

Sheriffhall South East Transport Assessment





**Land at Sheriffhall South East
Proposed Commercial Development
Gilmerton Road, Dalkeith**

Transport Assessment

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Prepared for:

Buccleuch Property

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1. INTRODUCTION

Background

- 1.1 Transport Planning Ltd has been appointed by Buccleuch Property to advise on transport related issues associated with an application for a commercial development at a site adjacent to the B6392 Gilmerton Road and Melville Gate Road, Dalkeith.
- 1.2 The application site is situated to the north of the B6392, between the Gilmerton Road and Melville Gate Road roundabouts, to the northwest of Dalkeith.
- 1.3 A site location plan is included as Figure 1 of Appendix A.
- 1.4 A layout plan prepared by the applicant's architects is also included in Appendix A.
- 1.5 The Scottish Government's guidelines, "Transport Assessment Guidance", along with relevant transport related paragraphs of Scottish Planning Policy (SPP) and Planning Advice Note (PAN)75 (Planning and Transport) recommend that a scoping exercise is submitted to the Local Authority to lay out fundamental parameters prior to the preparation of the Transport Assessment.
- 1.6 Scoping of the Transport Assessment was issued to the Midlothian Council, Roads Service (MC-Roads) on the 13th July 2021 with a response received on 19th August 2021. Scoping correspondence is included in Appendix B.

Development proposals

- 1.7 The proposal is described more fully in the planning application but it seeks to develop employment uses with an ancillary coffee shop.
- 1.8 The proposed development is subject to a hybrid planning application for both full planning permission and planning permission in principle and is described as follows:
 - Full planning permission for the erection of business (Class 4) development and ancillary drive-thru coffee shop, with associated car parking, access, infrastructure and landscaping proposals; and
 - Planning permission in principle for business (Class 4), storage & distribution (Class 6) development with ancillary offices (detailed matters of landscaping, layout, appearance and scale are reserved for subsequent approval).
- 1.9 In its entirety, the proposed development is intended to comprise 128,027 sqft/ 11,894 sqm Gross Floor Area (GFA) of commercial floorspace split over a number of blocks. An ancillary use of 2,121 sqft/ 197 sqm is also proposed (envisaged to be a drive-through coffee shop) is included in these figures.
- 1.10 In order to provide onerous traffic testing, all of the proposed employment floorspace to be assessed has been treated in this Transport Assessment as if it were the highest traffic generating use – i.e. class IV.
- 1.11 Vehicular access to the majority of the application site is proposed via a new ghost

island priority junction from the B6392 Gilmerton Road with a further vehicular access to a smaller part of the application site via a simple priority from Melville Gate Road.

- 1.12 A plan prepared by the applicant’s architect is included in Appendix A.
- 1.13 The plan indicates the application is hybrid in nature, with a first phase as indicated applied for in detail with the remainder as planning permission in principle. This report assesses the entire proposed scheme.

Midlothian Council’s Local Development Plan

- 1.14 The location of the proposed development is identified as (part of) site E32 in MC’s Local Development Plan (LDP). It is allocated for business use and the LDP notes *“This site is in a highly accessible location close to the A720 City Bypass, and as such its use should be retained for employment opportunities”*.

Planning history of the application site

- 1.15 The site of the proposed development has, either in whole or in part, recently been the subject of the following planning applications:
- 17/00508/DPP: Formation of access road, SUDS infrastructure, drainage and utilities connections; and associated enabling works. This was approved and envisaged the construction of a priority junction from the B6392 approximately midway between the two roundabouts at the location of an existing agricultural access to the site. Neither MC’s transport officer nor Transport Scotland (roads authority for the A720) objected to this development. The current proposals adopt the form of access approved in this application.
 - 17/00537/DPP: Erection of petrol filling station and shop; restaurant, cafe and drive thru and associated works. This was refused by MC (and also refused on appeal) although neither MC’s transport officers nor Transport Scotland raised an objection.
 - 17/00587/DPP: Erection of residential care home with associated access, car parking, landscaping and works. MC’s transport officers raised no objection to this development and information on MC’s portal shows no record of Transport Scotland being consulted.
- 1.16 A planning application (20/00869/PPP) is under consideration on the opposite side of the B6392 from the proposed development. That application seeks consent for the construction of a business park (class 4) and would be accessed from a priority junction onto the B6392. The application has not been determined at the time of writing, although a consultation response from MC’s transport officer offered no objection subject to various conditions.

