

Report to: **Planning Committee**
 Date of Meeting: **29 November 2011**
 Report by: **Executive Director (Enterprise Resources)**

Application No EK/11/0250
 Planning Proposal: Reconfiguration and Refurbishment of Part of East Kilbride Town Centre (including the Eastern End of Olympia and Princes Malls and the Whole of Olympia Arcade) to Provide a New, Extended Food Superstore, Repositioned Retail Units, Car Parking and Associated Infrastructure

1 Summary Application Information

- Application Type : Permission in principle
- Applicant : East Kilbride Investments Ltd and Propinvest
East Kilbride Ltd
- Location : East End of Olympia & Princes malls and
Olympia Arcade
East Kilbride Town Centre
East Kilbride

2 Recommendation(s)

2.1 The Committee is asked to approve the following recommendation(s):-

- (1) Grant Planning Permission in Principle – (Subject to Conditions) – Based on Conditions attached.

2.2 Other Actions/Notes

- (1) The Planning Committee has delegated powers to determine this application.
- (2) Authorise the promotion of a Stopping Up Order under Section 208 of the Town and Country Planning (Scotland) Act 1997 to close off access and egress to East Kilbride Town Centre Public Car Park from Rothesay Street as shown on Phase 1 Location Plan Z1(PL)AP001 Rev D and following payment at the Applicant's expense of the Council's estimated fees therefore; and, if no objections are made to the making of the Order, to confirm the Order. If objections are received to the Order authorise the referral of the Order to the Scottish Government following payment by the Applicant of the Council's estimated fees in progressing this matter.

3 Other Information

- ◆ Applicant's Agent: Savills
- ◆ Council Area/Ward: 08 East Kilbride Central North
- ◆ Policy Reference(s): **Scottish Planning Policy**

Glasgow and The Clyde Valley Strategic Development Plan

Glasgow and The Clyde Valley Structure Plan 2006

Strategic Policy 1 – Strategic Development Locations

Strategic Policy 6 – Quality of Life and Health of Local Communities

Strategic Policy 9 – Assessment of Development Proposals

South Lanarkshire Local Plan (adopted 2009)

COM 1 - Town Centre Land Use Policy

COM 3 - New Retail/Commercial Development Policy

COM 4 - New Retail/Commercial Developments Proposals

DM 1 - Development Management Policy

ENV 11 - Design Quality Policy

STRAT 8 - Development Framework Sites Policy

TRA 1 - Development Location and Transport Assessment Policy

- ◆ Representation(s):
 - ▶ 0 Objection Letters
 - ▶ 0 Support Letter
 - ▶ 2 Comments Letters
- ◆ Consultation(s):

East Mains Community Council

Scottish Water

SP Energy Network

British Telecom

Roads & Transportation Services H.Q.(Traffic and Transportation)

TRANSCO (Plant Location)

Transport Scotland

Environmental Services

Roads and Transportation Services (East Kilbride Area)

Roads HQ (Flooding)

Strathclyde Partnership for Transport

Planning Application Report

1 Application Site

- 1.1 The proposed development is located at the eastern end of East Kilbride town centre and covers an area of approximately 3.47 hectares. The site comprises a number of non food retail units, a foodstore (3413m²) and various entertainment/leisure outlets including a nightclub and public house. The retail and commercial outlets are generally on two levels with the lower levels at the eastern end of Princes Mall and Olympia Way and the upper level at the eastern end of the Olympia Mall and the Olympia Arcade. The Olympia Mall is occupied by a range of outlets including H&M, Top Shop and Sainsburys. There are a number of vacant outlets particularly at the Olympia Arcade.
- 1.2 The site also includes car parking on several deck levels with surface level parking at the Princes Car Park. The site also incorporates the taxi rank and pick up at Olympia Way. Pedestrian access between the upper and lower mall levels is via an external ramped access. Vehicular access to the site is via two access roads from Churchill Way and Rothesay Street.
- 1.3 The site is adjoined by the properties on the Olympia Mall and Olympia Court to the west, Cornwall Way and the Town Centre Bus Station to the north, Churchill Way to the east and Rothesay Street to the south.

2 Proposal(s)

- 2.1 The proposal will comprise a major redevelopment, refurbishment and extension of the existing footprint of the Olympia Mall and Olympia Way within the town centre and its adjoining car parks. The proposal will consist of:
 - An extension to the existing Sainsburys foodstore
 - Nine reconfigured units, reduced from 29 units, six retail units, two leisure units and one public house
 - Enhanced pedestrian access from the bus station
 - Reconfigured/improved car parking on two levels
 - Improved vehicular access
 - Improved linkages to upper catering level, cinemas and community facilities
- 2.2 It is the intention to reduce the overall number of small retail units and reconfigure the floorspace to provide larger units to meet modern retailer requirements. The main physical expansion of the town centre in regard to retail floorspace will be at the existing foodstore which will increase eastwards into the existing car park increasing in size from 3413 square metres gross to 9290 square metres gross. However, overall, with the internal reconfiguration of the units and the loss of some retail floorspace there will be a limited net uplift in floorspace of 2077 square metres gross. The existing floorspace is approximately 14,002 square metres gross with the proposed floorspace 16,079 square metres gross.
- 2.3 The car parking will be reconfigured by developing a new two storey car park above the foodstore and extending out over the existing car park. The footprint of the foodstore will extend out onto the existing car park at surface level. The car park will be accessed internally from the new mall by a travelator. The upper floor of the new mall will also be accessed by a travelator.

