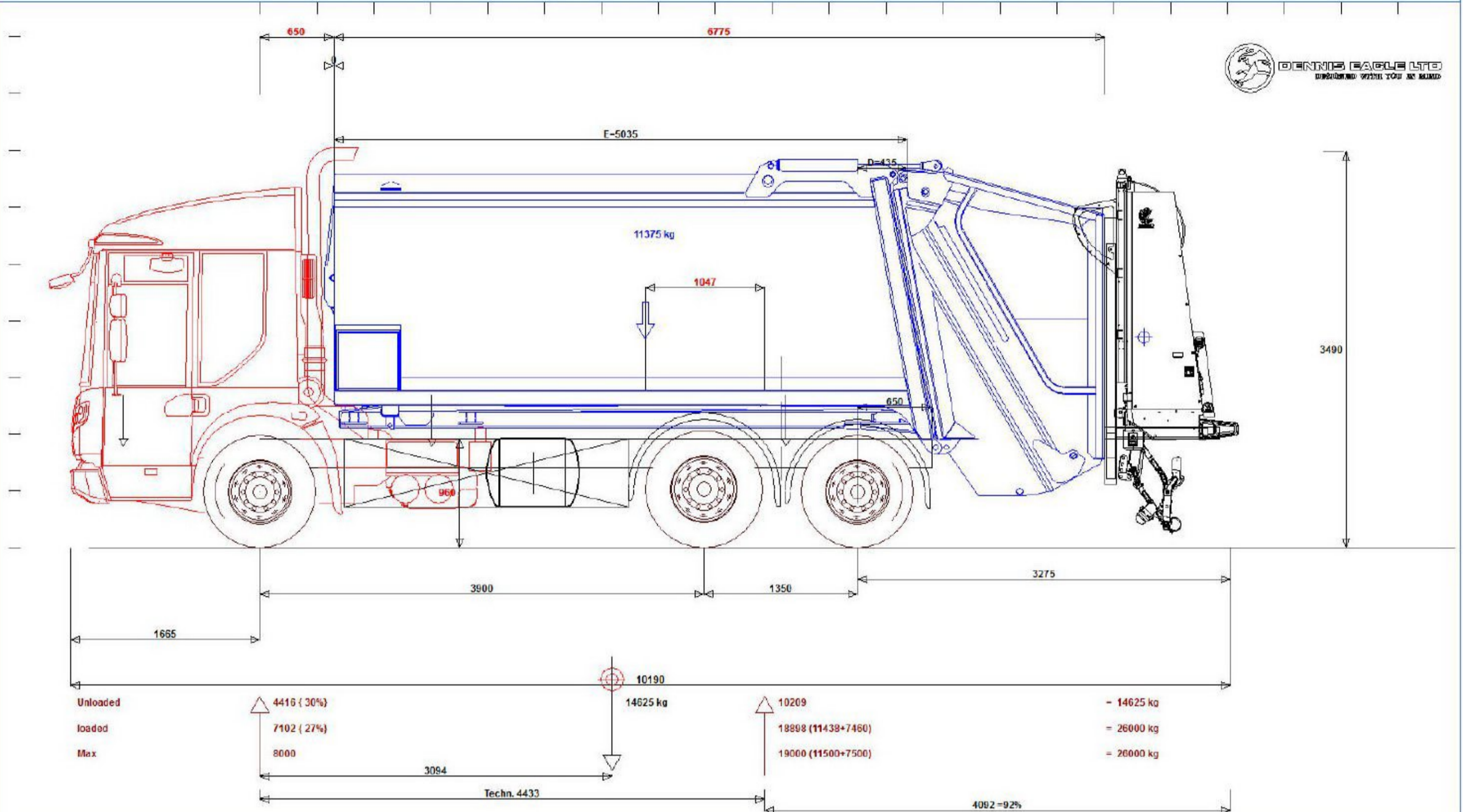




Weight Prediction Datasheet



Elite 6 - 6x2RS Chassis with Olympus 21W + Zoeller Delta Lifter



DENNIS ELITE 6 - 6x2RS (Rear Steer) Wide Track Euro6 5250 + Olympus OL 21W (21.38 cu m) + DELTA Lifter

Wheelbase	mm	3900
Front overhang	mm	1665
2-AXLED REAR BOGIE		
bogie wheelbase	mm	1350
bogies centre of gravity backwards from bogies first axle	mm	533
measurement: front axle-rear of cab	mm	650

	x CoG	Fa	Ra	Total
+ Chassis weight		4455	3145	7600
+ number of persons 1 x 85 kg	-800	100	-15	85
+ body weight 830 kg/m	4323	139	5481	5620
1 Rear Lights & Guards	7475	-14	34	20
2 Adaptor Frame	7475	-124	304	180
3 Zoeller Lifter systems DELTA High Level Lifter (HL) The Automatic lifter	7765	-466	1086	620
4 Mudwings & Mtgs	4620	-3	63	60
5 1 x Pan Weight	-1200	165	-35	130
6 Minor Options	1510	40	20	60
7 Fuel	2400	78	92	170
8 SUPD	1990	44	36	80
= weights unloaded :		4416	10209	14625
+ carrying capacity	3386	2686	8689	11375
= Weights loaded :		7102	18898	26000
:: Gross Vehicle Weight		8000	19000	26000

The payload is based upon a maximum refuse density of 532 kg/m³, **limited by GVW**. If materials with lower densities (i.e. recycling materials) are collected, a lower payload can be expected. Additionally if refuse with a significantly greater density is collected, the rear axle limit may be reached prior to GVW, thus reducing legal payload. The payload value is subject to a tolerance of approximately +/- 5%.

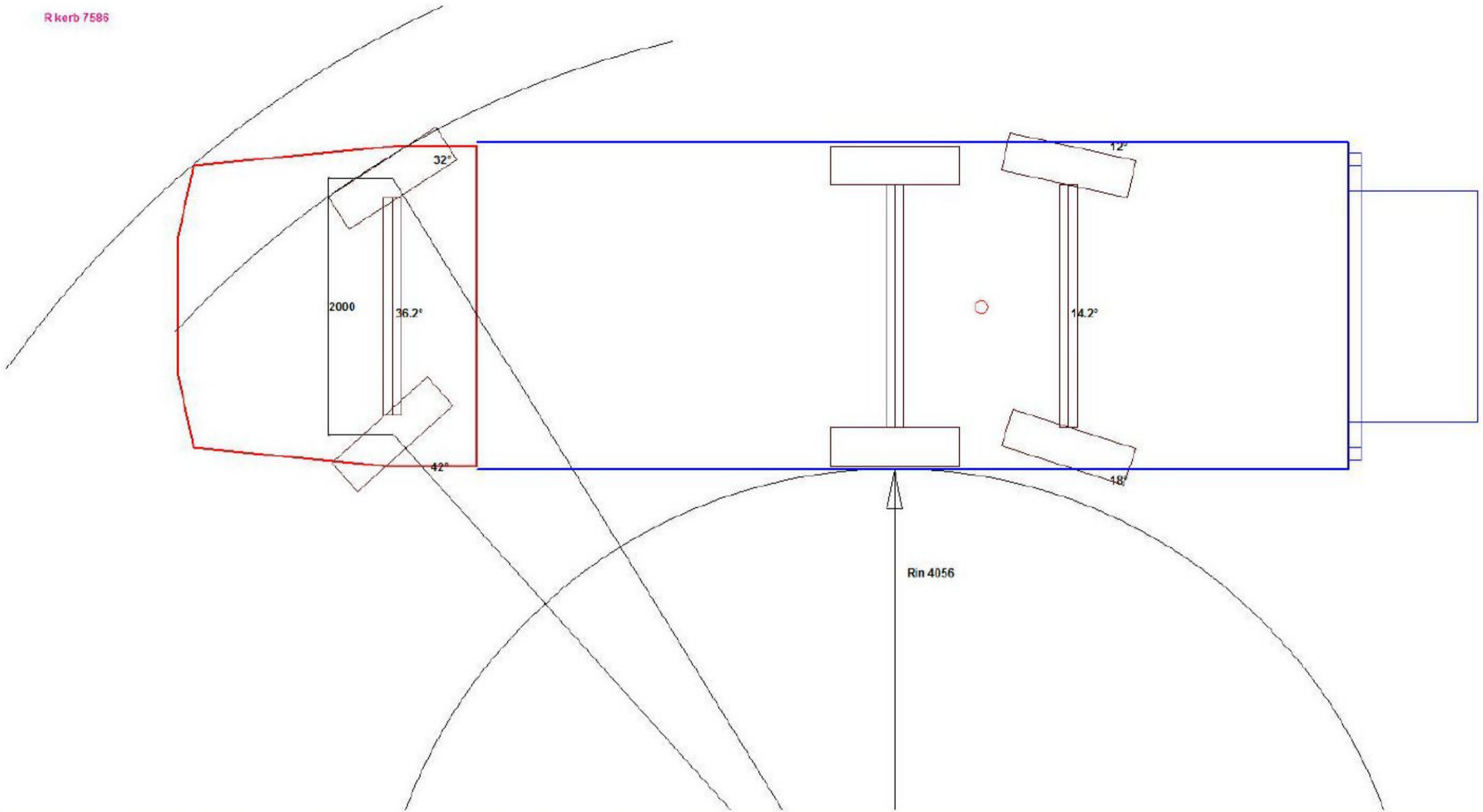
Dennis Eagle Ltd. Heathcote Industrial Estate Warwick

