll Retail Parks primarily by private car. The proposal seeks to address identified local deficiencies and to be pro-active in meeting existing and future customer/community demand.



There is a deficiency in local retail and business/industry space and a city wide need for further hotel accommodation. Retaining the status quo in Gilmerton, one of the fastest growing parts of the city, is not an option in our opinion.

It is vitally important we plan for the future and be pro-active in serving the growing population. One requires to visualise this local area in 5 to 10 years time with the thousands of new homes in place. It will soon be a very different urban landscape. Providing an upgraded bus terminus and access down to the local cycleway will mean this site will become a central focal point as people travel through the area.

4. City Plan Choices: Questions

2B. We want to revise our policies on density to ensure that we make best use of the limited space in our city and that sites are not under-developed. Do you agree with this?

NO

It is considered existing policy is adequate as it relates to the individual circumstance of a particular site and locality.

One understands the concept but the delivery is highly questionable as is setting defined targets that simply may not be achievable. To restrict sites in such a way is unreasonable and not reflective of site by site characteristics.

2D. We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, without losing densities. Do you agree with this?

YES

The principle is accepted, however, greater detail on delivery requires to be outlined further.

4B. We want to support Local Place Plans being prepared by our communities. City Plan 2030 will set out how Local Place Plans can help us achieve great places and support community ambitions.

Local Place Plans could be undertaken via a Charrette type process. It is vital that it includes the whole community including private business and landowners. It requires a joint up approach. The Council should inform the process in terms of the level of housing and business land that is required for any one area. Identified sector needs require to be fully understood and planned for.

5A. We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated and deliverable within the plan period. Do you agree with this?

Yes

The concept of Q5A seeks to deliver sustainable development. The Gilmerton Gateway it should be noted has planning consent for a new Medical Centre with discussions ongoing with the NHS. It represents a strong site for new health infrastructure provision.

In addition to this Gilmerton Gateway seeks to provide a new Transport Hub and links to the Shawfair to Lasswade Road cyclepath and thus support sustainable transport.

Refer to Gilmerton Gateway City Plan Response Report.

5B. We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services. Do you agree with this?

Yes

We would agree with the concept. Gilmerton Gateway seeks to deliver for under provided community facilities in the area and at the same time is well connected to sustainable transport routes. It should be one such location identified within the forthcoming LDP.

Refer to Gilmerton Gateway City Plan Response Report.

5C. We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel. Do you agree with this?

Yes

As with Q5A & B this approach is to be supported with Gilmerton Gateway seeking to provide much needed community facilities with a significant walk in population.

5D.1. We want to set out in the plan where development will be expected to contribute toward new or expanded community infrastructure. Do you agree with this?

Yes

Supported in general but further information is required. Any contribution sought requires to be directly as a result of a developments impact on the subject matter.

5D.2. We want to use cumulative contribution zones to determine infrastructure actions, costs and delivery mechanisms. Do you agree with this?

Yes

The theory is again understood but greater detail is sought. Also, what if development not allocated is permitted how does that relate and will there be refunding of certain contributions as a result of greater development in an area than shown in the LDP?

5E. We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance. Do you agree with this?

LDP should contain all evidence to support associated policy and not provide uncertainty on how developer contributions or indeed matters such as housing number revisions (following examination) will be applied.

7A. We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking. Do you agree with this?

Yes

While the approach is understood. It is important that there is still the need to accommodate the private car for residential and commercial uses particularly where bulk purchases are being made.

7D. We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan. Do you agree with this?

No

While provision of Park and Ride Facilities are supported Map 4 appears to indicate our Client's lands at Gilmerton Gateway as a formal Park and Ride. This is not supported as the lands are permitted for mixed use development.

8A. We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes. Do you agree with this?

Yes

Map 1 and 5 of the City Plan appear to not have identified the Shawfair to Lasswade Road Cyclepath/ Green Network adjacent to the Gilmerton Gateway. This should be rectified and identified.

10B. We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. Do you agree with this?

No

We consider the application of such a defined restriction on non-residential proposals or sites to be unreasonable and undeliverable. It again fails to fully understand that various development viability constraints which will differ from site to site.

It is also considered to lead to conflict with the need to provide and deliver business/industrial/Hotel land requirements in full. The Threshold area of 0.25 Ha again is set too low.

In addition to allocated/designated sites one should also include non-allocated but consented sites from any exemption criteria.

10C. We want to create a new policy promoting the better use of stand-alone out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported. Do you agree with this?

Yes

Further detail on application is necessary on any such policy. The theory is understood but one requires to ensure that there are no potential residential amenity conflicts and that commercial deliverability is not constrained.

11A. We want to amend our policy to increase the provision of affordable housing requirement from 25% to 35%. Do you agree with this approach?

No

Refer to response for Q10B. While the need to deliver affordable homes within the city is understood and supported we have serious reservations on the effect of increasing site requirements to 35% and the impacts this could have on development viability.

15B . New shopping and leisure development will only be allowed within our town and local centres (including any new local centres) justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance. Do you agree?

No

While the town centre first and sequential approach as per SPP is accepted. Any deviation from this in how it is applied within the LDP is not accepted.

Nor do we fully agree with the conclusions of the Commercial Needs Study that there is no capacity or need for additional retail provision beyond Town/Local Centres.

While this maybe the case in some localities it wont be for others. Again many town and local centres are restricted with little to no land availability for new retail/leisure provision.

Areas such as Gilmerton are planned for major growth and requires to serviced appropriately. When individual proposals beyond town/local centres have proven there to be capacity, have no significant impact and where no sequential sites exist they should be deemed acceptable. This position should be included in any alteration to LDP policy.

15C. We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan. Do you agree?

Yes

We fully support the LDP reviewing and identifying new town/local centres. We believe one such new Town Centre should be afforded to Gilmerton given it is one of the largest urban growth areas in the city. Our concept being that the permitted Gilmerton Gateway site and existing Gilmerton Local Centre should be combined to form a new Town Centre.

Refer to Gilmerton Gateway City Plan Response Report.

15E. We want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh. Do you agree with this approach?

Yes

We support the need for differing grades of Hotel Locations and throughout the city to ensure the economic benefits are spread across the city. Gilmerton Gateway has permission for one such Hotel location and should be identified and within Map 20 of the City Plan.

16A.5. We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree?

Yes

We agree that other locations beyond the strategic ones identified should be allowed to come forward to ensure adequate office space within a local area and the knock on economic benefits that can bring to a community.

It also supports general sustainable transport principles by reducing journey times to and from work. The Gilmerton Gateway has permission for one such use and should be allocated in the City Plan. Please refer to Gilmerton Gateway Response Report Appended.

16F. We want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for greenfield sites. We want to set out the amount expected to be re-provided, clearer criteria on what constitutes flexible business space, and how to deliver it, including the location on-site, and considering adjacent uses, servicing and visibility. Do you agree?

Yes

We agree that further support and allocation should be had for flexible business space and that Gilmerton Gateway should be allocated for such purposes as part of its mixed use development.

FERGUSON PLANNING



APPENDIX 1: MASTERPLAN





1 | View from A – Indicative Images Only



2 | View from B – Indicative Images Only



3 | View from C – Indicative Images Only

F E R G U S O N P L A N N I N G



APPENDIX 2: DECISION NOTICE

Ferguson Planning.
FAO: Tim Ferguson
Shiel House
54 Island Street
Galashiels
TD1 1NU

Bernard Hunter Ltd.
600 Gilmerton Road
Edinburgh
EH17 8RY

Decision date: 5 February 2020

TOWN AND COUNTRY PLANNING (SCOTLAND) ACTS
DEVELOPMENT MANAGEMENT PROCEDURE (SCOTLAND) REGULATIONS 2013

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.
At 1 And 4 Gilmerton Station Road Edinburgh EH17 8RZ

Application No: 19/02122/PPP

DECISION NOTICE

With reference to your application for Planning Permission in Principle registered on 24 April 2019, this has been decided by **Committee Hearing**. The Council in exercise of its powers under the Town and Country Planning (Scotland) Acts and regulations, now determines the application as **Granted** in accordance with the particulars given in the application.

Any condition(s) attached to this consent, with reasons for imposing them, or reasons for refusal, are shown below;

1. Plans and particulars of the matters listed below shall be submitted for consideration by the planning authority, in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of the planning authority has been given, and the development shall be carried out in accordance with that approval. For the avoidance of doubt, no approval is hereby given to the layout shown in the illustrative masterplan which forms part of the application for planning permission in principle.

Approval of Matters:

Alexander Gudgeon, Planning officer, Majors East, Place Directorate.
Tel 0131 529 6126, Email alexander.gudgeon@edinburgh.gov.uk,
Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG

- (a) a site development layout and phasing plan showing a phased implementation programme for including the location/position of all uses within the site; the proposed built form (including orientation of buildings); movement around and through the site, including pedestrian and cycle links and landscape provision;
- (b) for each phase of the development, a plan detailing the siting, design and height of development, including the design of all external features;
- (c) design and configuration of public and open spaces, all external materials and finishes;
- (d) car and cycle parking, access, road layouts and alignment, including a Stage 2 Quality Audit, classification of streets, and servicing areas;
- (e) footpaths and cycle routes, including proposed multi-use paths;
- (f) waste management and recycling facilities;
- (g) surface water and drainage arrangements;
- (h) existing and finished ground levels in relation to Ordnance Datum;
- (i) full details of sustainability measures in accordance with Edinburgh Standards for Sustainable Building;
- (j) hard and soft landscaping details, including:
 - i. the type and location of new trees, shrubs and hedges;
 - ii. a schedule of plants to comprise species, plant size and proposed number/density;
 - iii. programme of completion and subsequent maintenance including a separate maintenance plan for the SuDS areas;
 - iv. existing and proposed services such as cables, pipelines, substations;
 - v. other artefacts and structures including street furniture, lighting columns and fittings
 - vi. play equipment and
 - vii. details of phasing of these works in relation to implementation and phasing of the development.

2. As soon as possible after each of the phases of the development approved under condition 1(b) above is completed (except for the last or final phase, in respect of which notice shall be given under section 27B(1) of the Act) the person who has completed any phase shall give written notice of the completion of that phase to the planning authority.