- 2.4 While the proposal is for planning permission in principle the applicant has provided sketches of the frontage on Olympia Way demonstrating a contemporary, upgraded and attractive front elevation to the town centre.
- 2.5 Vehicular access for service vehicles will be via the existing access at Olympia Court. The customer vehicular access to the car park will be from the location of the existing access at Churchill Avenue. The existing Rothesay Street access will be stopped up.
- 2.6 The proposal forms part of the applicant's overall vision of the town centre whereby the reduction in the number of small shops will allow the creation of larger flexible units more suitable to the floorspace requirement of modern retailers. The applicant aims to regenerate the profile of the town centre to create distinct shopping and commercial areas by :

- Maintaining Centre West / Plaza / Southgate as fashion and higher value retailing.
- Olympia East/ Arcade – food Superstore and Convenience Retailing.
- Princes Mall/ Square – Local convenience and lower price point retailing.
- Olympia Central – Leisure and Entertainment Hub
- Olympia East/ Southgate – Transitional retail zone including a mix of uses.
- South Mall/ Plaza Tower – Office and Community Uses

This planning application before members is to implement the first phase of the overall vision for the town centre.

- 2.7 The applicant has prepared a number of supporting documents including a Transport Statement, a Planning and Retail Statement and a Design and Access Statement.

3 Background

3.1 Relevant Government Advice/ Policy

- 3.1.1 Scottish Planning Policy (SPP) – Town Centres and Retailing recognises that town centres are a key element in the economic and social fabric of Scotland. The range and quality of shopping, wider economic and social activity, integration with residential areas and the quality of the environment are key influences in the success of a town centre. SPP welcomes improvement to town centre and supports a sequential approach is taken to selecting locations for retail/ commercial uses with town centre being the preferred location.

3.2 Structure Plan Background

- 3.2.1 The Glasgow and Clyde Valley Joint Structure Plan and the emerging Strategic Development Plan provide the strategic policy framework for considering the proposal.

- 3.2.2 The Structure Plan identifies in Strategic Policy (SP) 1 that priority is given to investment in town centre identified in Schedule 1(a). East Kilbride town centre is recognised as a town centre to be safe guarded. Strategic Policy 6 – Quality of life and Health of Local Communities identifies that the protection management and

enhancement of Town Centre as the preferred location for retailing and other community focused activities. Strategic Policy 9 applies to development proposals and sets out a number of criteria that new development proposals require to comply with.

3.2.3 The emerging Glasgow and the Clyde Valley Strategic Development Plan is also relevant to the assessment of the proposal. The Proposed Plan has been lodged with the Scottish Ministers. East Kilbride town centre has been identified in the Network of Strategic Centres which recognises that the town centre requires radical and innovative management to address the decline in traditional town centres. For East Kilbride there is a need to assess and review the retail offer to improve quality and level of provision.

3.3 Local Plan Status

3.3.1 The site is located with East Kilbride town centre as identified in the adopted South Lanarkshire Local Plan and the relevant policies, COM1, COM3, COM4, DM1, ENV11, STRAT8 and TRA1 are all relevant to the assessment of the proposal and are fully considered in Section 6 below.

3.4 Planning History

3.4.1 The site has been subject to a Pre Application Notice (PAN). Under the new regulatory framework following from the Planning etc (Scotland) Act 2006, applicants lodging a major planning application are required to undertake pre-consultation with the community and stakeholders 12 weeks in advance of lodging the formal planning application. The applicant has followed this procedure, undertook a public consultation event on 7 to 9 July 2011 and has submitted a Report of Consultation with the current planning application. In accordance with the Environmental Impact (Scotland) Regulations 1999, the Council undertook a screening opinion of the proposal which concluded that no Environmental Impact Assessment was required.

4 Consultation(s)

4.1 **Roads and Transportation (East Kilbride/ Cambuslang and Rutherglen)** – have advised that due to the scale of the development the Roads and Transportation response will be provided by the HQ team.

Response: Noted.

4.2 **Roads and Transportation HQ** – having considered the TA supplied by the developer and following discussions with Transport Scotland, no objections have been raised subject to conditions being attached to mitigate the impact of the development by upgrading the roads infrastructure on the Whitemoss and Murray Roundabouts and on Churchill Avenue. A parking review should also be undertaken to ensure that the proposed parking arrangements meet the Council's standards. It is also advised that a phasing plan is provided to ensure the safe and efficient movement of vehicles and pedestrians in the vicinity of the development during the construction period.