Methodology and Policy Guidance

- 1.17 The following guidance has been consulted in the preparation of this report:-
- Midlothian Council’s Local Development Plan 2017 (the LDP) and developer contributions supplementary guidance (2012);

- Midlothian Council's Parking Standards 2015;
- Scottish Planning Policy (SPP);
- Planning Advice Note 75, Planning for Transport (PAN75); and
- Transport Assessment Guidance.

Report structure

1.18 Following this Chapter, the report has been structured as follows:

- Chapter 2 - Current accessibility and transport provision for the application site;
- Chapter 3 - The development and its transport infrastructure;
- Chapter 4 - People trip assessment;
- Chapter 5 - Existing road network;
- Chapter 6 - Generation and distribution of proposed development;
- Chapter 7 - Site access and traffic impact of the proposed development; and
- Chapter 8 - Summary and conclusions

2. CURRENT ACCESSIBILITY AND TRANSPORT PROVISION FOR THE APPLICATION SITE

Introduction

- 2.1 This Chapter provides an overview of the current accessibility and public transport provision at the application site. Each mode of transport will be discussed in accordance with the hierarchy of travel modes set out in Scottish Planning Policy (SPP) and will take account of promoting travel choices by considering walking, cycling and public transport ahead of the private car.
- 2.2 The main pedestrian routes surrounding the application site have been assessed with appropriate pedestrian catchments in mind which, in accordance with ‘Transport Assessment Guidance’ can be established using ‘door-to-door’ journey times of 20 – 30 minutes.
- 2.3 The overall title of pedestrian covers fit and able bodied people, disabled people, with or without the use of wheelchairs, the infirm, the elderly and those who have children in push-chairs or buggies. The following sections and paragraphs will deal with pedestrian access and will concentrate on external routes and linkages adjacent to the applicant site, with consideration being given to the different groups that make up ‘pedestrians’.
- 2.4 The proposed commercial development will involve pedestrians making the return trip to or from work, local facilities, schools etc. Walking distances of up to 1,600m (approx. 20 mins) have been considered from the application site.
- 2.5 Figure 2 of Appendix A illustrates the 1,600m isochrone around the site centre. Figure 2 also indicates existing pedestrian and cycle routes, as well as core paths, in the vicinity of the site and the key local facilities.

Walking/ pedestrian access

- 2.6 The site lies adjacent to pedestrian footways along the B6392 Gilmerton Road (to the south) and Melville Gate Road to the east.
- 2.7 There are shared foot and cycleways on both sides of the B6392 as it passes the southern side of the proposed development. The footway on the northern side is on the entire section between the Gilmerton Road and Melville Gate roundabouts, whereas that on the southern side stops around 100m to the west of the Melville Gate roundabout.
- 2.8 At the southwestern corner of the proposed development, these footways cross the A7 where it meets the B6392 at a roundabout and continue on both sides of the A772 to the west of the A7. They provide access to a number of commercial developments, including a hotel, restaurant and garden centre, on both sides of the A772 to the west of the A7.
- 2.9 Plans for the improvement of the Sheriffhall roundabout produced for a public consultation in December 2019 show a ‘non-motorised user’ route on both sides of the A7 from the Gilmerton Road roundabout northwards for around 500m to the Sheriffhall roundabout. At the Sheriffhall roundabout, the plans show this route passing underneath

the roundabout and the A720 and linking with the three-other non-A720 arms of the roundabout. MC also has plans for the ‘urbanisation’ of the A7, which envisage a 2.5m wide multi-user path provided on both sides of the A7 carriageway, from the Gilmerton Road roundabout to the Hardengreen roundabout around 2.3km to the south.



Foot and cycleways on both sides of B6392 passing proposed development.