3. 3. Prior to the commencement of construction works on site:

a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

- ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.
4. 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.
5. The trees on site shall be protected during the demolition and construction phases by the erection of a protective barrier in accordance with Figure 2 of British Standard 5837:2012 - 'Trees in relation to design, Demolition and Construction - Recommendations'. The barrier will be no closer to any tree than the distance specified in Clause 4.6 of BS5837:2012.
6. The site development layout and phasing plan to be submitted as part of the application required under condition 1 above shall include full details of the location and design of the surface water drainage scheme to be installed within the application site and shall be submitted for the approval of the planning authority; and for the avoidance of doubt, the scheme shall comply with the Scottish Environment Protection Agency's (SEPA) principles and contain a surface water management plan.
7. No development shall take place until a detailed Report on Site Investigations, including a scheme of remedial works for the shallow coal workings, has been submitted to and approved by the planning authority. Documentary evidence to certify that the approved measures have been carried out shall be submitted to and approved in writing by the planning authority, in consultation with the Coal Authority, before construction work begins on site.
8. The food-store shall be restricted to the floor area as identified in the application, namely 1,858 square metres, and any proposals to insert mezzanine for any purpose whatsoever that would exceed that level, shall not be installed without the prior consent of the Council, as the Planning Authority.
9. Before work begins, a preliminary ecological survey shall be carried out and any subsequent reports as identified in the findings of the survey. No work shall begin until the written approval of the planning authority has been given to the details of any remedial and/or protective measures required, and the measures shall be implemented in accordance with the approved details.
10. Prior to the occupation of any part of the development a scheme for protecting the occupiers of the committed and existing residential units from operational noise shall be submitted to and approved in writing by the planning authority; all works which form part of the approved scheme shall be completed in full to the satisfaction of the planning authority, before any part of the development is occupied

11. Prior to the occupation of any part of the development the developer will introduce a Toucan (signalised cycle) crossing on Gilmerton Station Road. The details and location of which to be agreed in advance by the planning authority.

Reasons:-

1. To ensure that the matters referred to are given full consideration and to accord with section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.
2. To accord with section 27B(2) of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc (Scotland) Act 2006.
3. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses on the site.
4. In order to safeguard the interests of archaeological heritage.
5. In order to safeguard protected trees.
6. In order to enable the planning authority to consider this matter in detail and to ensure the proper drainage of the site.
7. In the interests of public safety.
8. To ensure the vitality and viability of other shopping centres are not prejudiced.
9. To safeguard protected species.
10. To safeguard neighbouring residential amenity.
11. In the interests of providing suitable pedestrian and cycle connections.

Informatives:-

It should be noted that:

1. 1. The applicant should work with officers with a view to reducing the car parking provision on the site.
2. The applicant should work with officers to explore a scheme which addressed the street.

- 3.3.a) Application for the approval of matters specified in conditions shall be made before the expiration of 3 years from the date of the grant of planning permission in principle, unless an earlier application for such approval has been refused or an appeal against such refusal has been dismissed, in which case application for the approval of all outstanding matters specified in conditions must be made within 6 months of the date of such refusal or dismissal.
- b) The approved development shall be commenced not later than the expiration of 3 years from the date of grant of planning permission in principle or 2 years from the final approval of matters specified in conditions, whichever is later.
4. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
5. As soon as practicable upon the completion of each phase of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given, in writing to the Council.
6. 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);
7. 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;
8. 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;
9. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;

10. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;
11. The design, layout and specification of the proposed ramp to the cycle track to be agreed as part of the Road Construction Consent;
12. 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;
13. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (incl. 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;
14. 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;
15. 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;
16. 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;
17. The developer must submit a maintenance schedule for any SUDS infrastructure for the approval of the Planning Authority.
18. Any energy centres must comply with the Clean Air Act 1993. Environmental Protection will not support the use of biomass
19. Prior to occupation of the development, details demonstrating that noise from all plant complies with NR25 within the nearest existing and committed residential

property (with window partially open for ventilation purposes) shall be submitted for written approval by the planning authority.

20. Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:
www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property.

Please see the guidance notes on our [decision page](#) for further information, including how to appeal or review your decision.

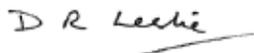
Drawings 1 - 3, represent the determined scheme. Full details of the application can be found on the [Planning and Building Standards Online Services](#)

The reason why the Council made this decision is as follows:

There is not a significant adverse impact on the viability of existing retail and any impacts are outweighed by the benefits.

This determination does not carry with it any necessary consent or approval for the proposed development under other statutory enactments.

Should you have a specific enquiry regarding this decision please contact Alexander Gudgeon directly on 0131 529 6126.



Chief Planning Officer
PLACE
The City of Edinburgh Council

NOTES

1. If the applicant is aggrieved by the decision of the planning authority to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may appeal to the Scottish Ministers under section 47 of the Town and Country Planning (Scotland) Act 1997 within three months beginning with the date of this notice. The appeal can be made online at www.eplanning.scot or forms can be downloaded from that website and sent to the Planning and Environmental Appeals Division, 4 The Courtyard, Callendar Business Park, FALKIRK FK1 1XR.

2. If permission to develop land is refused or granted subject to conditions, whether by the planning authority or by the Scottish Ministers, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by carrying out any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

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APPENDIX 3: PROPOSED GILMERTON TOWN CENTRE

F E R G U S O N P L A N N I N G

GOING
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MILE



Main Office:

Shiel House | 54 Island Street | Galashiels | TD1 1NU

NI Office:

61 Moyle Road | Ballycastle | Co. Antrim | BT54 6LG

T 01896 668 744

M 07960 003 358

E tim@fergusonplanning.co.uk

W www.fergusonplanning.co.uk



RTPI

Chartered Town Planner

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CITY PLAN RESPONSE REPORT

Gilmerton Gateway by BERNARD HUNTER



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1. Introduction

Why Gilmerton?

Gilmerton is one of the fastest growing parts of the City. The City Plan must now take pro-active steps to plan and bring forward a clear strategy as to how the expanding population will be serviced. We must seek to avoid residents leaving the area to access services and avoid that leakage being by car.

Gilmerton's vibrant community will be enhanced in the coming years by approximately 3,000 new homes to be delivered on land to the south and east of the existing urban area and the approved Gilmerton Gateway Masterplan is sustainable located to assist in servicing that growth.

Now is the time to provide Gilmerton with formal Town Centre status and one which connects the existing local centre together with the provision coming forward at Gilmerton Gateway.



Overarching Strategy

A local desire for a greater retail, business and community offering has long existed in Gilmerton. The permitted Gilmerton Gateway development together with existing provision will now go a long way in meeting that demand.

With the passage of the Planning (Scotland) Act 2019 and the removal of Strategic Development Plans statutory basis, the Local Development Plan takes on added significance in the management of healthy and vibrant community and business services in Edinburgh and across Scotland.

Bernard Hunter have cultivated a relationship with the local community in Gilmerton over a period of decades. Bernard Hunter, as one of the largest employers in the area, are committed to positively engaging with the plan making process and ensuring Gilmerton's needs are met.

The retention of both existing and approved retail and commercial space in Gilmerton sits within a city-wide context of responsibly meeting city's residents needs. The City Plan is the legitimate and proper vehicle for recognition of this important local issue.

Community Engagement

Opportunities for Community Involvement

The plan-making process offers the opportunity for the interests of the Community Council, local community, and local businesses to be cohesively presented and considered.

Throughout the preparation and determination of the Gilmerton Gateway application, the local community and businesses have been involved. Indeed a significant number of those attended and presented in support of the Masterplan.

Opportunities for consultation input were provided by the developer from the earliest conception of the Masterplan. One only needs to refer to the over 100 letters of representation to Planning Application 19/02122/PPP to see the clear local support.

This exemplary community engagement now requires to be carried through and used within the City Plan. Allocating the subject site as forming part of a newly defined Town Centre for the growing populous is the way forward. This was undertaken within the Waterfront area as part of the current LDP and thus a similar status should now be afforded to Gilmerton and the subject site.

2. Gilmerton Gateway Masterplan: An Introduction

The Gilmerton Gateway Masterplan (19/02122/PPP) was approved by the City of Edinburgh Council on 5th February 2020. An overview of which is detailed below and within **Appendix 1**.



Mixed Use Development Comprising: Class 1 Retail, Class 2 Professional and Medical Services, Class 3 (Inc. Sui Generis) Food and Drink, Class 4-6 Business/ Industrial, Class 7 Hotel, Class 11 Assembly and Leisure, access, car parking, servicing, bridge, demolition of buildings and associated works.

Fig 1: Masterplan for Gilmerton Gateway

A copy of the Decision Notice has also been provided within **Appendix 2** of this representation.

Ultimately the subject site now has the permission for the following uses that requires to be reflected in the forthcoming City Plan 2030.

The site is owned by Bernard Hunter Ltd and is located to the south east of Gilmerton Station Road. The land is brownfield in nature, extending to 5.08 hectares (12.55 acres), and presently contains a number of light industrial business/ storage units, areas of hard standing and a small paddock.

Directly to the south west of the application site are the existing Bernard Hunter operations comprising their headquarters, workshops and processing area; these will remain unaffected by the proposed development.

Within the application site are several light industrial uses, including several buildings, working yards, temporary storage containers and materials, along with vehicle parking areas. To the west of the disused railway line (now a cycle-way) that bisects the Application Site is a small grassed paddock area with timber sheds. The site's boundary edges are secured by palisade fencing. Some lengths of trees and hedgerow are to be found within, and just outside of, this fence-line particularly to the northern and eastern edges and along the old railway.



Fig. 1: Aerial Photograph of Site

Source: Google Maps

The Edinburgh City Bypass lies approximately 550 metres to the south-east of the site and Gilmerton, a local centre, is approximately 600 metres to the north-west. Adjacent to the site, an existing footpath runs alongside the northern carriageway of Gilmerton Road (A772) and links the site directly to Gilmerton's centre, which is within a reasonable walking distance.

The immediate location is well serviced by public transport, with the Gilmerton bus terminus being located adjacent to the site's Gilmerton Road frontage. A number of regular bus services currently serve this location.

Fig 2: Bus Services

Service No	Route	Frequency
3	Clovenstone – Mayfield or Dalkeith	up to every 10 minutes
29	Gorebridge – Silverknowes	up to every 15 minutes
40	Livingston (St John’s Hospital) – Edinburgh	up to four times daily
N3	Edinburgh – Gorebridge	Hourly
X29	Gorebridge – Silverknowes	Outbound (mornings); inbound (evenings)
X40	Livingston – Edinburgh	Up to hourly

These services provide public transport options for residents of Gilmerton with direct links to Edinburgh City Centre and the wider area and, locally, easy access between the application site and Gilmerton.