All weights and dimensions are based on standard Dennis Eagle product and are subject to manufacturing tolerances, an allowance of +/- 5% should be made for all weights. Any additional options will alter dimensions and weights quoted.

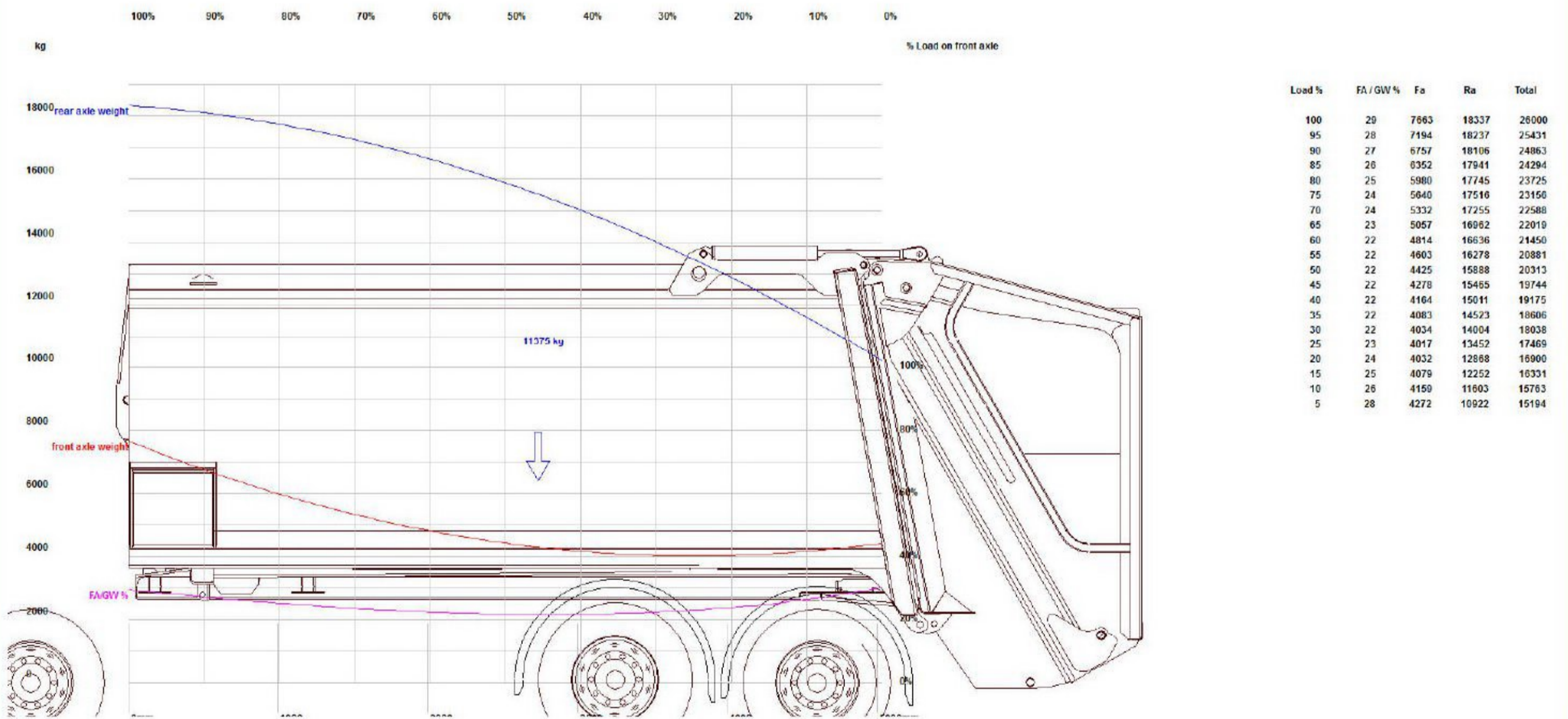
Calculated Turning Radii

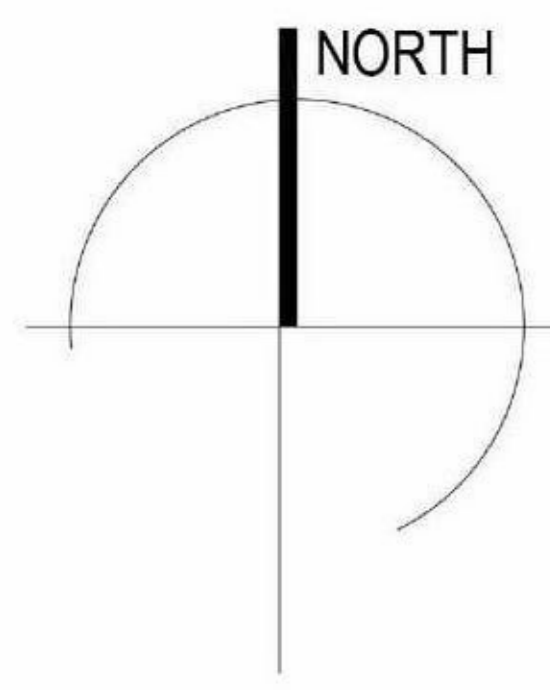
R out 8430

R kerb 7586



Load Curve from Rear with Front Axle Loading

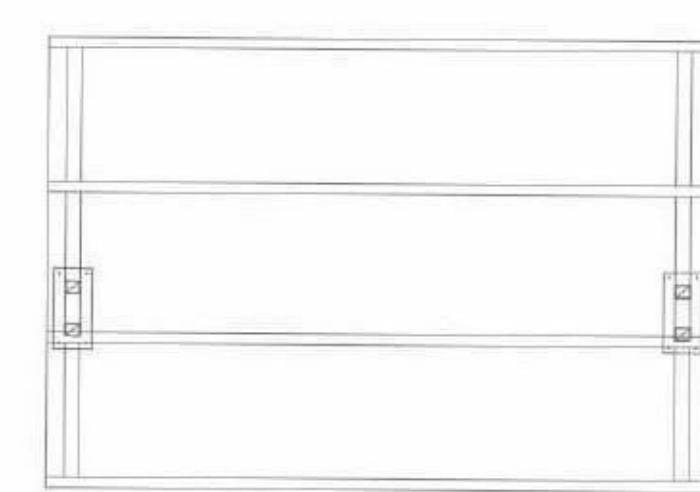




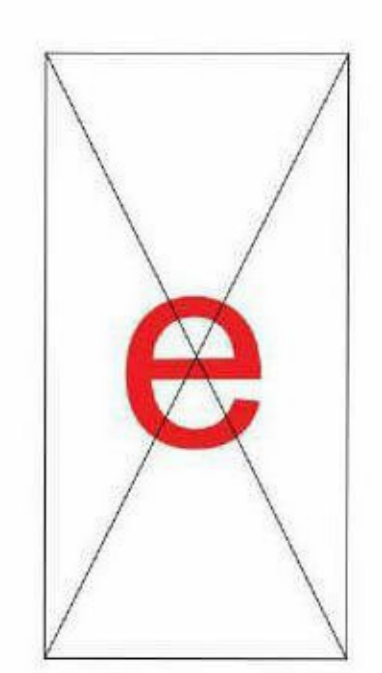
The Melville Inn
 Innkeeper's Collection,
 Edinburgh, Dalkeith



3m cycle path



Bike Shelter
 Overall Length - 5.460m
 Overall Width - 3.720m
 Overall Body Height - 3.000m



Parking space with electrical charging points.

SITE BOUNDARY

PROPOSED SITE PLAN



REV	DATE	BY	DETAILS
A	Nov 2020	CD	Site Entrance Updated , Parking adjusted , Block 1 proportion adjusted
B	NOV 2020	PM	Site updated - Building and Site Entrance amendment.
C	NOV 2020	PM	Site updated - Site Road layout amended.

HEALTH AND SAFETY NOTES	PRESENT	DESCRIPTION
Significant Residual Hazards		
Asbestos		
Health Hazards		
Structural Instability		
Ground Conditions		
Contamination		
Buried and Overhead Services		
Underground Structures		
Adjacent Activities		
Site Restrictions		
Other (Specify)		

CLIENT James K Barnes	DRAWING TITLE Proposed Site Plan
PROJECT Melville Gate, Gilmerton Rd, Edinburgh	SCALE - A1 1:500
STATUS PLANNING	DATE NOV 20
	DRAWN BY PM
	REVISION C
	JOB NO. 395
	DWG. NO. (00)003



NOTES
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 Edinburgh, EH13 9TS
 Tel: 0131 829 1466
 hello@millarchitects.co.uk

[REDACTED]

Subject: FW: Sheriffhall South

Date: Wed, 22 Sep 2021 11:55:36 +0000

From: James Gilfillan <James.Gilfillan@midlothian.gov.uk>

Sent: 19 August 2021 11:34

To: Alex Sneddon <Alex@tranplanworld.co.uk>

Subject: RE: Sheriffhall South

Alex,

Thanks for your email and apologies for the delay in getting back to you, annual leave getting the way yet again.

Happy with the proposed contents of your TA.

Regarding parking we would probably be using Table 2 (Public Transport Corridors) for this development. We tend to base our parking requirement on the individual units within the development and unless you have a unit with a GFA greater than 2,500m² then the max standard would not apply. The only exception to this would be if your design had a group of units which would have a GFA greater than 2,500m² and share a common parking courtyard but as most units are looking for their own dedicated parking this situation rarely arises.

I'll raise the possible typo in the current document and hopefully this will be corrected in any future updates.

Happy to discuss any detailed layout / parking issues you may have.

Regards

Jim Gilfillan

Consultant - Transport Policy

Road Services

Midlothian Council

Midlothian House

Dalkeith

EH22 1DN

james.gilfillan@midlothian.gov.uk

[REDACTED]

Sent: 11 August 2021 14:05

To: James Gilfillan <James.Gilfillan@midlothian.gov.uk>

[REDACTED]

Subject: RE: Sheriffhall South

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Jim

Could you let us know on this one pls.

TVM

Alex.

Sent: 13 July 2021 14:37