- 2.10 At the southeastern corner of the proposed development, the footway on the northern side of the B6392 meets the footway on the western side of Melville Gate Road at the Melville Gate roundabout. The footway on the western side of Melville Gate Road continues northwards for around 10m from the roundabout at which point pedestrians can cross to the footway on the eastern side of Melville Gate Road.
- 2.11 The footway on the eastern side of Melville Gate Road continues northwards for around 400m from the Melville Gate roundabout, where it meets Old Dalkeith Road. There is a footway on the southern side of Old Dalkeith Road for around 20m east of its junction with Melville Gate Road. There is a signalised pedestrian crossing at the eastern end of that section of footway which allows pedestrians to cross to the footway on the northern side of Old Dalkeith Road.



Footway on eastern side of Melville Gate Road.



Signalised pedestrian crossing of Old Dalkeith Road at junction with Melville Gate Road.

- 2.12 The footway on the northern side of Old Dalkeith Road is a shared foot and cycle way. It runs from the Sheriffhall roundabout, around 450m to the northwest, to Dalkeith. It would be around a 14-minute walk (around 1.1km) from the eastern boundary of the proposed development on Melville Gate Road to the northern edge of the settlement boundary of Dalkeith (as defined by the LDP) using this route.
- 2.13 The footway on the eastern side of Melville Gate Road also meets the footway on the northern side of the B6392 where it forms the eastern arm of the Melville Gate roundabout. This footway continues into Eskbank and it would be around an eight-minute walk (750m) from the southern boundary of the proposed development to the northern edge of the settlement boundary of Eskbank (as defined by the LDP) using this route.

2.14 The following photos further illustrate footway provision in the area.



Footway provision along the northern side of the B6392 Gilmerton Road looking westwards towards the A7 Gilmerton Road roundabout



Footway provision along the northern side of the B6392 Gilmerton Road looking eastwards from the A7 Gilmerton Road roundabout



Footway provision along the northern side of the B6392 Gilmerton Road looking westwards with the application site on the right



Footway provision along the northern side of the B6392 Gilmerton Road looking westwards with the application site on the left



Footway provision along the northern side of the B6392 Gilmerton Road looking eastwards towards the Melville Gate roundabout



Footway provision along the northern side of the B6392 Gilmerton Road looking westwards from the Melville Gate roundabout



Footway provision along the southern side of the B6392 Gilmerton Road looking westwards towards the A7 Gilmerton Road roundabout



Footway provision along the southern side of the B6392 Gilmerton Road looking eastwards from the A7 Gilmerton Road roundabout



Footway provision along the southern side of the B6392 Gilmerton Road looking westwards with the application to the right



Footway provision along the southern side of the B6392 Gilmerton Road looking eastwards with the application site to the left



The grass verge along the southern side of the B6392 Gilmerton Road looking westwards from the Melville Gate roundabout



The grass verge along the southern side of the B6392 Gilmerton Road looking eastwards towards the Melville Gate roundabout



Footway provision along the western side of Melville Gate Road looking westwards towards the B6392 Gilmerton Road at the Melville Gate roundabout



Footway provision along the western side of Melville Gate Road looking northeastwards from the Melville Gate roundabout



The footway along the eastern side of Melville Gate Road looking northeastwards from the Melville Gate roundabout



The footway along the eastern side of Melville Gate Road looking southwestwards towards the Melville Gate roundabout



Footway provision along the eastern side of Melville Gate Road with the application site to the left



Footway provision along the eastern side of Melville Gate Road with the application site to the right



Footway provision along the eastern side of Melville Gate Road looking toward the A6106 Old Dalkeith Road



Footway provision along the eastern side of Melville Gate Road looking from the A6106 Old Dalkeith Road



Footway provision along the eastern side of Old Dalkeith Road looking northwards towards Sheriffhall roundabout at the southbound bus stop



Footway provision along the eastern side of Old Dalkeith Road looking northwards towards Melville Gate Road from the southbound bus stop



Footway provision along the western side of Old Dalkeith Road looking northwards towards Melville Gate Road from the northbound bus stop