The local centre accommodates a number of smaller retail units as well as a Lidl and an Iceland Supermarket. Other premises within Gilmerton include a range of restaurants, a Bingo hall, a public house, a bank, hair and beauty salons, betting shops and a pharmacy.

The retail analysis undertaken for the proposal showed that the catchment has a population increasing to 41,403 (inc. pro-rata new housing population) by 2022. Total housing allocations in the local area, as set out within the Local Development Plan, provide for approximately 3,300 additional homes in the local area. The proposed development seeks to service the existing and expanding local population.

Bernard Hunter intend to extend this investment by realising a vision to develop the remainder of the former colliery site into the ‘Gilmerton Gateway’ for the betterment of the growing local community, the strengthening of the existing company and the achievement of significant inward economic investment to the local area.



The proposal will provide retail, leisure, hotel, medical facilities, community hall and employment/business uses which will integrate and help to create a sustainable centre to serve the existing population, and the ongoing significant increase in the local population by virtue of the several residential allocations, permissions and ongoing/ completed developments within south east Edinburgh.

It is the intention that Bernard Hunter would build, and thereafter manage, the completed development themselves, as opposed to onward sale. Associated income would be reinvested back into the family business, the headquarters of which will remain in their current location. The relationship of the proposed development site to Bernard Hunter's operational headquarters can be seen within the Masterplan which has been prepared to demonstrate the vision for 'Gilmerton Gateway' and provide an understanding of the proposed layout of the development.

The Masterplan shows the development site as comprising two identifiable, but well integrated, development areas. The north hosts Classes 1-3 uses (including sui generis) and, neighbouring this, a modest-scaled retail foodstore. The south section hosts the hotel and leisure (community hall) facility, with the start-up-business industrial units. The business/ industrial units are positioned on the part of the site which lies closest to the retained Bernard Hunter operations.

The two development areas are linked by an internal pedestrian/ cycle path which would pass over a proposed new bridge over the former railway cycleway, onto which a new access is proposed.

The table below outlines the breakdown of the revised masterplan uses.

Fig 4: Schedule of Accommodation

Purpose	Use Class	Floorspace
Retail/Services	Class 1-3	420 sq.m.
Café / Hot Food	Class 3 (SG)	650 sq.m.
Food Store	Class 1	1,858 sq.m.
Hotel	Class 7	2,230 sq.m.
Start up	Class 4-6	2,740 sq.m.
Medical	Class 2	1,045 sq.m.
Community Hall	Class 11	605 sq.m.
TOTAL		9,548 sq.m.

The developer is committed to using renewables where possible and has proposed 51 electric parking spaces on site and solar panels to be implemented on rooftops.

It is considered that the local retail/service provision is not of a scale or standard to fully cater for the current population never mind the huge increase in new residents to the area and which is well underway.

The principle of redeveloping the subject site has been accepted by the subject site being brownfield and contained within the settlement limits. Further to this it has been identified within the Edinburgh LDP 'Gilmerton & South East Site Brief' (pg 71) as a 'long term redevelopment opportunity'.

The Transport Hub

The existing Gilmerton bus terminus is located out with the applicant's ownership, adjacent to the north-eastern boundary of the site, however, as part of the development, the applicant is committed to investing in an upgrade of this important facility, together with other key stakeholders, subject to all necessary agreements being reached. The aim would be to achieve strong integration of the proposed upgraded facility with the proposed development and thereby improve accessibility, by public transport, to this part of Gilmerton and the development site, in particular.

Access and Parking

The existing main site entrance to the north will be upgraded and will form the only access point to the start-up-business units, as well as continuing to serve the existing Bernard Hunter Headquarters. This access will not be available for use by any other part of the Gateway development.

All elements of the development, other than the start-up business units, can be accessed from two new entrances to the site – one on Gilmerton road and one on Gilmerton Station Road. They serve the land uses either side of the cycleway and are intertwined via a central pedestrian link.

The internal pedestrian link provides permeability through the site and linkage across the site via a new bridge over the cycleway. Access is, thereafter, provided from the internal road, which links between Gilmerton Station Road and Gilmerton Road, to the parking areas.

A disused railway line which has been developed into a surfaced cycleway passes through the centre of the site in a north-east to south-west direction. The development proposals include provision for a new link to this from the development site, which sits at a higher level, by way of a new ramp and steps.

Visual Integration/ Landscaping Proposals

The site is brownfield in nature and is contained entirely within existing built form and/ or road networks. Surrounding the site, to the south-east and north-east (Gilmerton Road), there is significant mature landscaping which creates a clear defensible boundary in which the proposal will be set. Areas of existing landscaping will be retained, where possible.

The Masterplan has been developed to work with the topography of the land to realise a development that sits well within its confines. Further landscaping around the site's boundary would be implemented as shown on the Masterplan. A detailed landscaping scheme would be provided by way of discharge of a suitably worded condition.



Neighbourhood Retail Units (Class 1 - 3 uses) and Foodstore (Class 1 Retail)

The proposed retail floorspace has been significantly reduced from the previous Masterplan submission. It has deleted the non-food retail components and with the focus solely being on neighbourhood provision to service the existing and growing local population.

The retail elements of the proposal are located in two parts within the neighbourhood centre both of which face the new houses on Gilmerton Station Road.

The first part is three small retail units (2-4) all of which are limited to 140 sq.m. Gross each and which sit adjacent to the Medical/Health Hubs. It is intended that these units would be marketed for Class 1-3 uses so may not all be use for pure Class 1 Retail. It maybe that flatted development above maybe pursued as part of the development.

The second part is then a modest supermarket which extends to 1,858 sq.m. (Gross) selling convenience and some ancillary comparison goods.

The western edge of the development at this location has been opened up to the new residential site, and the wider Gilmerton area, with a wide public realm connection and pedestrian routes through the site.

The proposed aim for Unit 1 and Unit 5 would be to encourage these larger facilities to be taken up by medical/health related uses. It is considered the local Doctor surgery and pharmacies are at or nearing capacity with further pressure expected by new housing developments in the area. Correspondence is currently ongoing with the local NHS representatives.

This part of the proposed development is located in close proximity to the existing bus terminus facility, which would be upgraded to a transport hub. It will, together with the proposed cycle spaces encourage visitors to travel by modes other than the private car.



Hot Food uses (Class 3 [Sui Generis] uses)

Two units (nos. 6 and 7) are indicated on the Masterplan with proposed uses as 'hot food' outlets. These are located within the same quarter of the proposed development as the 'neighbourhood retail' units and are, likewise, located in close proximity to the transport hub. It is aimed at coffee operators such as Costa or Starbucks.

Hotel (Class 7)

Unit 9 is indicated on the Masterplan as a 60-bed hotel. There continues to be a need for further tourist and business visitor accommodation in Edinburgh.

Community/Leisure (Class 11)

Unit 26 is indicated on the Masterplan as a Community Hub for multiple uses. It will be able to accommodate local meetings and as a base for relocating the local archery club for example. It is focused on servicing local needs as well as for the neighbouring business units.

Business/ Industrial uses (Classes 4,5 and 6)

29 no. units (nos. 10-25 and 27-39) are indicated on the Masterplan as 'start-up business units' to the south east of the site. A dedicated access from Gilmerton Road would be provided to serve the units, as well as continuing to serve the Bernard Hunter operations. Bike storage is provided as well as new public realm/seating for those visiting and working there.

It is considered to be the case that as land prices continue to increase in the City, many light industrial uses are being redeveloped for residential purposes. Bernard Hunter, however, have reserved a large proportion of the site to accommodate business start-up units, which will not only provided significant employment but have the potential to offer knock on benefits such as an increase in apprenticeships.



3. Creating a New Gilmerton Town Centre

We consider the distance between the subject site and the Gilmerton Town/Local Centre not to be distant or no more so than say some of the other larger scale local centres in Edinburgh. It can be accessed easily on foot and is linked by public transport. We see the proposal conjoined with the local centre as an opportunity to create a Gilmerton Town Centre.

We have replicated Map 20 of the City Plan within Appendix 3 and indicated how a defined town centre allocation for Gilmerton could look. In effect it would operate along similar lines to Costorphine for example.

The subject site is soon to be surrounded by thousands of new homes and we have demonstrated that the local centre is not large enough or does not contain the fully associated services to appropriately meet existing demand let alone the growing local population to come.

The direct correlation with that is the continued leakage of local people to large centres, such as, Straiton, Fort Kinnaird and Cameron Toll Retail Parks primarily by private car. The proposal seeks to address identified local deficiencies and to be pro-active in meeting existing and future customer/community demand.



There is a deficiency in local retail and business/industry space and a city wide need for further hotel accommodation. Retaining the status quo in Gilmerton, one of the fastest growing parts of the city, is not an option in our opinion.

It is vitally important we plan for the future and be pro-active in serving the growing population. One requires to visualise this local area in 5 to 10 years time with the thousands of new homes in place. It will soon be a very different urban landscape. Providing an upgraded bus terminus and access down to the local cycleway will mean this site will become a central focal point as people travel through the area.

4. City Plan Choices: Questions

2B. We want to revise our policies on density to ensure that we make best use of the limited space in our city and that sites are not under-developed. Do you agree with this?

NO

It is considered existing policy is adequate as it relates to the individual circumstance of a particular site and locality.

One understands the concept but the delivery is highly questionable as is setting defined targets that simply may not be achievable. To restrict sites in such a way is unreasonable and not reflective of site by site characteristics.

2D. We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, without losing densities. Do you agree with this?

YES

The principle is accepted, however, greater detail on delivery requires to be outlined further.

4B. We want to support Local Place Plans being prepared by our communities. City Plan 2030 will set out how Local Place Plans can help us achieve great places and support community ambitions.

Local Place Plans could be undertaken via a Charrette type process. It is vital that it includes the whole community including private business and landowners. It requires a joint up approach. The Council should inform the process in terms of the level of housing and business land that is required for any one area. Identified sector needs require to be fully understood and planned for.

5A. We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated and deliverable within the plan period. Do you agree with this?

Yes

The concept of Q5A seeks to deliver sustainable development. The Gilmerton Gateway it should be noted has planning consent for a new Medical Centre with discussions ongoing with the NHS. It represents a strong site for new health infrastructure provision.

