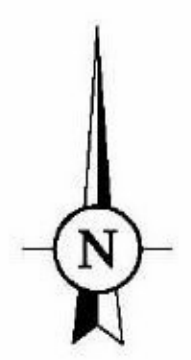


Sheriffhall South, Midlothian

Accessibility Plan

- Key**
- A Site of Proposed Development
 - Core Path
 - - - Cycle Route
 - Bus Stop/Route
 - Train Station Route
 - 400m Isochrone from Site
 - 800m Isochrone from Site
 - 1600m Isochrone from Site



Sheriffhall South, Midlothian

Buccleuch Property

Accessibility Plan

Drawing Number:

TP324 Figure 2

Scale:

NTS @ A3

Drawn by:

NW

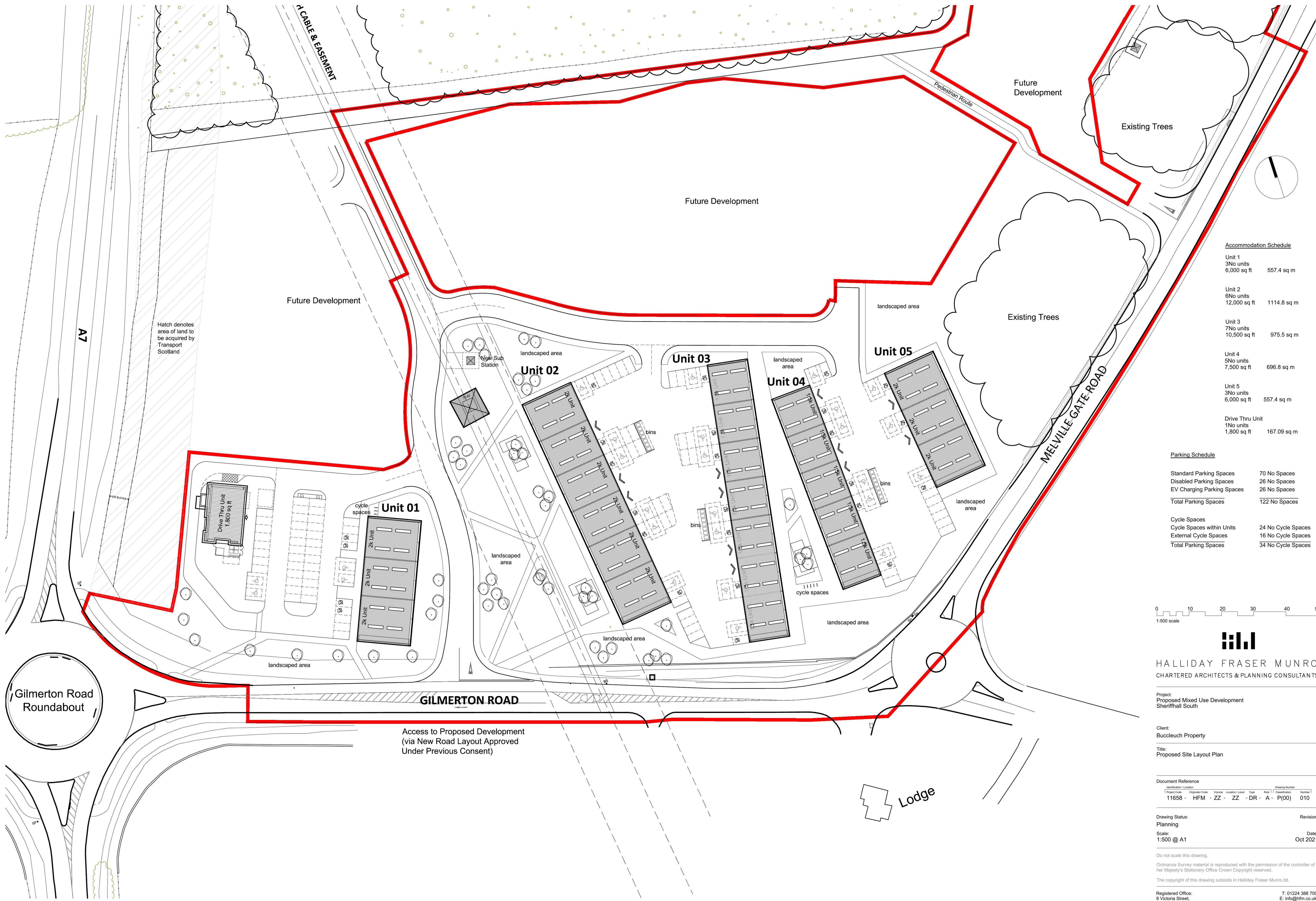
Date:

Aug 2021

Checked by:

SL





Hatch denotes area of land to be acquired by Transport Scotland

Future Development

Future Development

Future Development

Existing Trees

Existing Trees

Unit 02

Unit 03

Unit 04

Unit 05

Unit 01

New Sub Station

MELVILLE GATE ROAD

GILMERTON ROAD

Gilmerton Road Roundabout

Access to Proposed Development (via New Road Layout Approved Under Previous Consent)

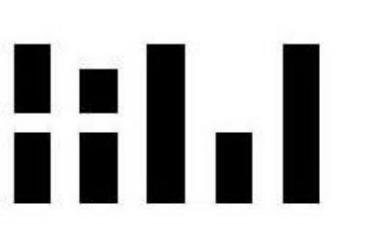
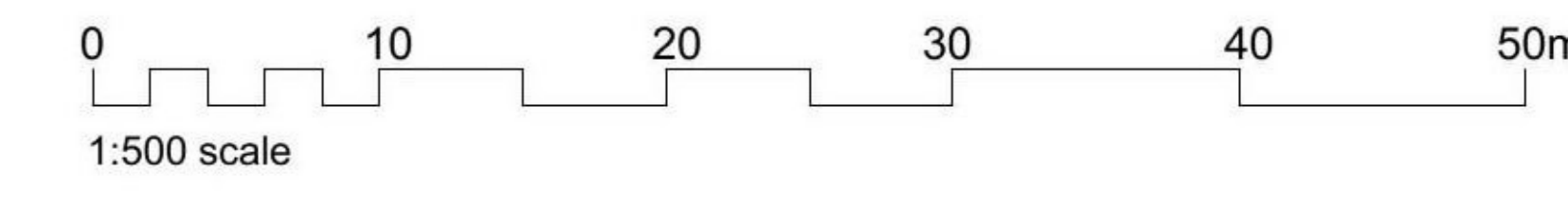
Lodge

Accommodation Schedule

Unit 1	3No units	6,000 sq ft	557.4 sq m
Unit 2	6No units	12,000 sq ft	1114.8 sq m
Unit 3	7No units	10,500 sq ft	975.5 sq m
Unit 4	5No units	7,500 sq ft	696.8 sq m
Unit 5	3No units	6,000 sq ft	557.4 sq m
Drive Thru Unit	1No units	1,800 sq ft	167.09 sq m

Parking Schedule

Standard Parking Spaces	70 No Spaces
Disabled Parking Spaces	26 No Spaces
EV Charging Parking Spaces	26 No Spaces
Total Parking Spaces	122 No Spaces
Cycle Spaces	
Cycle Spaces within Units	24 No Cycle Spaces
External Cycle Spaces	16 No Cycle Spaces
Total Parking Spaces	34 No Cycle Spaces



HALLIDAY FRASER MUNRO
CHARTERED ARCHITECTS & PLANNING CONSULTANTS

Project:
Proposed Mixed Use Development
Sheriffhall South

Client:
Buccleuch Property

Title:
Proposed Site Layout Plan

Revision	Description	Date
010	Issue for Planning	01/10/2021

Drawing Status: **Planning**

Scale: **1:500 @ A1**

Date: **Oct 2021**

Do not scale this drawing.