To: James Gilfillan <James.Gilfillan@midlothian.gov.uk>

Subject: FW: Sheriffhall South

Jim

Thanks for your time earlier to discuss the above. We propose the following contents for the Transport Assessment:

- A description of the existing transport network around the proposed development, focussing on pedestrian and cyclist infrastructure, public transport and the road network.
- A description of the transport infrastructure to be provided as part of the proposed development, including pedestrian and cyclist access, vehicle access, service vehicle arrangements and parking.
- An estimate of the trip generation of the proposed development
- An assessment of the effects of the traffic estimated to be generated by the proposed development on the operation of the surrounding junction
- Comment on the proposed development's degree of compliance with the transport-related policies in SPP and MC's LDP.

Regarding parking standards, the extract below from your standards states 'maximum parking standards <2500m² (circled in red) – which seems to indicate that maximum parking standards of 30m² per space apply to developments of less than 2,500m² However, the text circled in yellow below says "Maximum parking standards for office/general industry over 2500m² override the maximum and minimum local standards." Can you please advise which is correct?

Table 2: Office and Industry

Office General Industry m2 per space (GFA)						maximum Parking Standards
Town Centres		Public Transport Corridors		Rural Areas		
Min	Max	Min	Max	Min	Max	
100	50	50	40	40	25	

Special Industry m2 per space (GFA)					
Town Centres		Public Transport Corridors		Rural Areas	
Min	Max	Min	Max	Min	Max
115	70	100	60	60	35

Storage / Distribution m2 per space (GFA)					
Town Centres		Public Transport Corridors		Rural Areas	
Min	Max	Min	Max	Min	Max
325	215	270	200	160	125

These figures differ slightly from SEStran maximums but the uses of such buildings can be diverse and operations, shift patterns and types of vehicle should be considered.

Maximum parking standards for office/general industry over 2500m2 override the maximum and minimum local standards.

The trip generation of the proposed development will be tested assuming that all the Class 4/5/6 floorspace is Class 4 (i.e. office). The vehicle trip rates for the office and the coffee shop will be those in the Transport Assessment for planning application 17/00537/DPP. The trip rates are as highlighted below. We will use the same traffic flows and vehicle trip distribution as used in that Transport Assessment.

Generated trips

Table 5.3 sets out the trip rates assumed for the Euro Garages Ltd proposal.

Category	Units	Weekday AM Peak			Weekday PM Peak		
		In	Out	Total	In	Out	Total
PFS with Retail (Car / LGV)	Per pump	8.382	8.097	16.479	10.552	10.572	21.124
PFS with Retail (HGV) ¹	Per pump	4	4	8	4	4	8
Fast Food Drive Thru	Per 100m ²	7.297	6.536	13.833	13.986	13.779	27.765
Coffee Shop with Drive Thru	Per 100m ²	25.60	25.60	51.20	11.20	11.20	22.40

Table 5.3 – Scenario 1 - Trip Rates (Vehicle Trips)

5.4 Wider Masterplan

The table below presents the TRICS derived vehicle trip rates for the wider masterplan development.