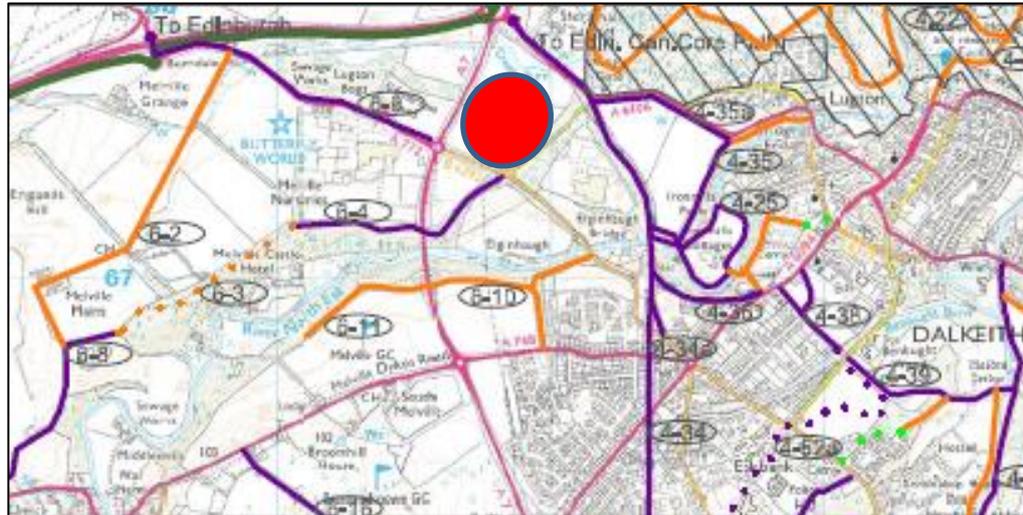


Footway provision along the western side of Old Dalkeith Road looking southwards from Melville Gate Road towards the northbound bus stop

2.15 These existing footways will form the principal walking network for pedestrians to and from the application site.

Core paths

- 2.16 A path leads southwards from the Melville Gate roundabout and forms the access to Melville Castle Hotel. This path forms Core Path 6-4 in MC’s Core Path network. The footway on Old Dalkeith Road from its junction with Melville Gate Road northwards forms part of Core Path 4-34. To the east of the junction of Melville Gate Road and Old Dalkeith Road, the footway on Old Dalkeith Road forms Core Path 4-35A. A copy of MC’s Core Path plan for the area is provided in Appendix A.



Extract from Midlothian Council’s Core Paths Map 6

Cycle access

- 2.17 Acceptable cycling distances will vary between individuals and circumstances and, like walking, will depend on various factors which will either act as incentives or deterrents to cycling. An appropriate journey time to establish the catchment area for cycling is between 30 and 40 minutes, taking account of factors such as the time required for crossing roads or to cycle up hills and assuming an average speed of 10 to 20 km/h equates to a cycle distance of between 5km and 13km. Clearly, the fitness of the cyclist and the scale of deterrents encountered will increase or decrease the cycling catchment of a development.
- 2.18 There are on-carriageway advisory cycle lanes along the section of the B6392 from the Melville Gate roundabout to where it meets Eskbank Road in Eskbank. Roads within Eskbank provide access to National Cycle Network (NCN) Route 1 and 196, which pass through Dalkeith, Eskbank and Bonnyrigg and provide a link from Musselburgh in the north to Penicuik in the south.



Shared foot and cycleway on Old Dalkeith Road.

- 2.19 The cycling around Midlothian map illustrates cycling opportunities directly adjacent to the site as seen in the extract below.



Extract from the Cycling around Midlothian map

- 2.20 Local cycle routes exist around the application site along with signage and on road provision as shown in the following photos.



Example of cycle signage on the B6392 Gilmerton Road



Example of cycle signage and on road provision on the B6392 Gilmerton Road to the south of the Melville Gate roundabout

- 2.21 Open Street Mapping identifies cycle routes in the area including national cycle routes and those local to the development, as shown in the Open Street Map extract below.