In addition to this Gilmerton Gateway seeks to provide a new Transport Hub and links to the Shawfair to Lasswade Road cyclepath and thus support sustainable transport.

Refer to Gilmerton Gateway City Plan Response Report.

5B. We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services. Do you agree with this?

Yes

We would agree with the concept. Gilmerton Gateway seeks to deliver for under provided community facilities in the area and at the same time is well connected to sustainable transport routes. It should be one such location identified within the forthcoming LDP.

Refer to Gilmerton Gateway City Plan Response Report.

5C. We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel. Do you agree with this?

Yes

As with Q5A & B this approach is to be supported with Gilmerton Gateway seeking to provide much needed community facilities with a significant walk in population.

5D.1. We want to set out in the plan where development will be expected to contribute toward new or expanded community infrastructure. Do you agree with this?

Yes

Supported in general but further information is required. Any contribution sought requires to be directly as a result of a developments impact on the subject matter.

5D.2. We want to use cumulative contribution zones to determine infrastructure actions, costs and delivery mechanisms. Do you agree with this?

Yes

The theory is again understood but greater detail is sought. Also, what if development not allocated is permitted how does that relate and will there be refunding of certain contributions as a result of greater development in an area than shown in the LDP?

5E. We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance. Do you agree with this?

LDP should contain all evidence to support associated policy and not provide uncertainty on how developer contributions or indeed matters such as housing number revisions (following examination) will be applied.

7A. We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking. Do you agree with this?

Yes

While the approach is understood. It is important that there is still the need to accommodate the private car for residential and commercial uses particularly where bulk purchases are being made.

7D. We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan. Do you agree with this?

No

While provision of Park and Ride Facilities are supported Map 4 appears to indicate our Client's lands at Gilmerton Gateway as a formal Park and Ride. This is not supported as the lands are permitted for mixed use development.

8A. We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes. Do you agree with this?

Yes

Map 1 and 5 of the City Plan appear to not have identified the Shawfair to Lasswade Road Cyclepath/ Green Network adjacent to the Gilmerton Gateway. This should be rectified and identified.

10B. We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. Do you agree with this?

No

We consider the application of such a defined restriction on non-residential proposals or sites to be unreasonable and undeliverable. It again fails to fully understand that various development viability constraints which will differ from site to site.

It is also considered to lead to conflict with the need to provide and deliver business/industrial/Hotel land requirements in full. The Threshold area of 0.25 Ha again is set too low.

In addition to allocated/designated sites one should also include non-allocated but consented sites from any exemption criteria.

10C. We want to create a new policy promoting the better use of stand-alone out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported. Do you agree with this?

Yes

Further detail on application is necessary on any such policy. The theory is understood but one requires to ensure that there are no potential residential amenity conflicts and that commercial deliverability is not constrained.

11A. We want to amend our policy to increase the provision of affordable housing requirement from 25% to 35%. Do you agree with this approach?

No

Refer to response for Q10B. While the need to deliver affordable homes within the city is understood and supported we have serious reservations on the effect of increasing site requirements to 35% and the impacts this could have on development viability.

15B . New shopping and leisure development will only be allowed within our town and local centres (including any new local centres) justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance. Do you agree?

No

While the town centre first and sequential approach as per SPP is accepted. Any deviation from this in how it is applied within the LDP is not accepted.

Nor do we fully agree with the conclusions of the Commercial Needs Study that there is no capacity or need for additional retail provision beyond Town/Local Centres.

While this maybe the case in some localities it wont be for others. Again many town and local centres are restricted with little to no land availability for new retail/leisure provision.

Areas such as Gilmerton are planned for major growth and requires to serviced appropriately. When individual proposals beyond town/local centres have proven there to be capacity, have no significant impact and where no sequential sites exist they should be deemed acceptable. This position should be included in any alteration to LDP policy.

15C. We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan. Do you agree?

Yes

We fully support the LDP reviewing and identifying new town/local centres. We believe one such new Town Centre should be afforded to Gilmerton given it is one of the largest urban growth areas in the city. Our concept being that the permitted Gilmerton Gateway site and existing Gilmerton Local Centre should be combined to form a new Town Centre.

Refer to Gilmerton Gateway City Plan Response Report.

15E. We want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh. Do you agree with this approach?

Yes

We support the need for differing grades of Hotel Locations and throughout the city to ensure the economic benefits are spread across the city. Gilmerton Gateway has permission for one such Hotel location and should be identified and within Map 20 of the City Plan.

16A.5. We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree?

Yes

We agree that other locations beyond the strategic ones identified should be allowed to come forward to ensure adequate office space within a local area and the knock on economic benefits that can bring to a community.

It also supports general sustainable transport principles by reducing journey times to and from work. The Gilmerton Gateway has permission for one such use and should be allocated in the City Plan. Please refer to Gilmerton Gateway Response Report Appended.

16F. We want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for greenfield sites. We want to set out the amount expected to be re-provided, clearer criteria on what constitutes flexible business space, and how to deliver it, including the location on-site, and considering adjacent uses, servicing and visibility. Do you agree?

Yes

We agree that further support and allocation should be had for flexible business space and that Gilmerton Gateway should be allocated for such purposes as part of its mixed use development.

FERGUSON PLANNING



APPENDIX 1: MASTERPLAN





1 | View from A – Indicative Images Only



2 | View from B – Indicative Images Only



3 | View from C – Indicative Images Only

F E R G U S O N P L A N N I N G



APPENDIX 2: DECISION NOTICE

Ferguson Planning.
FAO: Tim Ferguson
Shiel House
54 Island Street
Galashiels
TD1 1NU

Bernard Hunter Ltd.
600 Gilmerton Road
Edinburgh
EH17 8RY

Decision date: 5 February 2020

TOWN AND COUNTRY PLANNING (SCOTLAND) ACTS
DEVELOPMENT MANAGEMENT PROCEDURE (SCOTLAND) REGULATIONS 2013

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.
At 1 And 4 Gilmerton Station Road Edinburgh EH17 8RZ

Application No: 19/02122/PPP

DECISION NOTICE

With reference to your application for Planning Permission in Principle registered on 24 April 2019, this has been decided by **Committee Hearing**. The Council in exercise of its powers under the Town and Country Planning (Scotland) Acts and regulations, now determines the application as **Granted** in accordance with the particulars given in the application.

Any condition(s) attached to this consent, with reasons for imposing them, or reasons for refusal, are shown below;

1. Plans and particulars of the matters listed below shall be submitted for consideration by the planning authority, in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of the planning authority has been given, and the development shall be carried out in accordance with that approval. For the avoidance of doubt, no approval is hereby given to the layout shown in the illustrative masterplan which forms part of the application for planning permission in principle.

Approval of Matters:

Alexander Gudgeon, Planning officer, Majors East, Place Directorate.
Tel 0131 529 6126, Email alexander.gudgeon@edinburgh.gov.uk,
Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG

- (a) a site development layout and phasing plan showing a phased implementation programme for including the location/position of all uses within the site; the proposed built form (including orientation of buildings); movement around and through the site, including pedestrian and cycle links and landscape provision;
- (b) for each phase of the development, a plan detailing the siting, design and height of development, including the design of all external features;
- (c) design and configuration of public and open spaces, all external materials and finishes;
- (d) car and cycle parking, access, road layouts and alignment, including a Stage 2 Quality Audit, classification of streets, and servicing areas;
- (e) footpaths and cycle routes, including proposed multi-use paths;
- (f) waste management and recycling facilities;
- (g) surface water and drainage arrangements;
- (h) existing and finished ground levels in relation to Ordnance Datum;
- (i) full details of sustainability measures in accordance with Edinburgh Standards for Sustainable Building;
- (j) hard and soft landscaping details, including:
 - i. the type and location of new trees, shrubs and hedges;
 - ii. a schedule of plants to comprise species, plant size and proposed number/density;
 - iii. programme of completion and subsequent maintenance including a separate maintenance plan for the SuDS areas;
 - iv. existing and proposed services such as cables, pipelines, substations;
 - v. other artefacts and structures including street furniture, lighting columns and fittings
 - vi. play equipment and
 - vii. details of phasing of these works in relation to implementation and phasing of the development.

2. As soon as possible after each of the phases of the development approved under condition 1(b) above is completed (except for the last or final phase, in respect of which notice shall be given under section 27B(1) of the Act) the person who has completed any phase shall give written notice of the completion of that phase to the planning authority.

3. 3. Prior to the commencement of construction works on site:

a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

- ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.
4. 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.
5. The trees on site shall be protected during the demolition and construction phases by the erection of a protective barrier in accordance with Figure 2 of British Standard 5837:2012 - 'Trees in relation to design, Demolition and Construction - Recommendations'. The barrier will be no closer to any tree than the distance specified in Clause 4.6 of BS5837:2012.
6. The site development layout and phasing plan to be submitted as part of the application required under condition 1 above shall include full details of the location and design of the surface water drainage scheme to be installed within the application site and shall be submitted for the approval of the planning authority; and for the avoidance of doubt, the scheme shall comply with the Scottish Environment Protection Agency's (SEPA) principles and contain a surface water management plan.
7. No development shall take place until a detailed Report on Site Investigations, including a scheme of remedial works for the shallow coal workings, has been submitted to and approved by the planning authority. Documentary evidence to certify that the approved measures have been carried out shall be submitted to and approved in writing by the planning authority, in consultation with the Coal Authority, before construction work begins on site.
8. The food-store shall be restricted to the floor area as identified in the application, namely 1,858 square metres, and any proposals to insert mezzanine for any purpose whatsoever that would exceed that level, shall not be installed without the prior consent of the Council, as the Planning Authority.
9. Before work begins, a preliminary ecological survey shall be carried out and any subsequent reports as identified in the findings of the survey. No work shall begin until the written approval of the planning authority has been given to the details of any remedial and/or protective measures required, and the measures shall be implemented in accordance with the approved details.
10. Prior to the occupation of any part of the development a scheme for protecting the occupiers of the committed and existing residential units from operational noise shall be submitted to and approved in writing by the planning authority; all works which form part of the approved scheme shall be completed in full to the satisfaction of the planning authority, before any part of the development is occupied

11. Prior to the occupation of any part of the development the developer will introduce a Toucan (signalised cycle) crossing on Gilmerton Station Road. The details and location of which to be agreed in advance by the planning authority.