Plot	Category	Units	Weekday AM Peak			Weekday PM Peak		
			In	Out	Total	In	Out	Total
A – Euro Garages Ltd Proposal	As per Table 5.3							
B	Fast Food Drive Thru	Per 100m ²	7.297	6.536	13.833	13.986	13.779	27.765
C	Industrial Units	Per 100m ²	0.330	0.089	0.419	0.052	0.321	0.373
D	Offices	Per 100m ²	1.517	0.244	1.761	0.199	1.299	1.498
E	Offices	Per 100m ²	1.517	0.244	1.761	0.199	1.299	1.498

Table 5.8 – Scenario 2 - Trip Rates (vehicle Trips)

The access to the proposed development was approved under planning application 17/00508/DPP and a copy of your consultation response is attached. We understand that the planning application for the site to the south (20/00869/PPP) is still under consideration by the council. However, the site plan for that application (attached) shows the access consented under 17/00508/DPP (which would be used for the proposed development) and your consultation response (also attached) noted that “The proposed alterations to Gilmerton Road required to provide access to the northern site (17/00508/DPP) will require to be in place prior to this development being opened.”

We hope that the above is clear enough but happy to discuss further.

Regards

Alex

Alex Sneddon

Director

Mob: 07837 563313

Tel: 0131 208 1267

Web: www.tranplanworld.co.uk

Transport Planning Limited

Forsyth House, 93 George Street, Edinburgh, EH2 3ES

Also at 4 West Philpstoun Steadings, Old Philpstoun, Linlithgow, EH49 7RY Tel: 01506 830893



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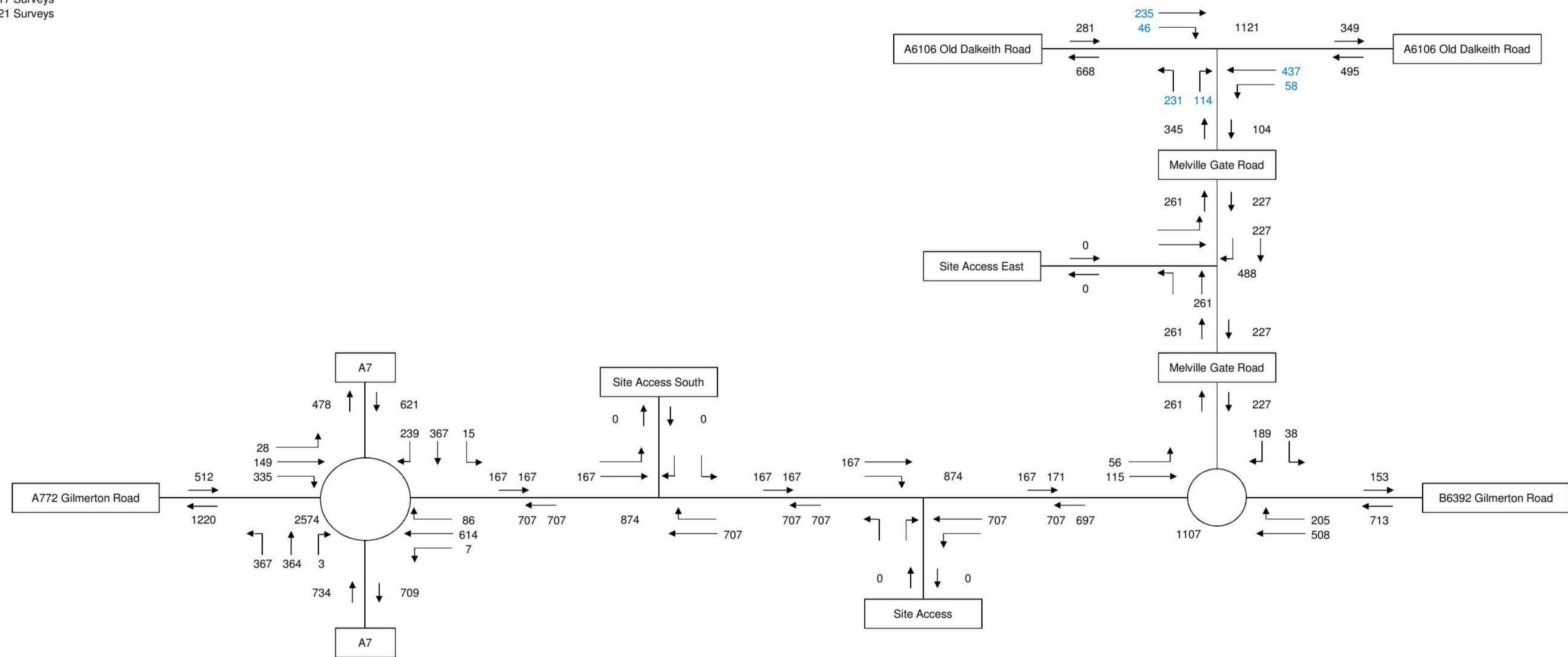
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APPENDIX C
TRAFFIC FLOW DIAGRAMS

28 2017 Surveys
 235 2021 Surveys



TITLE

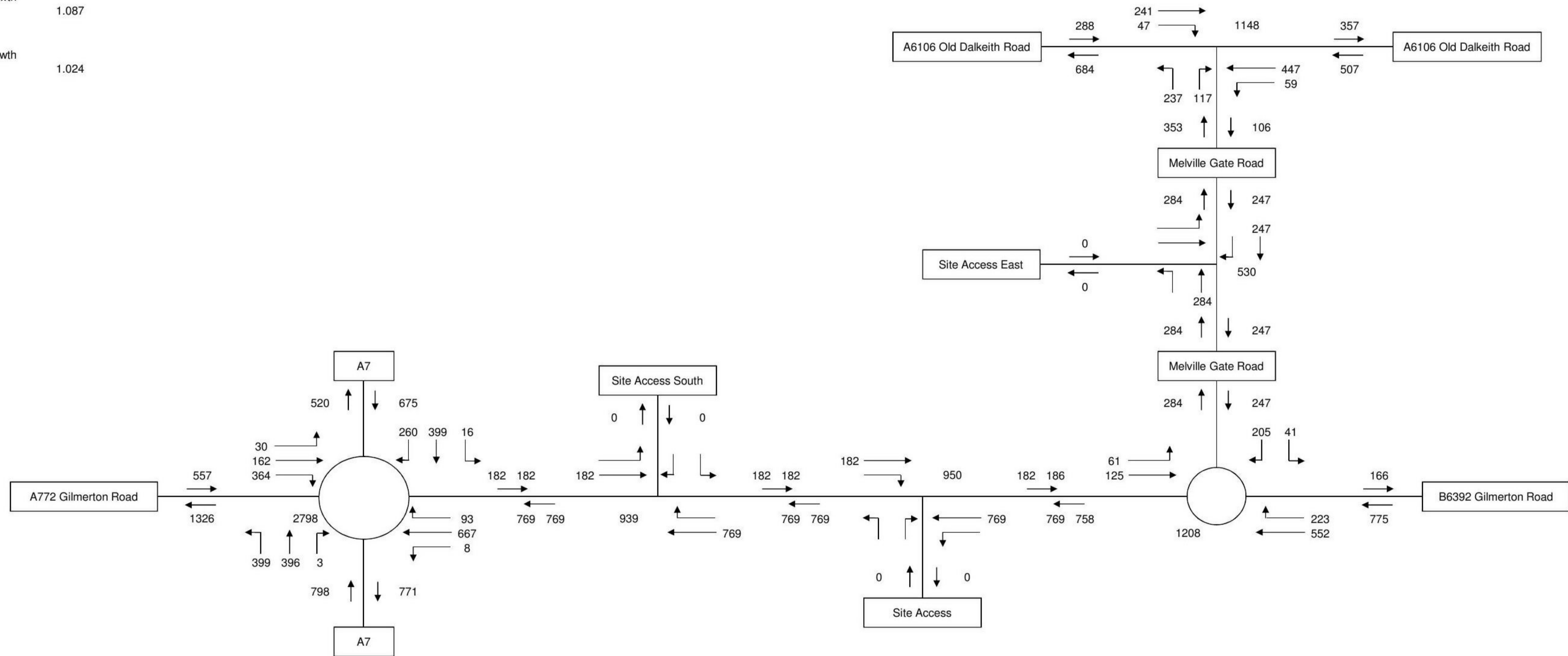
Buccleuch Property
 Proposed Commercial Development, Sheriffhall South
 2017/2021 Surveyed Traffic Flows (vehs)
 Weekday AM Peak Hour (0715-0815)

