

# Sheriffhall South East

## Design & Access Statement



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# Background Info

## Purpose Of Document

The purpose of this document is to support the application for a Hybrid Planning Application Description of Development both Full Planning Permission and Planning Permission in Principle (PPiP) 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).**

A hybrid (part Full/part PPiP) planning application has been submitted to allow for the phased delivery of employment development on the site, with Phase 1 represented by a Class 4 employment scheme with ancillary Drive-Thru Coffee Shop, for which an operator has been confirmed. In addition, full planning permission is sought for access and highways, landscaping and drainage proposals associated with the development of the whole site.

In terms of the remainder of the site (PPiP), access has been brought forward as a reserved matter (given that the majority is shown within the full planning site), but all other matters such as landscaping, layout, appearance and scale have been reserved for future approval.

**Applicant**  
Buccleuch Property

**Architect**  
Halliday Fraser Munro

**Planning Consultant**  
Progress Planning Consultancy Limited

**Landscape Architect**  
Ironsides Farrar Limited

**Civil / Structural Engineer**  
Quattro Consult Limited

**Transport Engineer**  
Transport Planning Limited

**M&E Engineer**  
Rybka



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# Background Info

## Planning Policy

### Midlothian Local Development Plan 2017 (MLDP)

Policy **DEV6: Layout and Design of New Development** sets out design guidance for new developments and requires development to demonstrate good design and a high quality of architecture, in both the overall layout of development proposals and their constituent parts. Through their layout, development proposals should complement or enhance the character of any adjoining or nearby urban area, use good quality materials, create footpath / cycleway links between key destinations, provide passive surveillance through overlooking of open space and pedestrian routes and incorporate cycle parking and bin storage as necessary.

### Scottish Planning Policy 2014

When considering the need for high-quality development, SPP identifies six qualities of successful place, which are:

**Distinctive** – development that complements local features to create places with a sense of identity;

**Safe and Pleasant** – development that is attractive to use by providing a sense of security through encouraging activity;

**Welcoming** – development that helps people to find their way around;

**Adaptable** – development that can accommodate a future change of use;

**Resource Efficient** – development that re-uses or shares existing resources, maximises efficiency of the use of resources through natural or technological means and prevents future resource depletion by mitigating and adapting to climate change; and

**Easy to move around and beyond** – development that considers place and the needs of people before the movement of motor vehicles.

# Site Details

## Site Background

Sheriffhall South is a strategic development site controlled by Buccleuch Property which, given its excellent location and access to the strategic highway network, represents a great opportunity for employment generating uses across a range of sectors.

The Site (approx. 8.5ha) lies within the Green Belt but benefits from a wider Local Development Plan employment allocation e32 (Sheriffhall South) which identifies the site as a suitable location for employment development. The Site lies to the north of Dalkeith and south of Sheriffhall Roundabout, close to the junction of Gilmerton Road (B6392) and the A7 and forms part of an open area of land currently in agricultural use.



## Planning History

Previous Development proposal submissions issued to the Midlothian Council include the following:

- Erection of residential care with associated access, car parking, landscaping and works (Refused)
- Erection of Petrol filling station and shop; restaurant, café with drive thru and associated works (Refused)
- Formation of Access roads, SUDS infrastructure, drainage and utilities connections; and associated enabling works (Approved)