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Map 6

Key

- Core Path (Note 1)
- Aspirational Core Path
- Other paths (part of the wider network)
- Other paths - Aspirational
- Road links (Note 2)
- Midlothian Boundary

Scale 0 0.5 0.5 1 1.5
Kilometres Miles

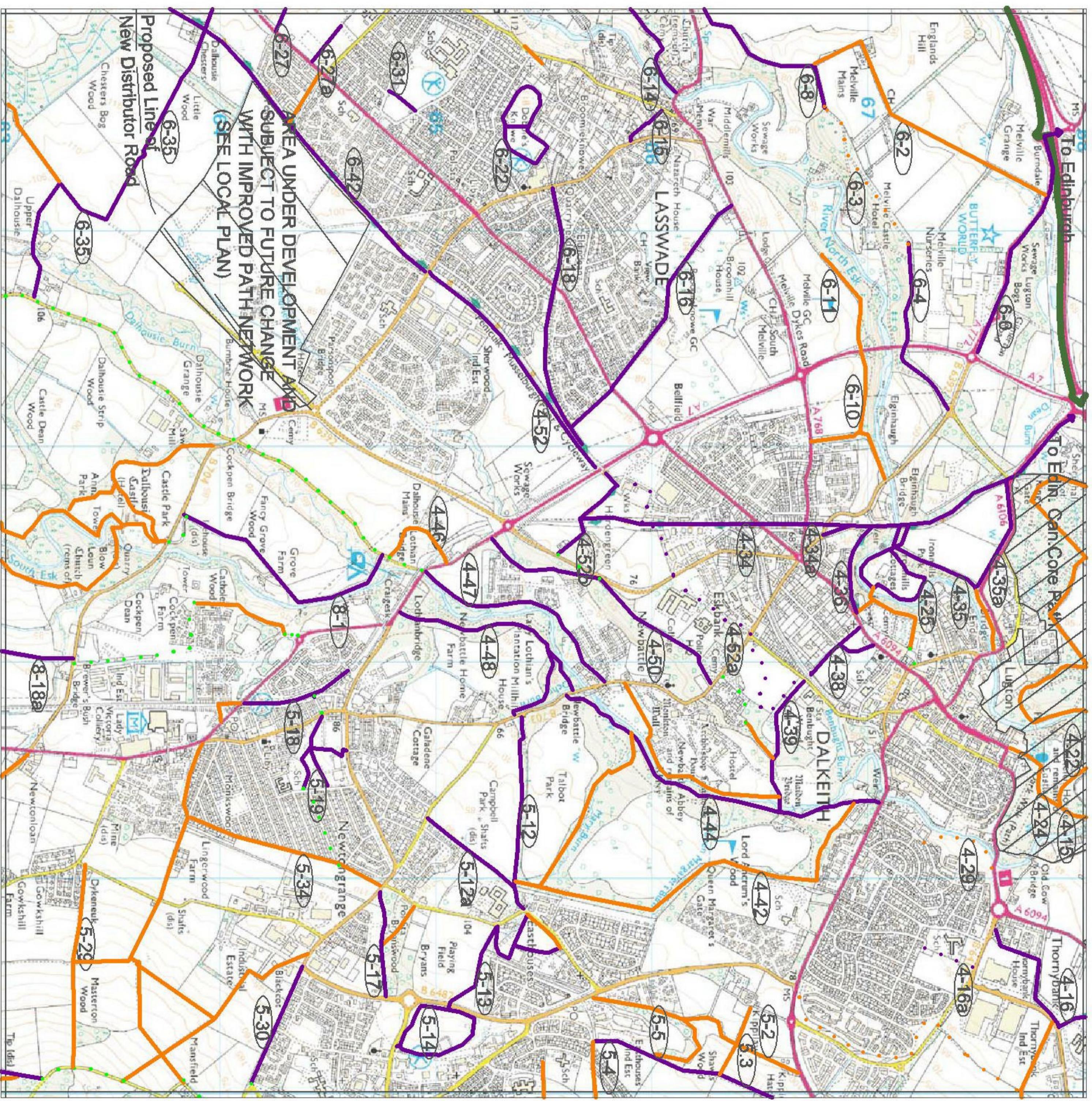
Note 1: Representation on this map is no guarantee that it is usable for all types of access

Note 2: Roads may not have pavements. Safety risks should be assessed prior to non-motorized usage.