Reasons:-

1. To ensure that the matters referred to are given full consideration and to accord with section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.
2. To accord with section 27B(2) of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc (Scotland) Act 2006.
3. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses on the site.
4. In order to safeguard the interests of archaeological heritage.
5. In order to safeguard protected trees.
6. In order to enable the planning authority to consider this matter in detail and to ensure the proper drainage of the site.
7. In the interests of public safety.
8. To ensure the vitality and viability of other shopping centres are not prejudiced.
9. To safeguard protected species.
10. To safeguard neighbouring residential amenity.
11. In the interests of providing suitable pedestrian and cycle connections.

Informatives:-

It should be noted that:

1. 1. The applicant should work with officers with a view to reducing the car parking provision on the site.
2. The applicant should work with officers to explore a scheme which addressed the street.

- 3.3.a) Application for the approval of matters specified in conditions shall be made before the expiration of 3 years from the date of the grant of planning permission in principle, unless an earlier application for such approval has been refused or an appeal against such refusal has been dismissed, in which case application for the approval of all outstanding matters specified in conditions must be made within 6 months of the date of such refusal or dismissal.
- b) The approved development shall be commenced not later than the expiration of 3 years from the date of grant of planning permission in principle or 2 years from the final approval of matters specified in conditions, whichever is later.
4. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
5. As soon as practicable upon the completion of each phase of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given, in writing to the Council.
6. 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);
7. 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;
8. 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;
9. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;

10. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;
11. The design, layout and specification of the proposed ramp to the cycle track to be agreed as part of the Road Construction Consent;
12. 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;
13. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (incl. 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;
14. 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;
15. 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;
16. 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;
17. The developer must submit a maintenance schedule for any SUDS infrastructure for the approval of the Planning Authority.
18. Any energy centres must comply with the Clean Air Act 1993. Environmental Protection will not support the use of biomass
19. Prior to occupation of the development, details demonstrating that noise from all plant complies with NR25 within the nearest existing and committed residential

property (with window partially open for ventilation purposes) shall be submitted for written approval by the planning authority.

20. Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:
www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property.

Please see the guidance notes on our [decision page](#) for further information, including how to appeal or review your decision.

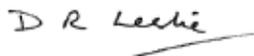
Drawings 1 - 3, represent the determined scheme. Full details of the application can be found on the [Planning and Building Standards Online Services](#)

The reason why the Council made this decision is as follows:

There is not a significant adverse impact on the viability of existing retail and any impacts are outweighed by the benefits.

This determination does not carry with it any necessary consent or approval for the proposed development under other statutory enactments.

Should you have a specific enquiry regarding this decision please contact Alexander Gudgeon directly on 0131 529 6126.



Chief Planning Officer
PLACE
The City of Edinburgh Council

NOTES

1. If the applicant is aggrieved by the decision of the planning authority to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may appeal to the Scottish Ministers under section 47 of the Town and Country Planning (Scotland) Act 1997 within three months beginning with the date of this notice. The appeal can be made online at www.eplanning.scot or forms can be downloaded from that website and sent to the Planning and Environmental Appeals Division, 4 The Courtyard, Callendar Business Park, FALKIRK FK1 1XR.

2. If permission to develop land is refused or granted subject to conditions, whether by the planning authority or by the Scottish Ministers, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by carrying out any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

FERGUSON PLANNING



APPENDIX 3: PROPOSED GILMERTON TOWN CENTRE

F E R G U S O N P L A N N I N G

GOING
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Main Office:

Shiel House | 54 Island Street | Galashiels | TD1 1NU

NI Office:

61 Moyle Road | Ballycastle | Co. Antrim | BT54 6LG

T 01896 668 744

M 07960 003 358

E tim@fergusonplanning.co.uk

W www.fergusonplanning.co.uk



RTPI

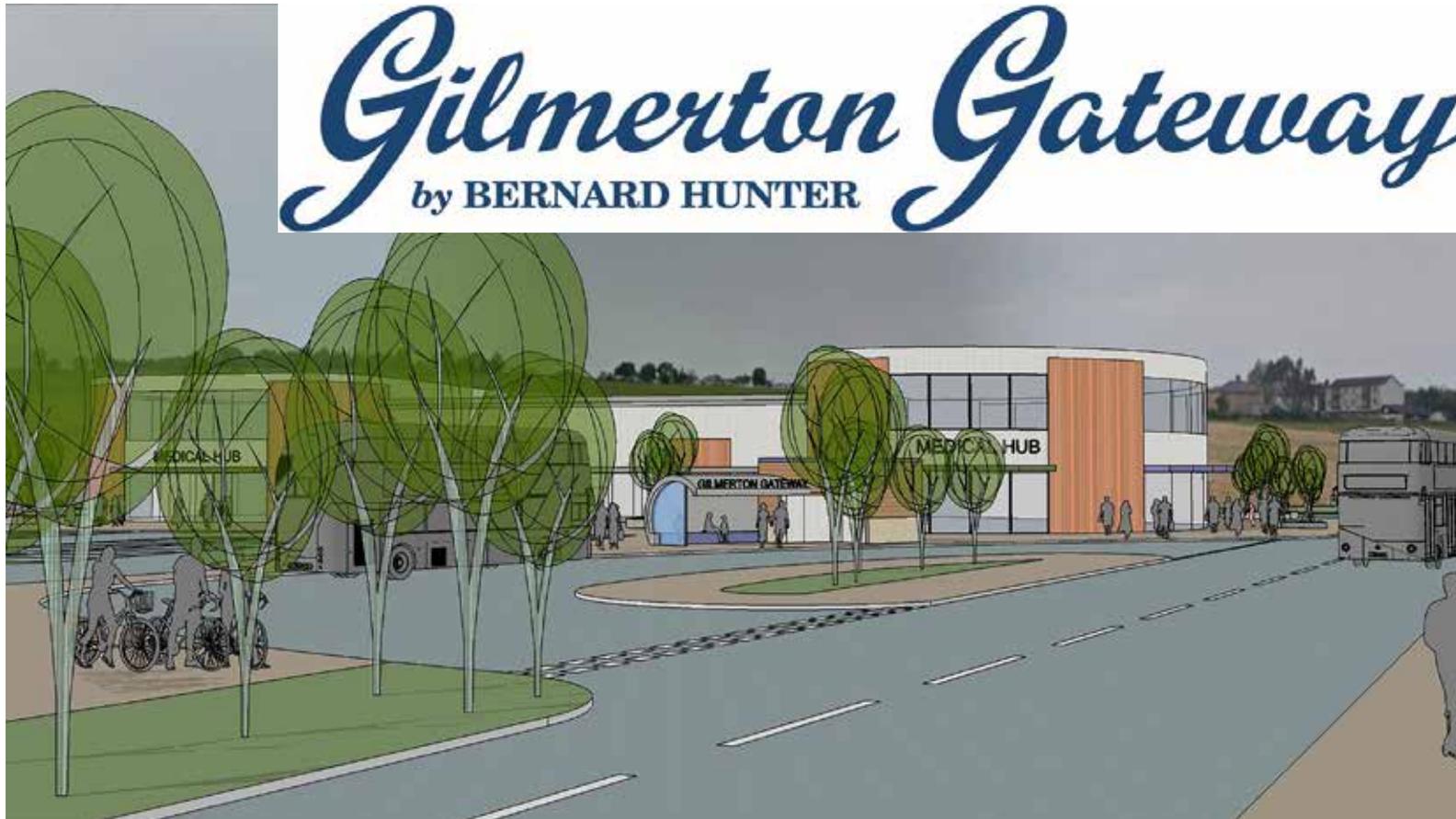
Chartered Town Planner

F E R G U S O N
P L A N N I N G

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CITY PLAN RESPONSE REPORT

Gilmerton Gateway by BERNARD HUNTER



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1. Introduction

Why Gilmerton?

Gilmerton is one of the fastest growing parts of the City. The City Plan must now take pro-active steps to plan and bring forward a clear strategy as to how the expanding population will be serviced. We must seek to avoid residents leaving the area to access services and avoid that leakage being by car.

Gilmerton's vibrant community will be enhanced in the coming years by approximately 3,000 new homes to be delivered on land to the south and east of the existing urban area and the approved Gilmerton Gateway Masterplan is sustainable located to assist in servicing that growth.

Now is the time to provide Gilmerton with formal Town Centre status and one which connects the existing local centre together with the provision coming forward at Gilmerton Gateway.



Overarching Strategy

A local desire for a greater retail, business and community offering has long existed in Gilmerton. The permitted Gilmerton Gateway development together with existing provision will now go a long way in meeting that demand.

With the passage of the Planning (Scotland) Act 2019 and the removal of Strategic Development Plans statutory basis, the Local Development Plan takes on added significance in the management of healthy and vibrant community and business services in Edinburgh and across Scotland.

Bernard Hunter have cultivated a relationship with the local community in Gilmerton over a period of decades. Bernard Hunter, as one of the largest employers in the area, are committed to positively engaging with the plan making process and ensuring Gilmerton's needs are met.

The retention of both existing and approved retail and commercial space in Gilmerton sits within a city-wide context of responsibly meeting city's residents needs. The City Plan is the legitimate and proper vehicle for recognition of this important local issue.

Community Engagement

Opportunities for Community Involvement

The plan-making process offers the opportunity for the interests of the Community Council, local community, and local businesses to be cohesively presented and considered.

Throughout the preparation and determination of the Gilmerton Gateway application, the local community and businesses have been involved. Indeed a significant number of those attended and presented in support of the Masterplan.

Opportunities for consultation input were provided by the developer from the earliest conception of the Masterplan. One only needs to refer to the over 100 letters of representation to Planning Application 19/02122/PPP to see the clear local support.

This exemplary community engagement now requires to be carried through and used within the City Plan. Allocating the subject site as forming part of a newly defined Town Centre for the growing populous is the way forward. This was undertaken within the Waterfront area as part of the current LDP and thus a similar status should now be afforded to Gilmerton and the subject site.

2. Gilmerton Gateway Masterplan: An Introduction

The Gilmerton Gateway Masterplan (19/02122/PPP) was approved by the City of Edinburgh Council on 5th February 2020. An overview of which is detailed below and within **Appendix 1**.



Mixed Use Development Comprising: Class 1 Retail, Class 2 Professional and Medical Services, Class 3 (Inc. Sui Generis) Food and Drink, Class 4-6 Business/ Industrial, Class 7 Hotel, Class 11 Assembly and Leisure, access, car parking, servicing, bridge, demolition of buildings and associated works.