Response: Noted. Conditions will be attached to any consent issued. The applicant has agreed to fund the required infrastructure improvements.

4.3 **Transport Scotland** – have offered no objections subject to any planning permission being subject to a number of conditions requiring the developer to deliver a number of infrastructure improvements in advance of the development being open for trading. The infrastructure improvements relate to the Murray Roundabout, the Whitemoss Roundabout and signalisation at the Churchill Avenue / Rothesay Street /

Site Access. The improvements will ensure that the safe and free flow of traffic on the trunk road network is not diminished. The applicant is also required to prepare and implement a comprehensive Travel Plan.

Response: Noted. Conditions will be attached to any consent issued.

- 4.4 **Roads and Transportation HQ – Flooding** – have offered no objections subject to the applicants satisfying the Council’s Design Criteria and conditions in relation to sustainable Urban Drainage Systems (SUDS).

Response: Noted. Conditions will be attached to any consent granted.

- 4.5 **East Mains Community Council** – no response to date.

Response: Noted.

- 4.6 **Scottish Water** – have offered no objections, subject to the provision by the developers of a Development Impact Assessment. A separate application should be made to Scottish Water for connection to there infrastructure should planning permission be granted.

Response: Noted. Appropriate conditions will be attached to any consent issued.

- 4.7 **SP Energy Networks** – originally objected to the proposal due to the presence of a sub station and the presence of underground cables. Following discussion with the applicant SP Energy Networks are satisfied that their requirement for existing apparatus on the site can be met and have removed their objection.

Response: Noted.

- 4.8 **British Telecom** – no response to date.

Response: Noted.

- 4.9 **Scottish Gas Networks** – offer no objections.

Response: Noted.

- 4.10 **Environmental Services** – have offered no objection subject to the provision of information on noise, vibration, waste, floodlighting air quality and contamination.

Response: Noted. Appropriate planning conditions/ informatives will be attached to any consent issued.

- 4.11 **Strathclyde Partnership for Transport** – originally objected to the proposal. Having considered the TA, however, SPT have removed their objection and note that they welcome the principle of the redevelopment of the town centre. In their response, SPT stress the need to ensure the efficient flow of buses exiting on to the Centre Roundabout. Also it is noted that increased traffic flows on the road network may result in additional delays to bus services. It is requested therefore that planning conditions are attached to mitigate impacts at the Murray, Whitemoss and Birniehill Roundabouts. It is also stressed that pedestrian and vehicular access to the bus station and travel centre is maintained throughout the construction period.

Response : Noted. Whilst it is acknowledged that there will be some disruption to pedestrian and vehicular access to the town centre during construction, it is intended that this will be kept to a minimum to allow normal operation to continue as much as possible. Conditions will also be attached to any consent issued in regard to the phasing of the development, the control of dust and access arrangements will be controlled to ensure safe and free movement of pedestrians. In terms of the impact on the road network it is noted that the neither Roads and Transportation Services nor Transport Scotland have objected to the planning application. Transport Scotland are satisfied that the proposed infrastructure improvements will allow the free flow of traffic on the trunk road network. Furthermore, given the proximity of the

development to the bus station it will encourage more trips by public transport resulting in more use of the bus station and its facilities. Therefore it is considered the implementation of the development will be supportive of the aims of SPT. Planning conditions will be attached to any consent issued to ensure the efficient operation of the road network thereby addressing SPT's concerns.

5 Representation(s)

5.1 Statutory neighbour notification was undertaken and the application was advertised in the East Kilbride News due to the Scale or Nature of the Operations and due to non notification of neighbours. Two comments letters have been received. The comments can be summarised as follows:

a) **For many years the now enclosed footway which led up from the Plaza Mall was open to the elements also the Alexandra / Olympia Mall is enclosed. Might these qualify as public rights of way? What action would the developer require to take?**

Response: The proposal will provide improved pedestrian access at the eastern end of the town centre and will enhance the links to the wider town facilities. The owners of the town centre have in the past managed the property to ensure appropriate public access to the town centre.

b) **With the scale of the development the impact on other existing traders would have to be studied closely there should be a public hearing or full scale public inquiry. There would need to be more public consultation.**

Response: The proposed development is for the redevelopment, refurbishment and regeneration of the eastern end of the town centre and represents a significant investment in East Kilbride. The determination of the application is a matter for the Council as Planning Authority. The applicant has undertaken a public consultation event as required through the statutory pre application consultation process. A full assessment of the proposal and its appropriateness in planning policy terms is considered below in Section 6.

5.2 These letters have been copied and are available for inspection in the usual manner and on the Planning Portal.

6 Assessment and Conclusions

6.1 The applicants have applied for planning permission in principle for the redevelopment, reconfiguration and extension to the eastern end of East Kilbride town centre.

6.2 The application requires to be determined in accordance with the provisions of the development plan unless material considerations indicate otherwise. The approved Glasgow and the Clyde Valley Joint Structure Plan and the adopted South Lanarkshire Local Plan are relevant to the assessment of the proposal.