Diagram

1a

High Growth
2023 1.087
2017

High Growth
2023 1.024
2021

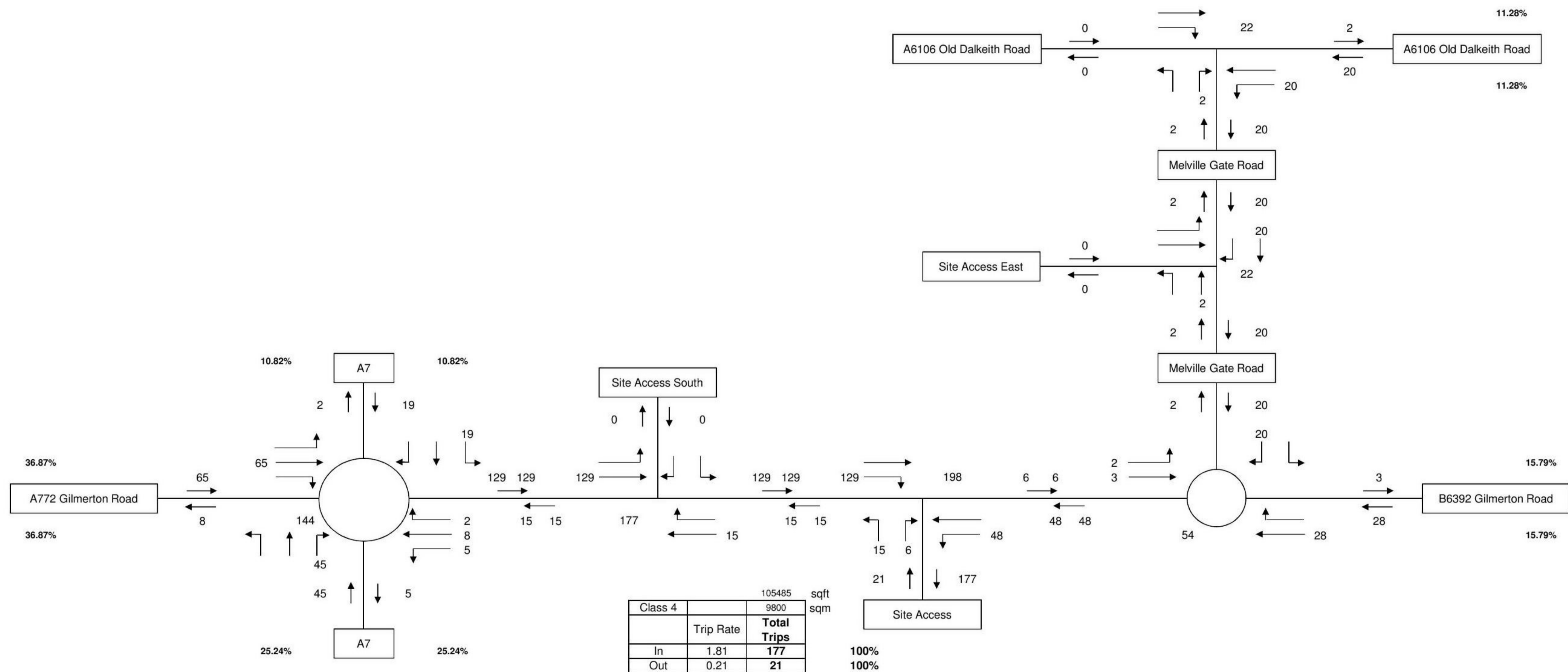


TITLE

Buccleuch Property
Proposed Commercial Development, Sheriffhall South
2023 Projected Traffic Flows
Weekday AM Peak Hour (0715-0815)

Diagram

2a

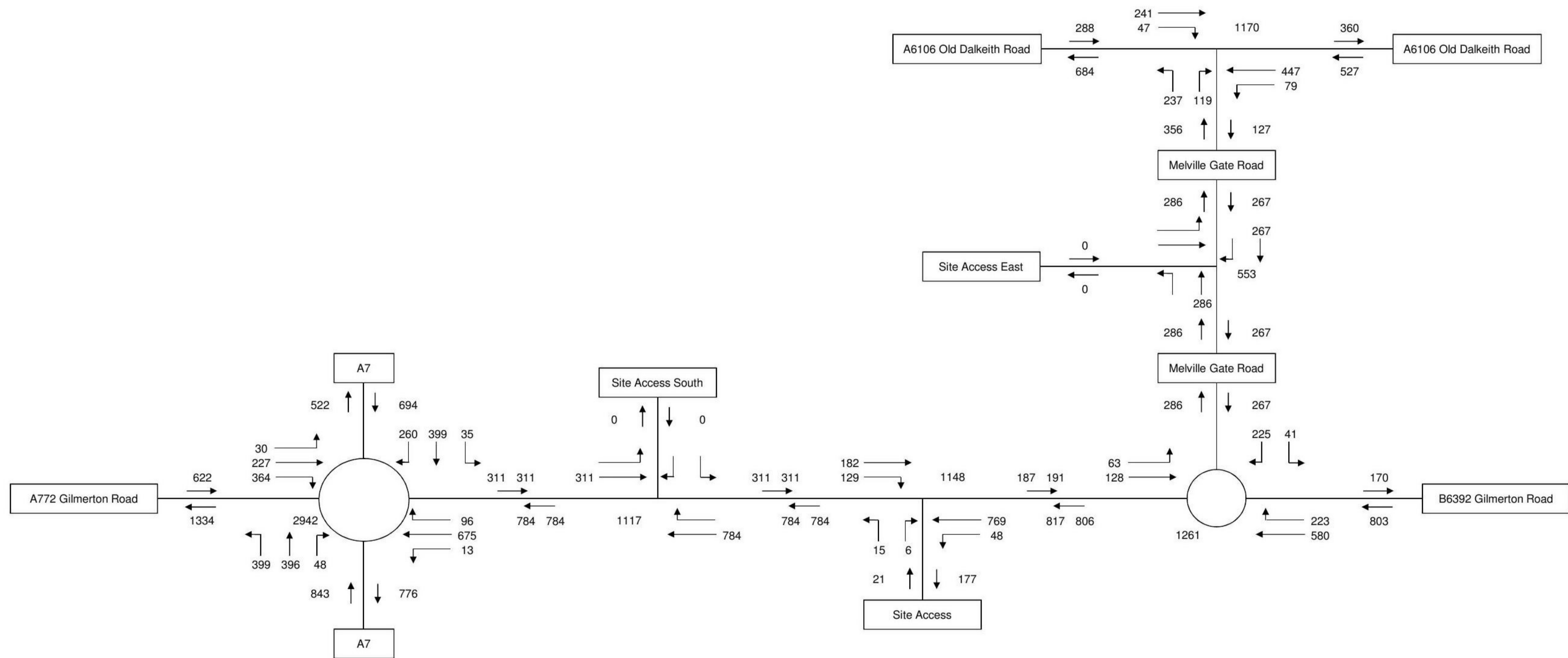


TITLE

Buccleuch Property
Proposed Commercial Development, Sheriffhall South
Committed Class 4 Development (Gilmerton Road South) Traffic Flows
Weekday AM Peak Hour (0715-0815)