Fig 1: Masterplan for Gilmerton Gateway

A copy of the Decision Notice has also been provided within **Appendix 2** of this representation.

Ultimately the subject site now has the permission for the following uses that requires to be reflected in the forthcoming City Plan 2030.

The site is owned by Bernard Hunter Ltd and is located to the south east of Gilmerton Station Road. The land is brownfield in nature, extending to 5.08 hectares (12.55 acres), and presently contains a number of light industrial business/ storage units, areas of hard standing and a small paddock.

Directly to the south west of the application site are the existing Bernard Hunter operations comprising their headquarters, workshops and processing area; these will remain unaffected by the proposed development.

Within the application site are several light industrial uses, including several buildings, working yards, temporary storage containers and materials, along with vehicle parking areas. To the west of the disused railway line (now a cycle-way) that bisects the Application Site is a small grassed paddock area with timber sheds. The site's boundary edges are secured by palisade fencing. Some lengths of trees and hedgerow are to be found within, and just outside of, this fence-line particularly to the northern and eastern edges and along the old railway.



Fig. 1: Aerial Photograph of Site

Source: Google Maps

The Edinburgh City Bypass lies approximately 550 metres to the south-east of the site and Gilmerton, a local centre, is approximately 600 metres to the north-west. Adjacent to the site, an existing footpath runs alongside the northern carriageway of Gilmerton Road (A772) and links the site directly to Gilmerton's centre, which is within a reasonable walking distance.

The immediate location is well serviced by public transport, with the Gilmerton bus terminus being located adjacent to the site's Gilmerton Road frontage. A number of regular bus services currently serve this location.

Fig 2: Bus Services

Service No	Route	Frequency
3	Clovenstone – Mayfield or Dalkeith	up to every 10 minutes
29	Gorebridge – Silverknowes	up to every 15 minutes
40	Livingston (St John’s Hospital) – Edinburgh	up to four times daily
N3	Edinburgh – Gorebridge	Hourly
X29	Gorebridge – Silverknowes	Outbound (mornings); inbound (evenings)
X40	Livingston – Edinburgh	Up to hourly

These services provide public transport options for residents of Gilmerton with direct links to Edinburgh City Centre and the wider area and, locally, easy access between the application site and Gilmerton.

The local centre accommodates a number of smaller retail units as well as a Lidl and an Iceland Supermarket. Other premises within Gilmerton include a range of restaurants, a Bingo hall, a public house, a bank, hair and beauty salons, betting shops and a pharmacy.

The retail analysis undertaken for the proposal showed that the catchment has a population increasing to 41,403 (inc. pro-rata new housing population) by 2022. Total housing allocations in the local area, as set out within the Local Development Plan, provide for approximately 3,300 additional homes in the local area. The proposed development seeks to service the existing and expanding local population.

Bernard Hunter intend to extend this investment by realising a vision to develop the remainder of the former colliery site into the ‘Gilmerton Gateway’ for the betterment of the growing local community, the strengthening of the existing company and the achievement of significant inward economic investment to the local area.



The proposal will provide retail, leisure, hotel, medical facilities, community hall and employment/business uses which will integrate and help to create a sustainable centre to serve the existing population, and the ongoing significant increase in the local population by virtue of the several residential allocations, permissions and ongoing/ completed developments within south east Edinburgh.

It is the intention that Bernard Hunter would build, and thereafter manage, the completed development themselves, as opposed to onward sale. Associated income would be reinvested back into the family business, the headquarters of which will remain in their current location. The relationship of the proposed development site to Bernard Hunter’s operational headquarters can be seen within the Masterplan which has been prepared to demonstrate the vision for ‘Gilmerton Gateway’ and provide an understanding of the proposed layout of the development.

The Masterplan shows the development site as comprising two identifiable, but well integrated, development areas. The north hosts Classes 1-3 uses (including sui generis) and, neighbouring this, a modest-scaled retail foodstore. The south section hosts the hotel and leisure (community hall) facility, with the start-up-business industrial units. The business/ industrial units are positioned on the part of the site which lies closest to the retained Bernard Hunter operations.

The two development areas are linked by an internal pedestrian/ cycle path which would pass over a proposed new bridge over the former railway cycleway, onto which a new access is proposed.

The table below outlines the breakdown of the revised masterplan uses.

Fig 4: Schedule of Accommodation

Purpose	Use Class	Floorspace
Retail/Services	Class 1-3	420 sq.m.
Café / Hot Food	Class 3 (SG)	650 sq.m.
Food Store	Class 1	1,858 sq.m.
Hotel	Class 7	2,230 sq.m.
Start up	Class 4-6	2,740 sq.m.
Medical	Class 2	1,045 sq.m.
Community Hall	Class 11	605 sq.m.
TOTAL		9,548 sq.m.

The developer is committed to using renewables where possible and has proposed 51 electric parking spaces on site and solar panels to be implemented on rooftops.

It is considered that the local retail/service provision is not of a scale or standard to fully cater for the current population never mind the huge increase in new residents to the area and which is well underway.

The principle of redeveloping the subject site has been accepted by the subject site being brownfield and contained within the settlement limits. Further to this it has been identified within the Edinburgh LDP ‘Gilmerton & South East Site Brief’ (pg 71) as a ‘long term redevelopment opportunity’.

The Transport Hub

The existing Gilmerton bus terminus is located out with the applicant's ownership, adjacent to the north-eastern boundary of the site, however, as part of the development, the applicant is committed to investing in an upgrade of this important facility, together with other key stakeholders, subject to all necessary agreements being reached. The aim would be to achieve strong integration of the proposed upgraded facility with the proposed development and thereby improve accessibility, by public transport, to this part of Gilmerton and the development site, in particular.

Access and Parking

The existing main site entrance to the north will be upgraded and will form the only access point to the start-up-business units, as well as continuing to serve the existing Bernard Hunter Headquarters. This access will not be available for use by any other part of the Gateway development.

All elements of the development, other than the start-up business units, can be accessed from two new entrances to the site – one on Gilmerton road and one on Gilmerton Station Road. They serve the land uses either side of the cycleway and are intertwined via a central pedestrian link.

The internal pedestrian link provides permeability through the site and linkage across the site via a new bridge over the cycleway. Access is, thereafter, provided from the internal road, which links between Gilmerton Station Road and Gilmerton Road, to the parking areas.

A disused railway line which has been developed into a surfaced cycleway passes through the centre of the site in a north-east to south-west direction. The development proposals include provision for a new link to this from the development site, which sits at a higher level, by way of a new ramp and steps.

Visual Integration/ Landscaping Proposals

The site is brownfield in nature and is contained entirely within existing built form and/ or road networks. Surrounding the site, to the south-east and north-east (Gilmerton Road), there is significant mature landscaping which creates a clear defensible boundary in which the proposal will be set. Areas of existing landscaping will be retained, where possible.

The Masterplan has been developed to work with the topography of the land to realise a development that sits well within its confines. Further landscaping around the site's boundary would be implemented as shown on the Masterplan. A detailed landscaping scheme would be provided by way of discharge of a suitably worded condition.



Neighbourhood Retail Units (Class 1 - 3 uses) and Foodstore (Class 1 Retail)

The proposed retail floorspace has been significantly reduced from the previous Masterplan submission. It has deleted the non-food retail components and with the focus solely being on neighbourhood provision to service the existing and growing local population.

The retail elements of the proposal are located in two parts within the neighbourhood centre both of which face the new houses on Gilmerton Station Road.

The first part is three small retail units (2-4) all of which are limited to 140 sq.m. Gross each and which sit adjacent to the Medical/Health Hubs. It is intended that these units would be marketed for Class 1-3 uses so may not all be use for pure Class 1 Retail. It maybe that flatted development above maybe pursued as part of the development.

The second part is then a modest supermarket which extends to 1,858 sq.m. (Gross) selling convenience and some ancillary comparison goods.

The western edge of the development at this location has been opened up to the new residential site, and the wider Gilmerton area, with a wide public realm connection and pedestrian routes through the site.

The proposed aim for Unit 1 and Unit 5 would be to encourage these larger facilities to be taken up by medical/health related uses. It is considered the local Doctor surgery and pharmacies are at or nearing capacity with further pressure expected by new housing developments in the area. Correspondence is currently ongoing with the local NHS representatives.

This part of the proposed development is located in close proximity to the existing bus terminus facility, which would be upgraded to a transport hub. It will, together with the proposed cycle spaces encourage visitors to travel by modes other than the private car.



Hot Food uses (Class 3 [Sui Generis] uses)

Two units (nos. 6 and 7) are indicated on the Masterplan with proposed uses as 'hot food' outlets. These are located within the same quarter of the proposed development as the 'neighbourhood retail' units and are, likewise, located in close proximity to the transport hub. It is aimed at coffee operators such as Costa or Starbucks.

Hotel (Class 7)

Unit 9 is indicated on the Masterplan as a 60-bed hotel. There continues to be a need for further tourist and business visitor accommodation in Edinburgh.

Community/Leisure (Class 11)

Unit 26 is indicated on the Masterplan as a Community Hub for multiple uses. It will be able to accommodate local meetings and as a base for relocating the local archery club for example. It is focused on servicing local needs as well as for the neighbouring business units.

Business/ Industrial uses (Classes 4,5 and 6)

29 no. units (nos. 10-25 and 27-39) are indicated on the Masterplan as 'start-up business units' to the south east of the site. A dedicated access from Gilmerton Road would be provided to serve the units, as well as continuing to serve the Bernard Hunter operations. Bike storage is provided as well as new public realm/seating for those visiting and working there.

It is considered to be the case that as land prices continue to increase in the City, many light industrial uses are being redeveloped for residential purposes. Bernard Hunter, however, have a reserved a large proportion of the site to accommodate business start-up units, which will not only provided significant employment but have the potential to offer knock on benefits such as an increase in apprenticeships.



3. Creating a New Gilmerton Town Centre

We consider the distance between the subject site and the Gilmerton Town/Local Centre not to be distant or no more so than say some of the other larger scale local centres in Edinburgh. It can be accessed easily on foot and is linked by public transport. We see the proposal conjoined with the local centre as an opportunity to create a Gilmerton Town Centre.

We have replicated Map 20 of the City Plan within Appendix 3 and indicated how a defined town centre allocation for Gilmerton could look. In effect it would operate along similar lines to Costorphine for example.