Map No.s

Midlothian Boundary

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APPENDIX B
SCOPING CORRESPONDENCE



Subject: FW: Sheriffhall South

Date: Wed, 22 Sep 2021 11:55:25 +0000

From: Alex Sneddon

Sent: 13 July 2021 14:37

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

Cc: Iain Lamb <Iain@TranPlanWorld.co.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



TRANSPORT
PLANNING

MEMORANDUM

To: Ms Joyce Learmonth, Principal Planning Officer, Planning & Development

From: Mr Jim Gilfillan, Consultant - Policy & Road Safety, Corporate Resources

Your Ref: Planning Application Number : 17/00508/DPP

Date: 21 July 2017

Subject: **FORMATION OF ACCESS ROAD AND ASSOCIATED ENABLING WORKS
LAND AT SHERIFFHALL SOUTH, MELVILLE GATE ROAD,
DALKEITH**

I have no objection to the application but would recommend that the following conditions be applied:

1. Details of the new junction, including the road widening, visibility splay and the right turning lane should be submitted for approval.
2. Details of the proposed relocation / replacement of the existing bus stop and shelter should be submitted for approval.
3. Details of the design of the proposed SUDs basin should be submitted for approval. The current location of the basin appears to be close to an area identified on the SEPA flood maps as being at risk of flooding during a 1 : 200 year flood event and evidence should be submitted to show that the basin will be located outwith this area.

Please advise the applicant that all works within or affecting the public road including works in the footway must be authorised in advance by the roads authority. New or extended roads will also require a Road Construction Consent for which application should be made to the Commercial Services Unit at Midlothian House, Buccleuch Street, Dalkeith, EH22 1DN.
Tel: 0131 561 5233

MEMORANDUM

To: Mr Graeme King, Planning Officer, Planning & Development

From: Mr Jim Gilfillan, Consultant - Policy & Road Safety, Corporate Resources

Your Ref: Planning Application Number : 20/00869/PPP

Date: 09 April 2021

Subject: **PPP FOR BUSINESS PARK AND ASSOCIATED WORKS
LAND AT SHERIFFHALL SOUTH, GILMERTON ROAD, DAKEITH**

I have no objection in principle to the proposal for a business park on this site but have concern over aspects of the design and would recommend that the design be amended to address the following issues :

1. A minimum of two 3m wide cycleway / footpath links should be provided from the western boundary of the site to the A7 verge. This will provide good pedestrian / cycling links to the council A7 Urbanisation scheme which will provide walking / cycling routes and access to public transport along this section of the A7. Details of the routes should be submitted for approval.
2. Details of the proposed EV charging units should be submitted for approval. At present only the faster 22Kw charging units are being recommended for new developments and this additional power requirement may require changes to the proposed electrical infrastructure.
3. A DB32 refuse vehicle has been used for the AutoTrack of the layout however I understand that the council use a larger vehicle and the AutoTrack should be re-run using the larger vehicle. I have attached details of the vehicle used.
4. The proposed Site Plan (003 rev. c) indicates a number of SUDs ponds at the southern end of the site however the Drainage Strategy Plan states that underground storage would be used to contain surface water runoff. Clarification on the proposed system should be provided.
5. The development proposed a soakaway system for the surface water drainage and has submitted records of two bore holes which have been taken on the site. It's not clear the locations of these bore holes or if they actually reflect the ground conditions at the location shown for the proposed soakaway. Details should be submitted.
6. The surface water drainage design has been based on accommodating the 1 in 100 year flood event and not the standard 1 in 200 year + CC. This is not an acceptable solution and the design should be updated to provide sufficient storage for the full 1 in 200 + CC volume. The current proposal also proposes underground storage for the water rather than the more common above ground features such as basins or ponds. These type of features provide easier maintenance and also increased biodiversity which would be beneficial to the proposal.
7. Flood events greater than the 1 in 200 year event, poor maintenance or the system not performing to this design specification will result in the system being overwhelmed resulting in localised flooding. A plan showing the overland flow path of the flood water

arising from these events should be submitted to assess the impact on surrounding land. If the plan indicates that potential flooding of neighbouring land may result then an alternative surface water drainage solution will be required

8. The developer is proposing to run a foul drainage pipe from the development through the existing underpass at the A7. This structure is owned and maintained by the council and while presently unused may form part of a future walking / cycling scheme. The underpass is only 3m wide and the full width would be required for any walking / cycling route so an alternative route for the foul sewer will be required.

Notes

- 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.
- The applicant should enter into a S75 agreement to provide a financial contribution to the councils A7 Urbanisation Scheme. This scheme is designed to improve walking, cycling and public transport access on this section of the A7 and its implementation will improve access by non-car users to the proposed development.