Diagram

3a



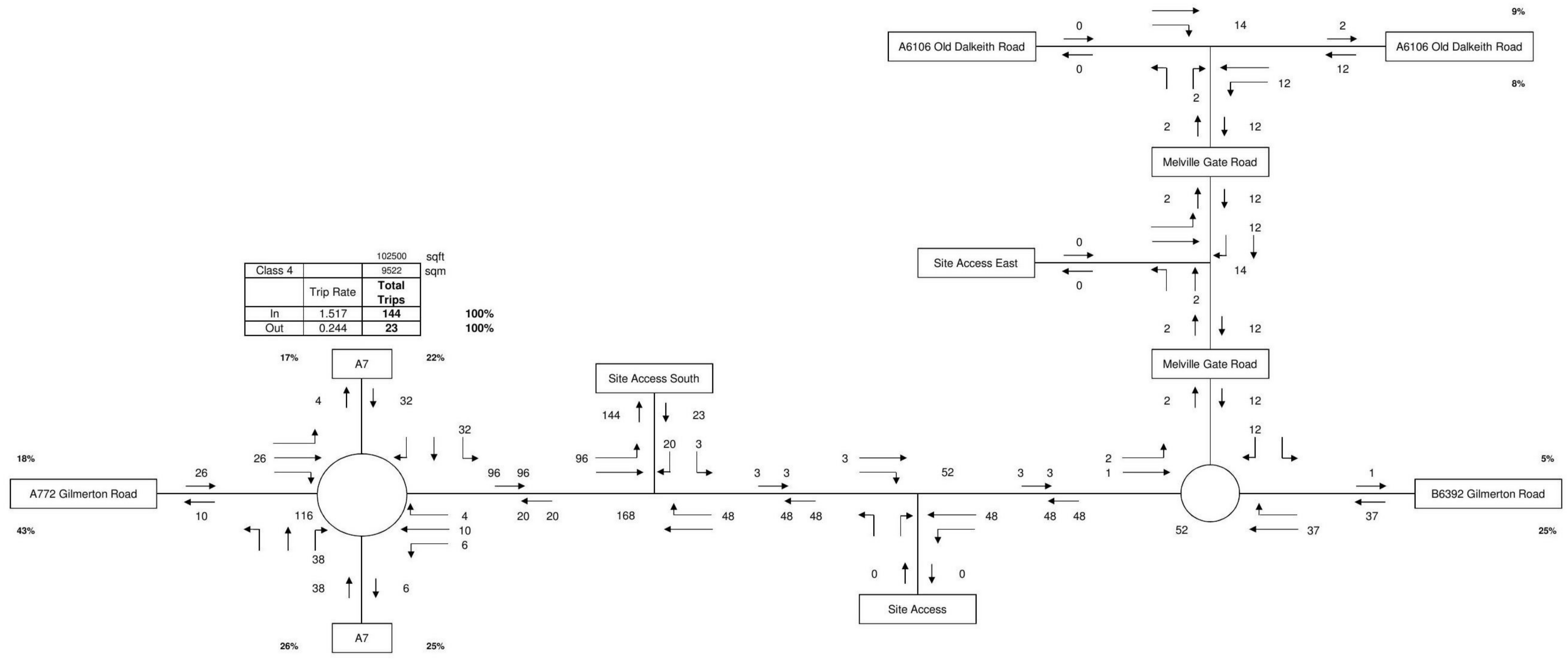
TITLE

Buccleuch Property
 Proposed Commercial Development, Sheriffhall South
 2023 Projected + Proposed Committed Traffic Flows
 Weekday AM Peak Hour (0715-0815)

Diagram

4a

Class 4		102500	sqft
		9522	sqm
	Trip Rate	Total Trips	
In	1.517	144	100%
Out	0.244	23	100%

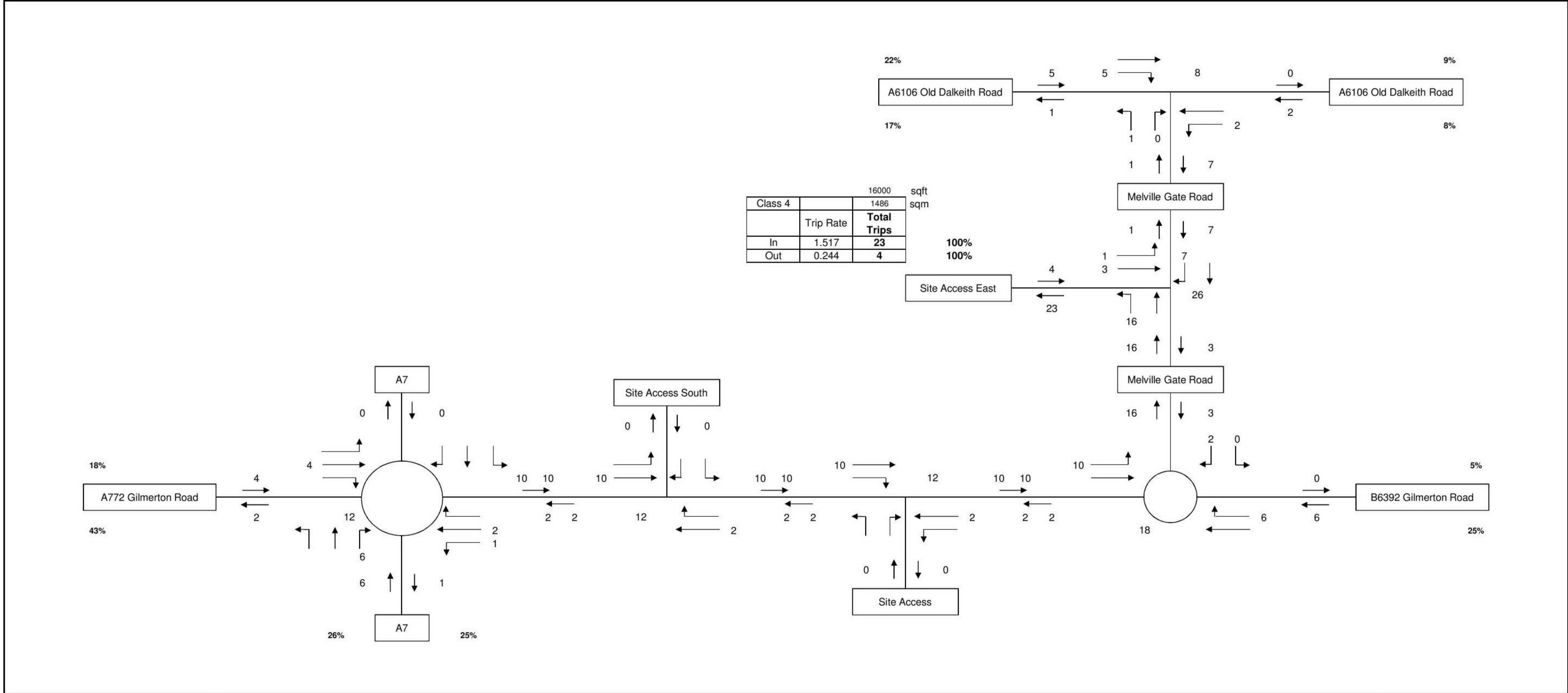


TITLE

Buccleuch Property
 Proposed Commercial Development, Sheriffhall South
 Proposed Class 4 (Gilmerton Road Access) Traffic Flows
 Weekday AM Peak Hour (0715-0815)