6.3 Scottish Planning Policy (SPP) supports and encourages investment in town centres and recognises that town centres should be the preferred location for retail/commercial development in regard to the sequential approach. Paragraph 63 of SPP emphasises that where development of town centre uses is proposed within a town centre, assessment of its viability of similar uses in that centre will not be necessary. Also in paragraph 55 SPP advises that where proposals support a centre's role and function as identified in the development plan there is no requirement to provide a detailed assessment of need. In this way a clear distinction

can be made between the policy test for the town centre and out of centre locations. Nonetheless the applicant has submitted information in support of the application to demonstrate that there will be sufficient available expenditure to support the new convenience floorspace in the town centre which I would concur with. As the development will enhance and regenerate East Kilbride town centre the proposal is wholly supportive of the aims of SPP.

- 6.4 Glasgow and the Clyde Valley Joint Structure Plan and the emerging Strategic Development Plan recognise East Kilbride town centre as a strategic centre and the policy framework is supportive of the proposed development. As East Kilbride town centre is identified in Schedule 1 (a) as a Strategic Development Location in the structure plan, the proposal is supportive of Policy SP1. Policy SP6 requires that the Quality of Life and Health of Local Communities is supported by the protection management and enhancement of Town Centres as the preferred location for retailing and other community focused activities and requires that significant proposals comply with the criteria of Schedule 6 (c) (i).
- 6.5 The proposed foodstore comprising 9290 square metres gross floorspace will deliver a contemporary format of store which will attract new shopping trips diverting trade from similar format foodstores in and around East Kilbride. The development will also encourage more linked shopping trips with visits to the town centre for business / leisure and comparison shopping purposes. In this way, the overall level of spend in the town centre will increase helping to sustain businesses and the vitality and attractiveness of the centre as a whole.
- 6.6 In regard to impact on town centres, as the proposal represents investment in East Kilbride town centre, it is contributing to the turnover of the centre and has the potential to improve its vitality and viability, thereby criterion 6 (c) (i) (b), 6 (c) (d) and 6 (c) (i) (a) are complied with. As the proposal is located within the defined town centre it also complies with the sequential approach and is supportive of Schedule 6(c) (ii).
- 6.7 It is noted that schedule 6 (c) (iv) of the Structure Plan provides for the provision of an additional 16,700 sqm of comparison floorspace, but states that the need for this new space is to be determined through local planning. In this respect it is acknowledged that this proposal will result in a net reduction of comparison floorspace. It is understood that the rationale for this is that there are too many units of the wrong type i.e. the issue is quality not quantity. Taking this into account, I am of the view that whilst noting the policy position the weight attached to this consideration does not out weigh the clear overall benefits that would arise from the development. Moreover in the circumstances greater weight should be given to Structure Plan policies protecting and enhancing the town centre ahead of addressing the need for additional comparison floorspace.
- 6.8 In regard to SP 9 Assessment of Development proposal the proposed development has been demonstrated in paragraphs 6.4 to 6.7 above to be in conformity with SP9A (iv) SP9B (i), (iii).
- 6.9 In regard to the adopted South Lanarkshire Local Plan the proposal is for retail/ commercial development within East Kilbride town centre is defined in the Local Plan and is supportive of COM1 Town Centre Land use Policy. Policy COM3 requires that new retail proposals comply with a number of criteria in. Given the location of the proposed development within East Kilbride town centre and having demonstrated the compliance with the comparable structure plan criteria, the proposal is compliant with:

Criterion a - in that it is supportive of the sequential approach,

Criterion b - in that it will not undermine but support the vitality and viability of East Kilbride town centre,

Criterion c - in that it will be supported by the area's catchment population,

Criterion d - in that it will regenerate the town centre and

Criterion e - it will support and promote sustainable development as it is a town centre located in an accessible central location easily accessed by all forms of transport including by pedestrians from near by housing areas.

- 6.10 In regard to Policy STRAT 8 Development Framework Site Policy it is noted that the required development framework has not yet been prepared. That Framework is to include the eastward extension of the town centre to include Kittoch Field, additional comparison floorspace, and the phased upgrading and redevelopment of the existing town centre commercial floorspace. Bearing in mind the comments made in paragraph 6.7 above, I am of the opinion that the proposed development will not prejudice the wider aims of STRAT 8.
- 6.11 In relation to Policies TRA 1 the policy requires that the transportation effects of major developments are set out in a Transportation Assessment (TA). The applicant has submitted a TA and it has been reviewed in consultation with Transport Scotland.
- 6.12 The TA has demonstrated that adequate car parking facilities will be provided with the development of the new car park. Roads and Transportation Services have requested that the applicant undertake a car park review to ensure adequacy of the proposed car park arrangements to accommodate the development and also to ensure that facilities will be adequate for visitors to the cinema and ice rink in particular. It has also been agreed that there is adequate provision of access for pedestrians and cyclists. There are frequent services to the town centre accessed via the Bus Station at Olympia Way.
- 6.13 In regard the road network, it has been identified in addition to the upgrading of internal access roads, there will be a requirement for external infrastructure improvements to mitigate the impact of the development at both the Murray and Whitemoss Roundabouts. The improvements will be implemented through increasing the capacity from a two lane circulatory width to a three lane width. The development will be accessed via a new traffic signalised junction from Churchill Avenue. In addition, it is proposed that the current access to the car park from Rothesay Street is stopped up. Transport Scotland are satisfied that impacts on the trunk road network can be satisfactorily addressed. Conditions will be attached in regard to the required modifications. The developer has agreed to meet the funding of all the required improvements.
- 6.14 In terms of Policy ENV 11 – Design Quality the development will provide physical improvements to the eastern end of the town centre. The new and reconfigured retail units will provide an active frontage along the new mall and upgrade the views to the town centre by renewing the frontage facing Rothesay Street, Churchill Way and the Centre Roundabout. The removal of the existing ramp and stairs at Olympia Way allows a new entrance to be formed at the bus station and the entrance will simplify the connection to the bus station and Princes Mall. Stairs, escalators and a lift within