The subject site is soon to be surrounded by thousands of new homes and we have demonstrated that the local centre is not large enough or does not contain the fully associated services to appropriately meet existing demand let alone the growing local population to come.

The direct correlation with that is the continued leakage of local people to large centres, such as, Straiton, Fort Kinnaird and Cameron Toll Retail Parks primarily by private car. The proposal seeks to address identified local deficiencies and to be pro-active in meeting existing and future customer/community demand.



There is a deficiency in local retail and business/industry space and a city wide need for further hotel accommodation. Retaining the status quo in Gilmerton, one of the fastest growing parts of the city, is not an option in our opinion.

It is vitally important we plan for the future and be pro-active in serving the growing population. One requires to visualise this local area in 5 to 10 years time with the thousands of new homes in place. It will soon be a very different urban landscape. Providing an upgraded bus terminus and access down to the local cycleway will mean this site will become a central focal point as people travel through the area.

4. City Plan Choices: Questions

2B. We want to revise our policies on density to ensure that we make best use of the limited space in our city and that sites are not under-developed. Do you agree with this?

NO

It is considered existing policy is adequate as it relates to the individual circumstance of a particular site and locality.

One understands the concept but the delivery is highly questionable as is setting defined targets that simply may not be achievable. To restrict sites in such a way is unreasonable and not reflective of site by site characteristics.

2D. We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, without losing densities. Do you agree with this?

YES

The principle is accepted, however, greater detail on delivery requires to be outlined further.

4B. We want to support Local Place Plans being prepared by our communities. City Plan 2030 will set out how Local Place Plans can help us achieve great places and support community ambitions.

Local Place Plans could be undertaken via a Charrette type process. It is vital that it includes the whole community including private business and landowners. It requires a joint up approach. The Council should inform the process in terms of the level of housing and business land that is required for any one area. Identified sector needs require to be fully understood and planned for.

5A. We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated and deliverable within the plan period. Do you agree with this?

Yes

The concept of Q5A seeks to deliver sustainable development. The Gilmerton Gateway it should be noted has planning consent for a new Medical Centre with discussions ongoing with the NHS. It represents a strong site for new health infrastructure provision.

In addition to this Gilmerton Gateway seeks to provide a new Transport Hub and links to the Shawfair to Lasswade Road cyclepath and thus support sustainable transport.

Refer to Gilmerton Gateway City Plan Response Report.

5B. We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services. Do you agree with this?

Yes

We would agree with the concept. Gilmerton Gateway seeks to deliver for under provided community facilities in the area and at the same time is well connected to sustainable transport routes. It should be one such location identified within the forthcoming LDP.

Refer to Gilmerton Gateway City Plan Response Report.

5C. We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel. Do you agree with this?

Yes

As with Q5A & B this approach is to be supported with Gilmerton Gateway seeking to provide much needed community facilities with a significant walk in population.

5D.1. We want to set out in the plan where development will be expected to contribute toward new or expanded community infrastructure. Do you agree with this?

Yes

Supported in general but further information is required. Any contribution sought requires to be directly as a result of a developments impact on the subject matter.

5D.2. We want to use cumulative contribution zones to determine infrastructure actions, costs and delivery mechanisms. Do you agree with this?

Yes

The theory is again understood but greater detail is sought. Also, what if development not allocated is permitted how does that relate and will there be refunding of certain contributions as a result of greater development in an area than shown in the LDP?

5E. We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance. Do you agree with this?

LDP should contain all evidence to support associated policy and not provide uncertainty on how developer contributions or indeed matters such as housing number revisions (following examination) will be applied.

7A. We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking. Do you agree with this?

Yes

While the approach is understood. It is important that there is still the need to accommodate the private car for residential and commercial uses particularly where bulk purchases are being made.

7D. We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan. Do you agree with this?

No

While provision of Park and Ride Facilities are supported Map 4 appears to indicate our Client's lands at Gilmerton Gateway as a formal Park and Ride. This is not supported as the lands are permitted for mixed use development.

8A. We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes. Do you agree with this?

Yes

Map 1 and 5 of the City Plan appear to not have identified the Shawfair to Lasswade Road Cyclepath/ Green Network adjacent to the Gilmerton Gateway. This should be rectified and identified.

10B. We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. Do you agree with this?

No

We consider the application of such a defined restriction on non-residential proposals or sites to be unreasonable and undeliverable. It again fails to fully understand that various development viability constraints which will differ from site to site.

It is also considered to lead to conflict with the need to provide and deliver business/industrial/Hotel land requirements in full. The Threshold area of 0.25 Ha again is set too low.

In addition to allocated/designated sites one should also include non-allocated but consented sites from any exemption criteria.

10C. We want to create a new policy promoting the better use of stand-alone out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported. Do you agree with this?

Yes

Further detail on application is necessary on any such policy. The theory is understood but one requires to ensure that there are no potential residential amenity conflicts and that commercial deliverability is not constrained.

11A. We want to amend our policy to increase the provision of affordable housing requirement from 25% to 35%. Do you agree with this approach?

No

Refer to response for Q10B. While the need to deliver affordable homes within the city is understood and supported we have serious reservations on the effect of increasing site requirements to 35% and the impacts this could have on development viability.

15B . New shopping and leisure development will only be allowed within our town and local centres (including any new local centres) justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance. Do you agree?

No

While the town centre first and sequential approach as per SPP is accepted. Any deviation from this in how it is applied within the LDP is not accepted.

Nor do we fully agree with the conclusions of the Commercial Needs Study that there is no capacity or need for additional retail provision beyond Town/Local Centres.

While this maybe the case in some localities it wont be for others. Again many town and local centres are restricted with little to no land availability for new retail/leisure provision.

Areas such as Gilmerton are planned for major growth and requires to serviced appropriately. When individual proposals beyond town/local centres have proven there to be capacity, have no significant impact and where no sequential sites exist they should be deemed acceptable. This position should be included in any alteration to LDP policy.

15C. We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan. Do you agree?

Yes

We fully support the LDP reviewing and identifying new town/local centres. We believe one such new Town Centre should be afforded to Gilmerton given it is one of the largest urban growth areas in the city. Our concept being that the permitted Gilmerton Gateway site and existing Gilmerton Local Centre should be combined to form a new Town Centre.

Refer to Gilmerton Gateway City Plan Response Report.

15E. We want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh. Do you agree with this approach?

Yes

We support the need for differing grades of Hotel Locations and throughout the city to ensure the economic benefits are spread across the city. Gilmerton Gateway has permission for one such Hotel location and should be identified and within Map 20 of the City Plan.

16A.5. We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree?

Yes

We agree that other locations beyond the strategic ones identified should be allowed to come forward to ensure adequate office space within a local area and the knock on economic benefits that can bring to a community.

It also supports general sustainable transport principles by reducing journey times to and from work. The Gilmerton Gateway has permission for one such use and should be allocated in the City Plan. Please refer to Gilmerton Gateway Response Report Appended.

16F. We want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for greenfield sites. We want to set out the amount expected to be re-provided, clearer criteria on what constitutes flexible business space, and how to deliver it, including the location on-site, and considering adjacent uses, servicing and visibility. Do you agree?

Yes

We agree that further support and allocation should be had for flexible business space and that Gilmerton Gateway should be allocated for such purposes as part of its mixed use development.

FERGUSON PLANNING



APPENDIX 1: MASTERPLAN





1 | View from A – Indicative Images Only



2 | View from B – Indicative Images Only



3 | View from C – Indicative Images Only

F E R G U S O N P L A N N I N G



APPENDIX 2: DECISION NOTICE

Ferguson Planning.
FAO: Tim Ferguson
Shiel House
54 Island Street
Galashiels
TD1 1NU

Bernard Hunter Ltd.
600 Gilmerton Road
Edinburgh
EH17 8RY

Decision date: 5 February 2020

TOWN AND COUNTRY PLANNING (SCOTLAND) ACTS
DEVELOPMENT MANAGEMENT PROCEDURE (SCOTLAND) REGULATIONS 2013

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.
At 1 And 4 Gilmerton Station Road Edinburgh EH17 8RZ

Application No: 19/02122/PPP

DECISION NOTICE

With reference to your application for Planning Permission in Principle registered on 24 April 2019, this has been decided by **Committee Hearing**. The Council in exercise of its powers under the Town and Country Planning (Scotland) Acts and regulations, now determines the application as **Granted** in accordance with the particulars given in the application.

Any condition(s) attached to this consent, with reasons for imposing them, or reasons for refusal, are shown below;

1. Plans and particulars of the matters listed below shall be submitted for consideration by the planning authority, in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of the planning authority has been given, and the development shall be carried out in accordance with that approval. For the avoidance of doubt, no approval is hereby given to the layout shown in the illustrative masterplan which forms part of the application for planning permission in principle.

Approval of Matters:

Alexander Gudgeon, Planning officer, Majors East, Place Directorate.
Tel 0131 529 6126, Email alexander.gudgeon@edinburgh.gov.uk,
Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG

- (a) a site development layout and phasing plan showing a phased implementation programme for including the location/position of all uses within the site; the proposed built form (including orientation of buildings); movement around and through the site, including pedestrian and cycle links and landscape provision;
- (b) for each phase of the development, a plan detailing the siting, design and height of development, including the design of all external features;
- (c) design and configuration of public and open spaces, all external materials and finishes;
- (d) car and cycle parking, access, road layouts and alignment, including a Stage 2 Quality Audit, classification of streets, and servicing areas;
- (e) footpaths and cycle routes, including proposed multi-use paths;
- (f) waste management and recycling facilities;
- (g) surface water and drainage arrangements;
- (h) existing and finished ground levels in relation to Ordnance Datum;
- (i) full details of sustainability measures in accordance with Edinburgh Standards for Sustainable Building;
- (j) hard and soft landscaping details, including:
 - i. the type and location of new trees, shrubs and hedges;
 - ii. a schedule of plants to comprise species, plant size and proposed number/density;
 - iii. programme of completion and subsequent maintenance including a separate maintenance plan for the SuDS areas;
 - iv. existing and proposed services such as cables, pipelines, substations;
 - v. other artefacts and structures including street furniture, lighting columns and fittings
 - vi. play equipment and
 - vii. details of phasing of these works in relation to implementation and phasing of the development.