Diagram

5a



TITLE

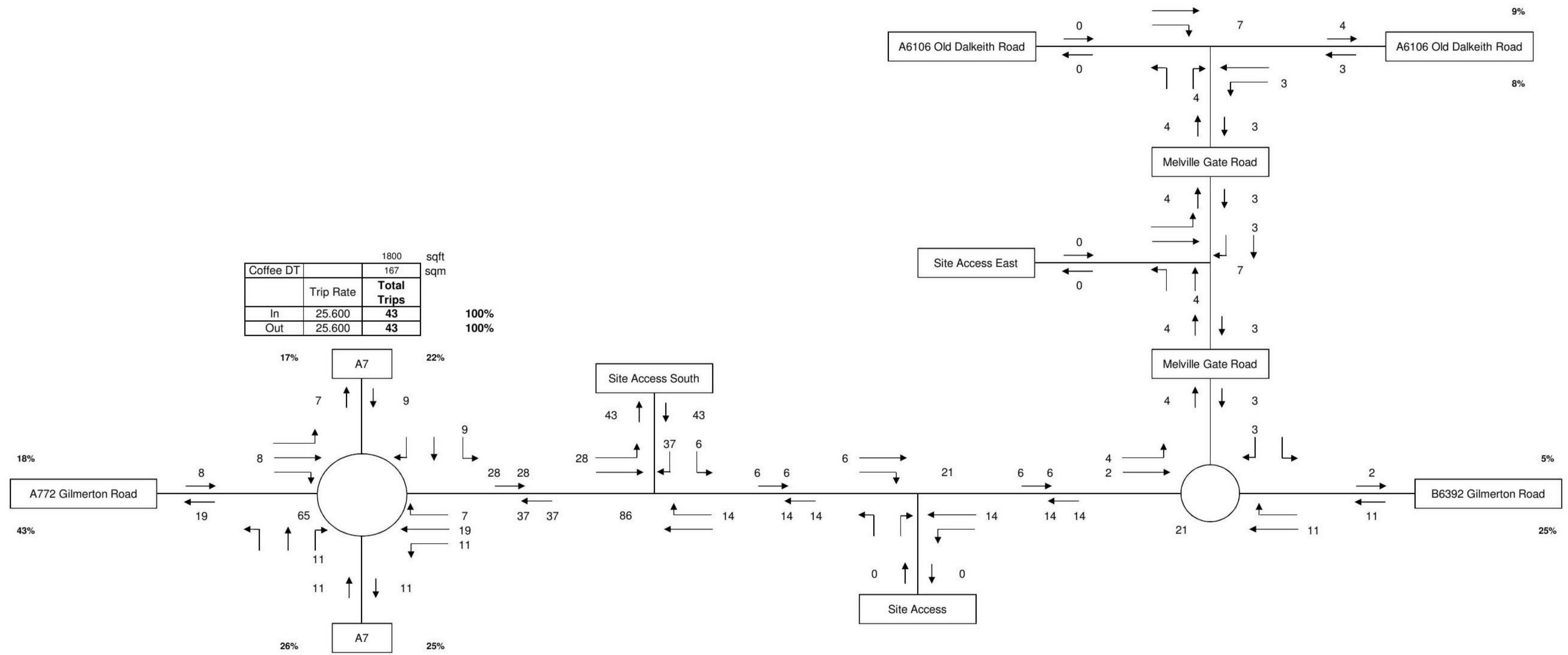
Buccleuch Property
 Proposed Commercial Development, Sheriffhall South
 Proposed Class 4 (Melville Gate Road Access) Traffic Flows
 Weekday AM Peak Hour (0715-0815)

Diagram

6a

Coffee DT	1800 sqft	167 sqm
Trip Rate	25.600	43
Total Trips	25.600	43
In	25.600	43
Out	25.600	43

100%
100%

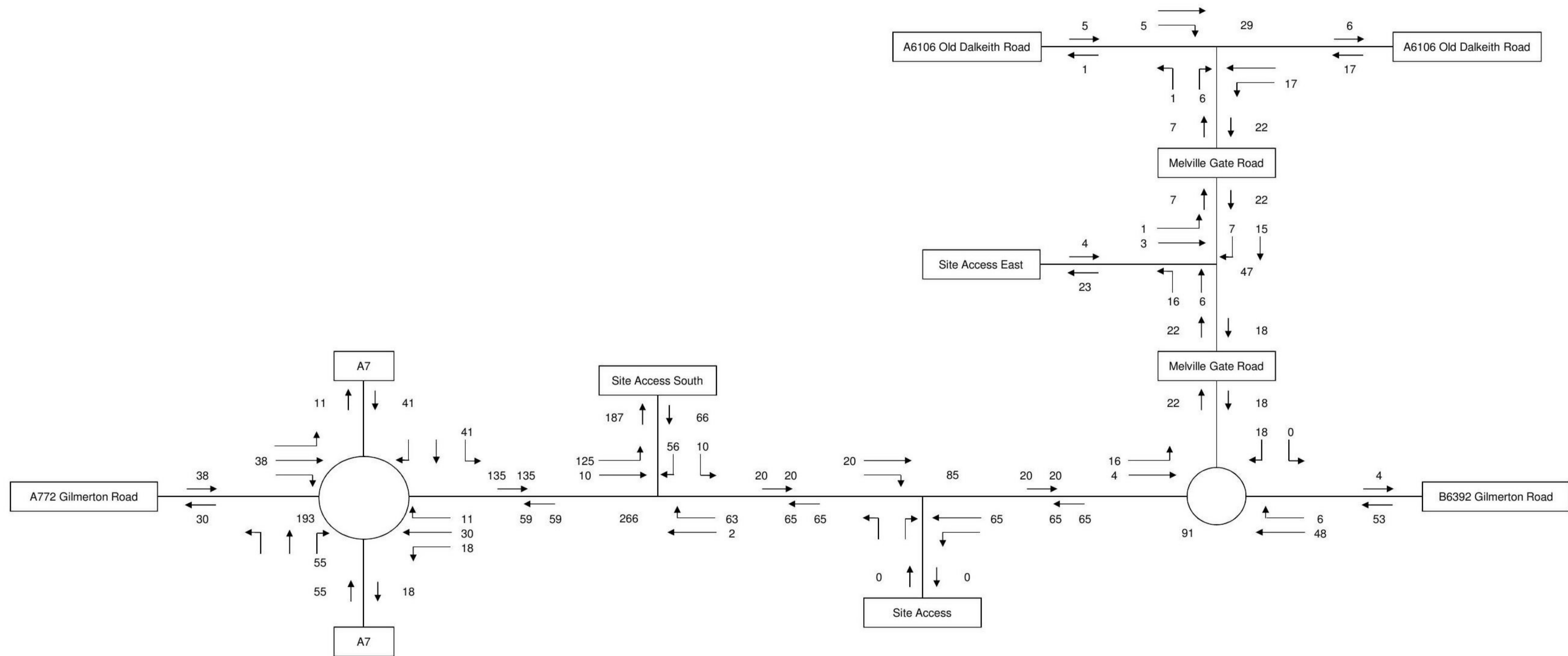


TITLE

Buccleuch Property
Proposed Commercial Development, Sheriffhall South
Proposed Coffee Shop Drive Thru Traffic Flows
Weekday AM Peak Hour (0715-0815)