the new covered entrance area will greatly ease pedestrian access to the upper level of the new mall and the existing Olympia Mall. The new development will be inconformity with ENV11 by improving the town centre by creating a sense of welcome to visitors and shoppers and by providing a new building that will link effectively with the existing shopping centre.

- 6.15 In regard to Policy DM1 – the application is for planning permission in principle and the details of the proposal in terms of layout and design will be finalised with subsequent applications for these matters. I am satisfied however that the general principles of the development in terms of land use access and indicative design are satisfactory and in compliance with Policy DM1.
- 6.16 In conclusion, I am satisfied that the proposal complies within government policy and policies within the structure plan and the local plan. The proposed development is a welcome investment in East Kilbride town centre and will make an important contribution to the attractiveness of the town centre as a shopping, leisure and business destination. I therefore recommend that planning permission in principle be granted subject to conditions.

7 Reasons for Decision

- 7.1 The proposal is in conformity with Scottish Planning Policy. It is supportive of the requirements of the Glasgow and the Clyde Valley Joint Structure Plan in regard to Strategic Policies 1, 6 and 9. It also conforms with policies COM1, COM3, COM4, TRA1, DM1 and ENV11 and does not prejudice Policy STRAT 8 of the adopted South Lanarkshire Local Plan.

Colin McDowall
Executive Director (Enterprise Resources)

22 November 2011

Previous References

- ◆ EK/11/X0018/New

List of Background Papers

- ▶ Application Form
- ▶ Application Plans

- ▶ Consultations

SP Energy Network	09/08/2011
SPT	29/09/2011
SPT	21/11/11
TRANSCO (Plant Location)	17/08/2011
Environmental Services	09/08/2011

Roads and Transportation Services (East Kilbride Area)	13/09/2011
SP Energy Network	10/10/2011
Scottish Water	16/08/2011
Roads HQ (Flooding)	02/11/2011
Transport Scotland	21/11/2011
Roads and Transportation (HQ)	14/11/2011

► Representations

Representation from : J E Allan, 94 Franklin Place, Westwood, East Kilbride G75 8LS, DATED 19/08/2011

Representation from : Mr J E Allan, 94 Franklin Place, Westwood, East Kilbride, G75 , DATED 23/08/2011

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

Cathy Bradley, Planning Officer, Civic Centre, East Kilbride
Ext 6312, (Tel :01355 806312)
E-mail: planning@southlanarkshire.gov.uk

Permission in principle

PAPER APART – APPLICATION NUMBER : EK/11/0250

CONDITIONS

- 1 This decision relates to drawing numbers:
 - Z1(PL)AP001 Rev D
 - Z1(PL)AP002 Rev C
 - Z1(PL)AP003 Rev A
 - Z1(PL)AP004 Rev A
 - Z1(PL)AP005 Rev A
 - SK 01
 - SK 02
 - SK 03

- 2 Prior to the commencement of development on site, a further application(s) for the approval of the matters specified in this condition must be submitted to and approved by the Council as Planning Authority. These matters are as follows:
 - (a) the layout of the site, including all roads, footways, parking areas and open spaces;
 - (b) the siting, design and external appearance of all building(s) and any other structures, including plans and elevations showing their dimensions and type and colour of external materials;
 - (c) detailed cross-sections of existing and proposed ground levels, details of underbuilding and finished floor levels in relation to a fixed datum, preferably ordnance datum.
 - (d) the means of access to the site;
 - (e) the design and location of all boundary treatments including walls and fences;
 - (f) the landscaping proposals for the site, including details of existing trees and other planting to be retained together with proposals for new planting specifying number, size and species of all trees and shrubs;
 - (g) the means of drainage and sewage disposal.
 - (h) details of the phasing of development (covering all relevant aspects of development detailed in (a) above);

- 3 The application(s) for approval of these further matters must be made to the Council as Planning Authority before whichever is the latest of the following:
 - (a) expiry of 3 years from when permission in principle was granted
 - (b) expiry of 6 months from date when an earlier application for approval was refused, and
 - (c) expiry of 6 months from date on which an appeal against the refusal was dismissed.