2. As soon as possible after each of the phases of the development approved under condition 1(b) above is completed (except for the last or final phase, in respect of which notice shall be given under section 27B(1) of the Act) the person who has completed any phase shall give written notice of the completion of that phase to the planning authority.

3. 3. Prior to the commencement of construction works on site:

a) A site survey (including intrusive investigation where necessary) must be carried out to establish, either that the level of risk posed to human health and the wider environment by contaminants in, on or under the land is acceptable, or that remedial and/or protective measures could be undertaken to bring the risks to an acceptable level in relation to the development; and

b) Where necessary, a detailed schedule of any required remedial and/or protective measures, including their programming, must be submitted to and approved in writing by the Planning Authority.

- ii) Any required remedial and/or protective measures shall be implemented in accordance with the approved schedule and documentary evidence to certify those works shall be provided for the approval of the Planning Authority.
4. 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.
5. The trees on site shall be protected during the demolition and construction phases by the erection of a protective barrier in accordance with Figure 2 of British Standard 5837:2012 - 'Trees in relation to design, Demolition and Construction - Recommendations'. The barrier will be no closer to any tree than the distance specified in Clause 4.6 of BS5837:2012.
6. The site development layout and phasing plan to be submitted as part of the application required under condition 1 above shall include full details of the location and design of the surface water drainage scheme to be installed within the application site and shall be submitted for the approval of the planning authority; and for the avoidance of doubt, the scheme shall comply with the Scottish Environment Protection Agency's (SEPA) principles and contain a surface water management plan.
7. No development shall take place until a detailed Report on Site Investigations, including a scheme of remedial works for the shallow coal workings, has been submitted to and approved by the planning authority. Documentary evidence to certify that the approved measures have been carried out shall be submitted to and approved in writing by the planning authority, in consultation with the Coal Authority, before construction work begins on site.
8. The food-store shall be restricted to the floor area as identified in the application, namely 1,858 square metres, and any proposals to insert mezzanine for any purpose whatsoever that would exceed that level, shall not be installed without the prior consent of the Council, as the Planning Authority.
9. Before work begins, a preliminary ecological survey shall be carried out and any subsequent reports as identified in the findings of the survey. No work shall begin until the written approval of the planning authority has been given to the details of any remedial and/or protective measures required, and the measures shall be implemented in accordance with the approved details.
10. Prior to the occupation of any part of the development a scheme for protecting the occupiers of the committed and existing residential units from operational noise shall be submitted to and approved in writing by the planning authority; all works which form part of the approved scheme shall be completed in full to the satisfaction of the planning authority, before any part of the development is occupied

11. Prior to the occupation of any part of the development the developer will introduce a Toucan (signalised cycle) crossing on Gilmerton Station Road. The details and location of which to be agreed in advance by the planning authority.

Reasons:-

1. To ensure that the matters referred to are given full consideration and to accord with section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.
2. To accord with section 27B(2) of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc (Scotland) Act 2006.
3. In order to ensure that the site is suitable for redevelopment, given the nature of previous uses on the site.
4. In order to safeguard the interests of archaeological heritage.
5. In order to safeguard protected trees.
6. In order to enable the planning authority to consider this matter in detail and to ensure the proper drainage of the site.
7. In the interests of public safety.
8. To ensure the vitality and viability of other shopping centres are not prejudiced.
9. To safeguard protected species.
10. To safeguard neighbouring residential amenity.
11. In the interests of providing suitable pedestrian and cycle connections.

Informatives:-

It should be noted that:

1. 1. The applicant should work with officers with a view to reducing the car parking provision on the site.
2. The applicant should work with officers to explore a scheme which addressed the street.

- 3.3.a) Application for the approval of matters specified in conditions shall be made before the expiration of 3 years from the date of the grant of planning permission in principle, unless an earlier application for such approval has been refused or an appeal against such refusal has been dismissed, in which case application for the approval of all outstanding matters specified in conditions must be made within 6 months of the date of such refusal or dismissal.
- b) The approved development shall be commenced not later than the expiration of 3 years from the date of grant of planning permission in principle or 2 years from the final approval of matters specified in conditions, whichever is later.
4. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
5. As soon as practicable upon the completion of each phase of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given, in writing to the Council.
6. 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);
7. 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;
8. 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;
9. The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;

10. A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;
11. The design, layout and specification of the proposed ramp to the cycle track to be agreed as part of the Road Construction Consent;
12. 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;
13. In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of pedal cycles (incl. 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;
14. 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;
15. 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;
16. 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;
17. The developer must submit a maintenance schedule for any SUDS infrastructure for the approval of the Planning Authority.
18. Any energy centres must comply with the Clean Air Act 1993. Environmental Protection will not support the use of biomass
19. Prior to occupation of the development, details demonstrating that noise from all plant complies with NR25 within the nearest existing and committed residential

property (with window partially open for ventilation purposes) shall be submitted for written approval by the planning authority.

20. Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:
www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property.

Please see the guidance notes on our [decision page](#) for further information, including how to appeal or review your decision.

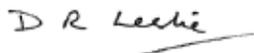
Drawings 1 - 3, represent the determined scheme. Full details of the application can be found on the [Planning and Building Standards Online Services](#)

The reason why the Council made this decision is as follows:

There is not a significant adverse impact on the viability of existing retail and any impacts are outweighed by the benefits.

This determination does not carry with it any necessary consent or approval for the proposed development under other statutory enactments.

Should you have a specific enquiry regarding this decision please contact Alexander Gudgeon directly on 0131 529 6126.



Chief Planning Officer
PLACE
The City of Edinburgh Council

NOTES

1. If the applicant is aggrieved by the decision of the planning authority to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may appeal to the Scottish Ministers under section 47 of the Town and Country Planning (Scotland) Act 1997 within three months beginning with the date of this notice. The appeal can be made online at www.eplanning.scot or forms can be downloaded from that website and sent to the Planning and Environmental Appeals Division, 4 The Courtyard, Callendar Business Park, FALKIRK FK1 1XR.

2. If permission to develop land is refused or granted subject to conditions, whether by the planning authority or by the Scottish Ministers, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by carrying out any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

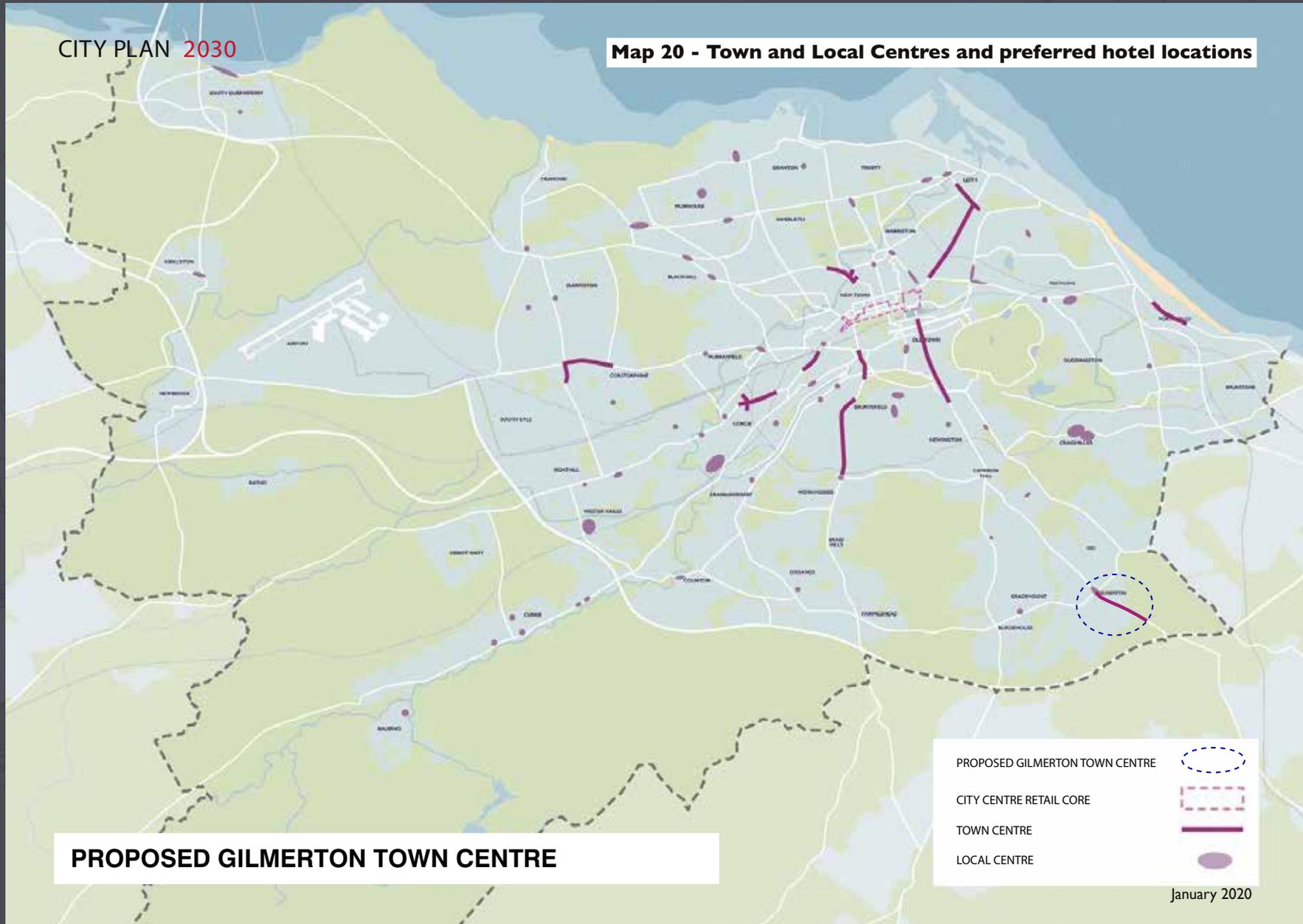
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APPENDIX 3: PROPOSED GILMERTON TOWN CENTRE

CITY PLAN 2030

Map 20 - Town and Local Centres and preferred hotel locations



F E R G U S O N P L A N N I N G

GOING
THE EXTRA
MILE



Main Office:

Shiel House | 54 Island Street | Galashiels | TD1 1NU

NI Office:

61 Moyle Road | Ballycastle | Co. Antrim | BT54 6LG

T 01896 668 744

M 07960 003 358

E tim@fergusonplanning.co.uk

W www.fergusonplanning.co.uk



RTPI

Chartered Town Planner