Diagram

7a

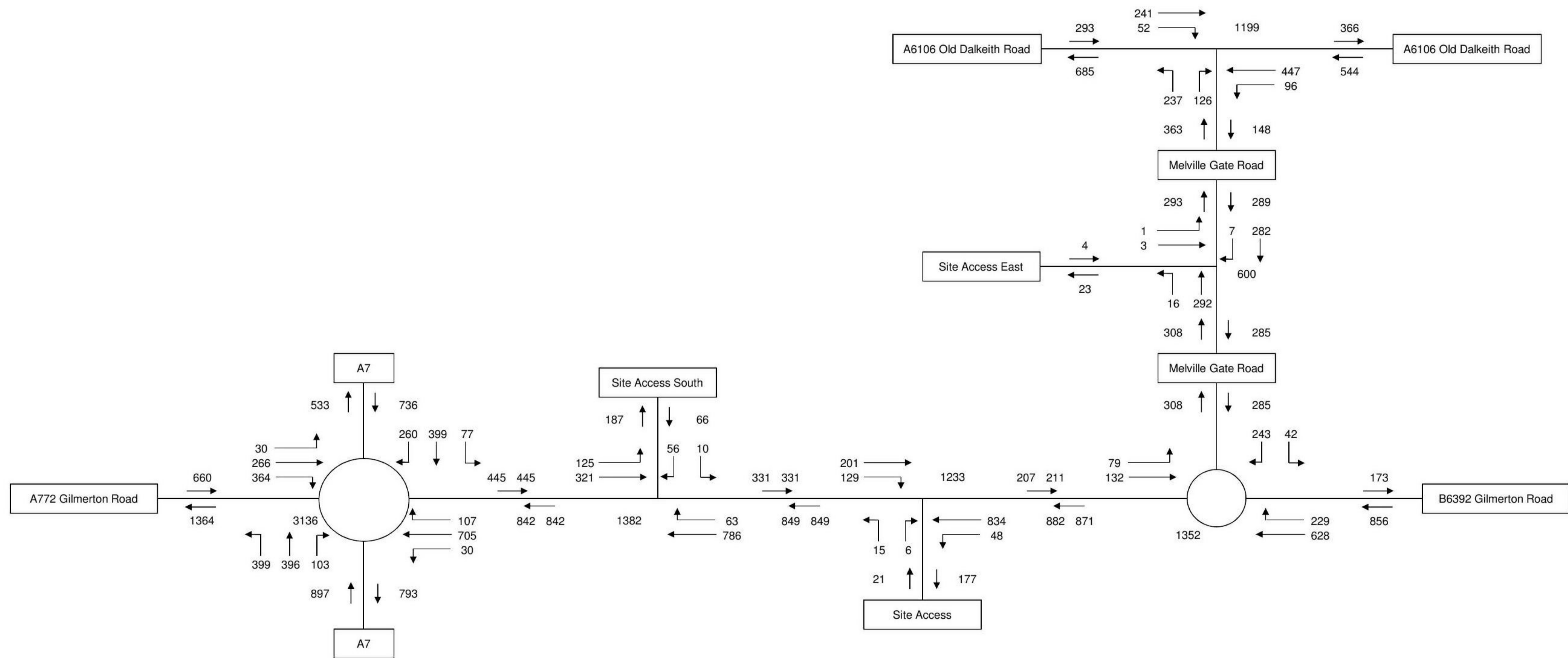


TITLE

Buccleuch Property
 Proposed Commercial Development, Sheriffhall South
 Total Proposed Commercial Development Traffic Flows
 Weekday AM Peak Hour (0715-0815)

Diagram

8a

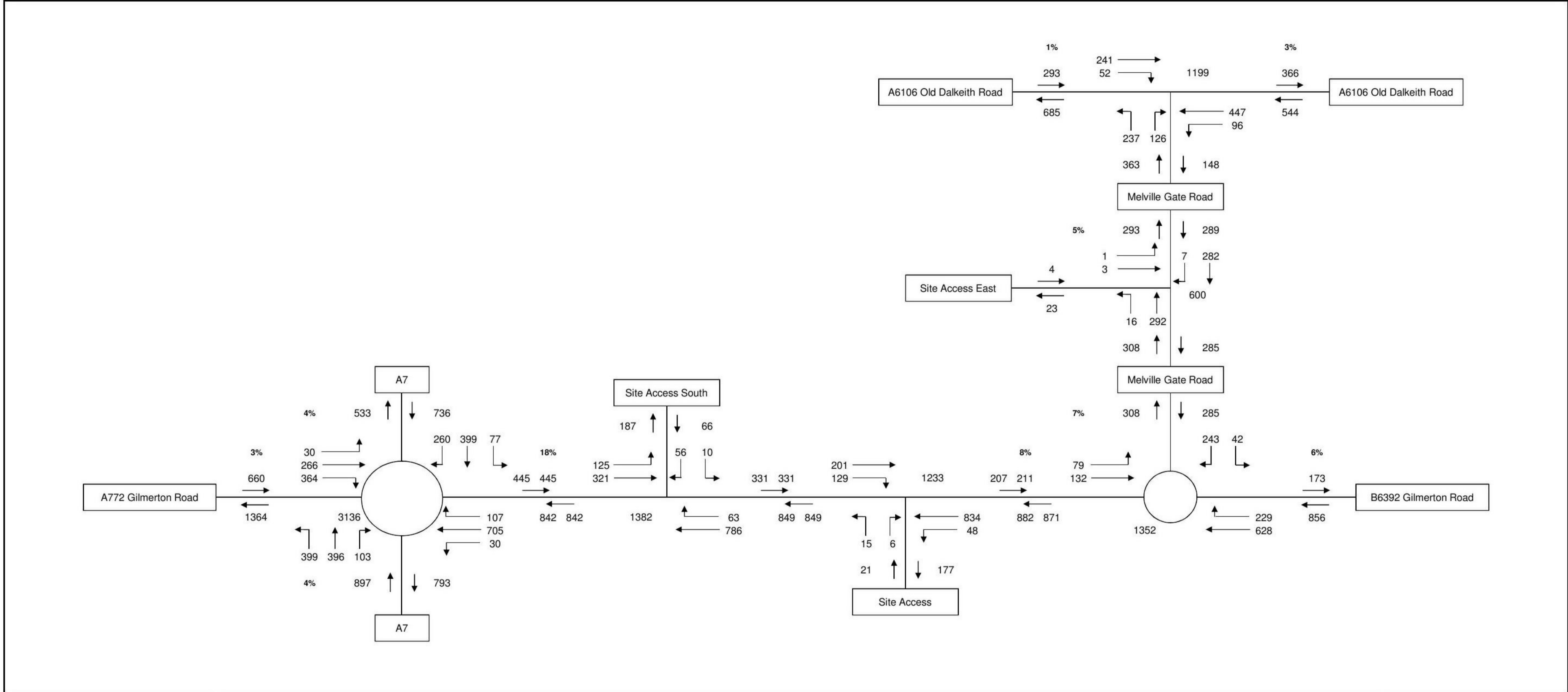


TITLE

Buccleuch Property
 Proposed Commercial Development, Sheriffhall South
 2023 Projected + Committed Development & Proposed Commercial Development Traffic Flows
 Weekday AM Peak Hour (0715-0815)

Diagram

9a



TITLE

Buccleuch Property
Proposed Commercial Development, Sheriffhall South

Percentage Impact
Weekday AM Peak Hour (0715-0815)

Diagram

10a