Approval of the further specified matters can be made for -

 - (i) different matters, and
 - (ii) different parts of the development

at different times.

Only one application for approval of matters specified in conditions can be made after 3 years from the grant of planning permission in principle.

- 4 Unless development commences, planning permission in principle expires 2 years

from approval of the specified matters being granted, or if different matters are approved on different dates, then 2 years from the date of the last approval.

- 5 Details of the phasing of the development shall be submitted to the Council for approval, and no work shall begin until the phasing scheme has been approved in writing. Following approval, the development shall be implemented in accordance with the approved scheme.
- 6 That the further application required under the terms of Condition 2 above, shall be accompanied by a Design Statement which shall set out the design principles, justify the design solution and show how the proposal responds to the wider context of the area as well as the characteristics of the site.
- 7 That within 12 months, or as otherwise agreed, of the consent being issued the developer shall submit details of the phasing of the development, including landscaping proposals, shall be submitted to the Council for approval, and no work shall begin until the phasing scheme has been approved in writing unless otherwise agreed by the Council as Planning authority. Following approval, the development shall be implemented in accordance with any approved scheme.

That any submitted phasing plan shall detail the development of the site including proposals for the implementation of infrastructure works (including off-site road works), road access and public transport provision. The plan requires to take cognisance of the rate of build-out of the development and its proposed phasing and should identify what improvements require to be implemented before any phase of the development is occupied.

- 8 That the further application(s) required by Condition 2 above shall include the detailed design of all roads and transportation infrastructure improvements identified in the Transport Assessment, or in subsequent discussions with Roads and Transportation Services, and required by the Council as Roads Authority (and Transport Scotland as Trunk Roads Authority) shall be agreed with the Council as Planning Authority (in consultation with Roads and Transportation Services and Transport Scotland as Trunk Roads Authority).
- 9 That unless otherwise agreed the design and layout of the new junctions should be in accordance with the "Design Manual for Roads and Bridges" and the Council's current "Guidelines for Development Roads", including the "Interim Guidance" of January 2011, and subject to more detailed discussion and agreement with Roads and Transportation Services prior to submission of a Roads Construction Consent application.
- 10 That prior to any work starting on site, a Drainage Assessment in accordance with 'Drainage Assessment - A Guide for Scotland', shall be submitted to and approved in writing by the Council as Planning and Roads Authority (and the Scottish Executive as Trunk Roads Authority).
- 11 That the further application required under the terms of Condition 2 above, shall include a detailed scheme for surface water drainage. Surface water from the site shall be treated in accordance with the principles of the Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland and with the Council's Sustainable Drainage Design Criteria and requirements and shall be agreed in writing with the Council as Planning Authority in consultation with SEPA.
- 12 That no development shall commence on site until the applicant provides written

confirmation from Scottish Water to the Council as Planning Authority that the site can be satisfactorily served by a sewerage scheme designed in accordance with Scottish Water's standards.

- 13 Development shall not commence until an assessment of the potential for the proposed use to cause noise nuisance including, if applicable, noise produced by the ventilation equipment, to occupants in nearby premises, has been submitted to the Council as Planning Authority. Where potential noise disturbance is identified, proposals for the attenuation of that noise shall be submitted to and approved in writing by the Council as Planning Authority. The approved scheme shall be implemented prior to the development being brought into use and shall thereafter be retained in accordance with the approved scheme to the satisfaction of the Council as Planning Authority.
Such an assessment and the recommendation of any attenuation measures shall be carried out by a suitably qualified person.
- 14 Prior to the development being brought into use, details of the storage of waste arising from the commercial activity shall be submitted to and approved in writing by the Council as Planning Authority. The agreed details shall be in place prior to the development being brought into use.
- 15 Prior to development commencing on site, details of the proposed floodlighting scheme shall be submitted to and approved in writing by the Council as Planning Authority. The scheme shall include, where appropriate, details of all aspects of the installation including specific luminaire and lamp type; beam control; wattage; the use of reflectors; baffles; louvres; cowling (including colouring); lux contours/distribution diagrams and column type/colour. The approved scheme shall be implemented prior to the development being brought into use and shall thereafter be operated in accordance with the approved scheme to the satisfaction of the Council as Planning Authority.
- 16 Prior to development commencing on site, a scheme to control and minimise the emission of pollutants from and attributable to the development, shall be submitted to and approved in writing by the Council as Planning Authority. The scheme shall set out measures which will be implemented to ensure that the emission of pollutants shall meet the requirements of the Air Quality (Scotland) Regulations 2000 and Air Quality (Amendment) Regulations 2002. The approved scheme shall thereafter be implemented prior to the development being brought into use and shall thereafter be implemented in accordance with the approved scheme to the satisfaction of the Council as Planning Authority.
- 17 That the further application(s) required under the terms of Condition 2 above shall a Flood Risk Assessment for the consideration and detailed approval of the Council as Planning and Roads Authority.
- 18 No development shall be occupied until modifications to the A726 Murray Roundabout, generally as illustrated on the Transportation Assessment drawing number SK02, have been completed to the satisfaction of the Council as Planning Authority in consultation with Transport Scotland and Roads and Transportation Services
- 19 No development shall be occupied until provision has been made towards the modifications of the A725 Whitemoss Roundabout, generally as illustrated on the Transportation Assessment drawing number SK03 to the satisfaction of Council as Planning Authority in consultation with Transport Scotland and Roads and

Transportation Services. The nature of the provision shall either be the physical implementation of the modifications or a contribution towards the cost of the works and shall be agreed with the Council as Planning Authority in consultation with Transport Scotland and Roads and Transportation Services.

- 20 The proposed signalisation of the Churchill Avenue / Rothesay Street / Site Access junction shall incorporate queue detection on the northbound approach from the A726 Murray Roundabout. The specification for the queue detection shall be agreed with the Council as Planning Authority in consultation with Transport Scotland and Roads and Transportation Services.
- 21 No part of the development shall be occupied until a comprehensive travel plan that sets out proposals for reducing dependency on the private car has been submitted and approved in writing by the Council as Planning Authority in consultation with Transport Scotland and Roads and Transportation Services. In particular the Travel Plan shall identify measures to be implemented, the system of management, monitoring, review, reporting and duration of the plan.
- 22 Prior to the commencement of any part of the development hereby approved details of the lighting within the site shall be submitted to and approved by Council as Planning Authority in consultation with Transport Scotland and Roads and Transportation Services.
- 23 Prior to development commencing on site a detailed design for a signalised junction generally in accordance with Transportation Assessment drawing number SK01 for the development access on Churchill Avenue which also incorporates improvements on Rothesay Street and at the Murray Roundabout be submitted to the Council as Planning Authority in consultation with Roads and Transportation Services and Transport Scotland and thereafter implemented prior to any part of the development opening.
- 24 That prior to the submission of the detailed design submitted under Condition 23 above, traffic surveys are undertaken for morning and off peak times to inform the signal timings. All to the satisfaction of the Council as Roads and Transportation Authority.
- 25 That prior to development commencing on site a parking review be submitted to demonstrate how the proposed development meets the Council's parking standards for the proposed supermarket and retail incorporating an assessment of the demand for spaces within the car park hereby approved generated by adjoining facilities including the ice rink and cinema to the satisfaction of Planning and Building Standards Services in consultation with Roads and Transportation Services.
- 26 That prior to development commencing on site a detailed layout of the car park, demonstrating how the parking numbers in the parking review will be accommodated and be brought into use to the satisfaction of the Council as Roads and Transportation Authority.
- 27 That prior to the development commencing on site, a Stage 2 Safety Audit, in accordance with the Institute of Highways Transportation Guidelines, should be submitted for all infrastructure to be constructed and adopted, or altered, on the public road to the satisfaction of the council as Roads and Transportation Authority.

- 28 Prior to the development being open (or as agreed by the Council as Roads and Transportation Authority), all infrastructure modifications, both internal and external to the site, required by the Council as Roads Authority shall be completed at the applicants expense and open to traffic and pedestrians to the satisfaction of the Council as Roads and Transportation Authority.
- 29 Prior to the development commencing on site a programme indicating the phasing of construction of the scheme, together with the circulation of vehicles and pedestrians, is submitted to the Council as Roads and Transportation Authority for approval.

REASONS

- 1 For the avoidance of doubt and to specify the drawings upon which the decision was made.
- 2 To comply with section 59 of the Town and Country Planning (Scotland) Act 1997, as amended.
- 3 To comply with section 59 of the Town and Country Planning (Scotland) Act 1997, as amended.
- 4 To comply with section 59 of the Town and Country Planning (Scotland) Act 1997, as amended.
- 5 In order maintain effective planning control.
- 6 To provide an explanation of the design concept and to enable a greater understanding of the proposal.
- 7 In order to retain effective planning control
- 8 In the interest of road and public safety and in order to retail effective planning control.
- 9 In the interest of road and public safety and in order to retail effective planning control.
- 10 To demonstrate that a satisfactory means of waste and surface water drainage can be achieved.
- 11 To ensure that the disposal of surface water from the site is dealt with in a safe and sustainable manner, to return it to the natural water cycle with minimal adverse impact on people and the environment and to alleviate the potential for on-site and off-site flooding.
- 12 To ensure that the disposal of surface water from the site is dealt with in a safe and sustainable manner, to return it to the natural water cycle with minimal adverse impact on people and the environment and to alleviate the potential for on-site and off-site flooding.
- 13 To minimise noise disturbance to adjacent occupants.
- 14 To minimise nuisance, littering and pest problems to nearby occupants.
- 15 To minimise the risk of nuisance from light pollution to nearby occupants.
- 16 To minimise the risk of nuisance from pollutants to nearby occupants.
- 17 To minimise the risk of flooding.
- 18 To ensure that the standard of infrastructure modifications to the trunk road comply with current standards and that the safety and free flow of the traffic is not diminished.
- 19 To ensure that the standard of infrastructure modifications to the trunk road comply with current standards and that the safety and free flow of the traffic is not diminished.

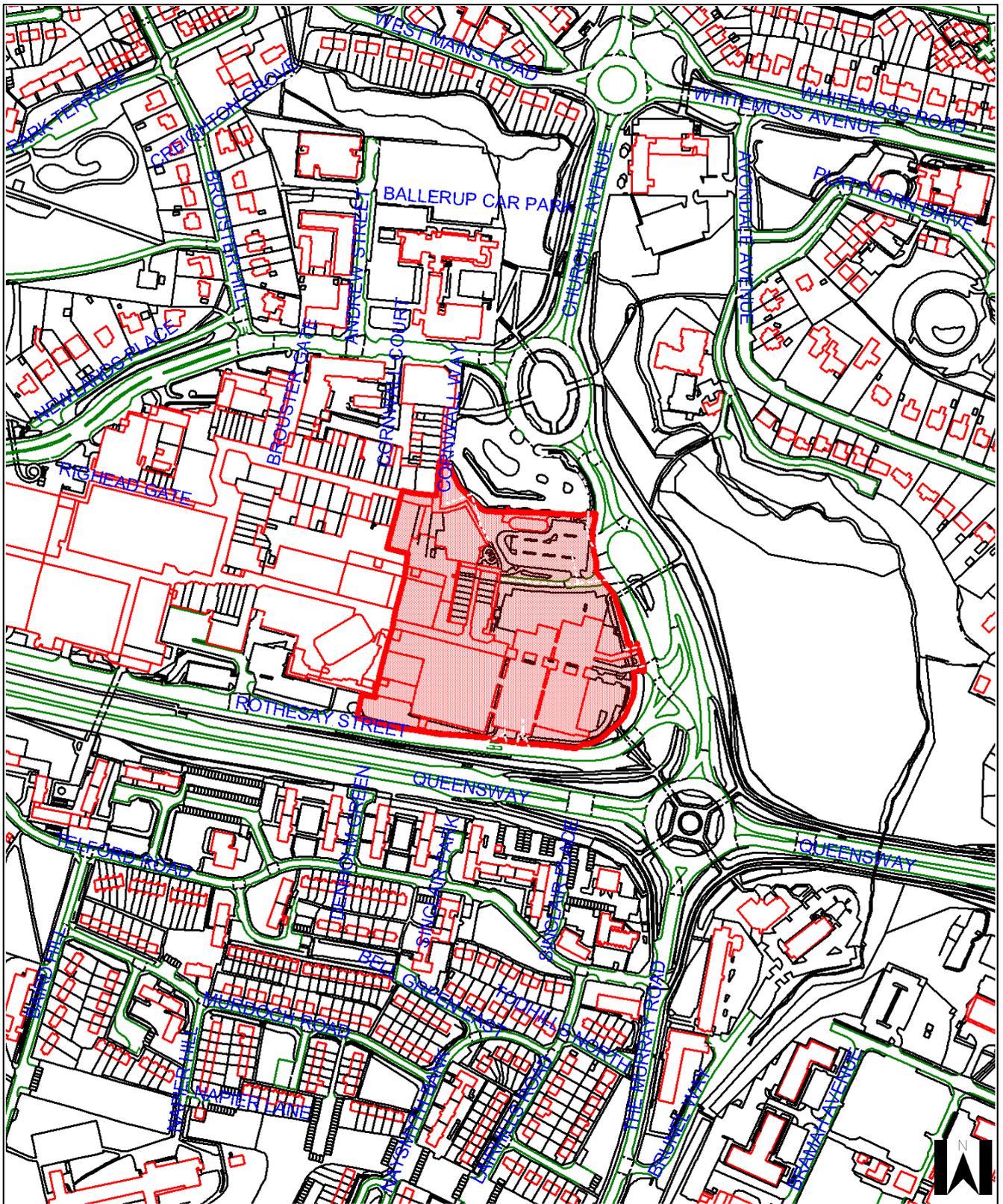
- 20 To ensure that the standard of infrastructure modifications to the trunk road comply with current standards and that the safety and free flow of the traffic is not diminished.
- 21 To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport.
- 22 To ensure there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished.
- 23 In the interests of road and public safety
- 24 In the interest of road and public safety and in order to retail effective planning control
- 25 In the interest of road and public safety and in order to retail effective planning control
- 26 To ensure the provision of adequate parking facilities on the site.
- 27 In the interests of road and public safety.
- 28 In the interest of road and public safety and in order to retail effective planning control
- 29 In the interest of road and public safety and in order to retail effective planning control

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Planning and Building Standards Services

East End of Olympia and Princes Malls and Olympia Arcade,
East Kilbride - man

Scale: 1: 5000



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