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# Site Details

## Context Photos



View 1. Existing entrance to site showing existing overhead cables



View 2: View of site from B6392 showing existing overhead cables



View 3: View of site from Gilmerton Road Roundabout



View 4. Existing entrance to site off Melville Gate Road



# Site Details

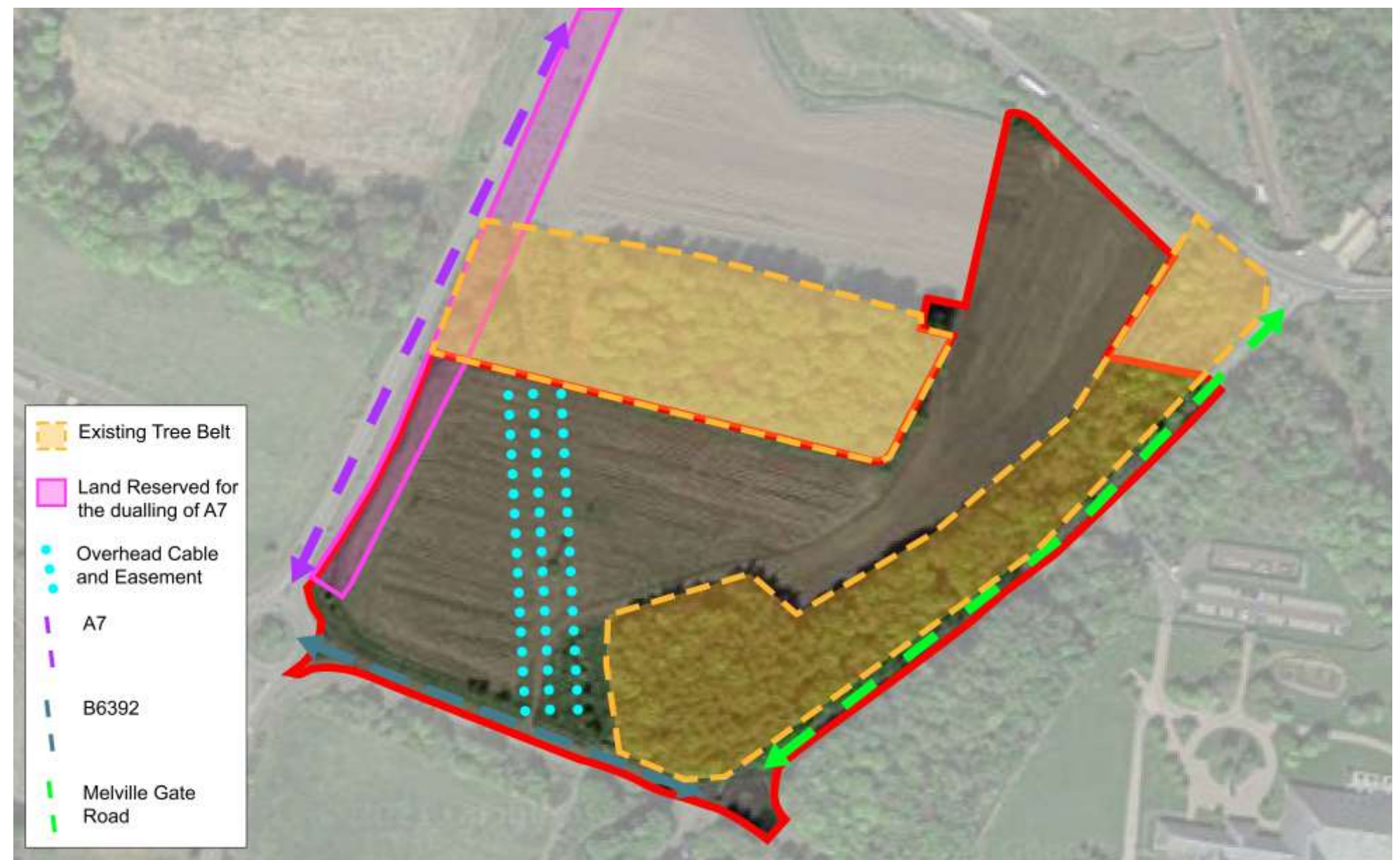
## Site Constraints

The existing site has a number of physical constraints which will inform any proposed development of the site, which can be demonstrated with the image shown opposite.

The site is bounded by three main roadways, the A7, Gilmerton Road and Melville Gate Road. These have a further constraint by the requirement to have land reserved by Transport Scotland along the site bounded by A7.

The site contains an element of woodland to the south east boundary, while there is another strategic belt to the north east of the proposed development area.

The last major constraint to be considered is the existing overhead power cables (along with the necessary easement), essentially dissecting the site diagonally from the northern boundary to the southern edge on Gilmerton Road.



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# Proposed Development

## Planning Policy : Design

Planning policy at all levels seeks to create successful, sustainable places. This is one of the key objectives of the NPF3. SPP includes a placemaking principle which seeks to create high quality places by taking a design-led approach. The Design & Access Statement (DAS) and accompanying planning application drawings demonstrate that the scheme complies with all relevant design policy. The DAS demonstrates a high-quality approach to the design of the new development which accords with **Policy DEV6** and six qualities of a successful place the SPP.

**Distinctive** – While a consistent approach has been adopted to the initial shell of the buildings, to establish a sense of place within a consistent, high-quality environment, it is envisaged that each parade will take on its own unique character, reflected with differing elevational treatments according to the occupiers. The parades are proposed with a simple metal clad exterior, but with a subtle horizontal break introduced at door head height, breaking up the overall elevation at a human scale, and introducing a datum for some of the elevation options. The external elevations are proposed to be formed with a parapet to create a constant level to the wall head. This provides a consistent elevation to allow the future user driven options to be incorporated to any individual unit, while screening any PV installation from pedestrians.

**Safe and pleasant** - The proposals significant areas of public open space which has been designed to provide easily identified, legible wayfinding for all, with connection through the site and into the surrounding area.

**Welcoming** – The primary entrance route and majority of the views into the site to will be defined by the substantial landscape corridor that fronts onto the access road, which will create a welcoming environment and the enhanced pedestrian / cycle links will create an environment that is welcoming for those arriving on foot or by bike.

**Adaptable** - The Phase 1 proposals relates to the creation of small starter units for local businesses, but rather than adopt the standard design format of units created on a rigid formula to suit a single type of occupier the development at Sheriffhall South East has been envisaged with more flexibility in mind. While the overall modular approach of providing standard units is retained, a ‘toolkit’ concept has been developed that will create a shell which can be adapted over the life span of the building to suit the requirements of many different occupiers. This approach sees a standard modular unit being able to accommodate several different components for the access, natural daylight, external canopies and even internal modifications such as mezzanine floors (subject to separate planning approval).

**Resource efficient** - The ‘toolkit’ concept has been designed so that it’s simple modular approach could allow the main structure to be a timber solution rather than the industry standard steel design, further enhancing the developments flexibility and sustainability credentials.

**Easy to move around and beyond** - In terms of accessibility, as set out in the DAS, the development has been designed to make provision for the access of people with disabilities including the provision of barrier free access throughout.

The SESPlan seeks to promote high quality design and MLDP **Policy DEV 5** seeks to develop proposals in harmony with the site including optimisation on orientation and relationships to contours, provision of shelter and utilising natural features. This is demonstrated in the submitted DAS, which outlines the approach to the design which utilises the existing features of the site such as the levels and physical constraints in terms of layout and road infrastructure.

**Policy DEV 6** states that the layout of development proposals should complement or enhance the character of adjoining urban areas. The design of the building reflects the design and scale of the existing commercial development already in place at Sheriffhall South and promotes a high-quality urban fabric and landscape strategy that will enhance the existing character of the area and create a sense of place within the Site.



# Proposed Development

## Layout Considerations

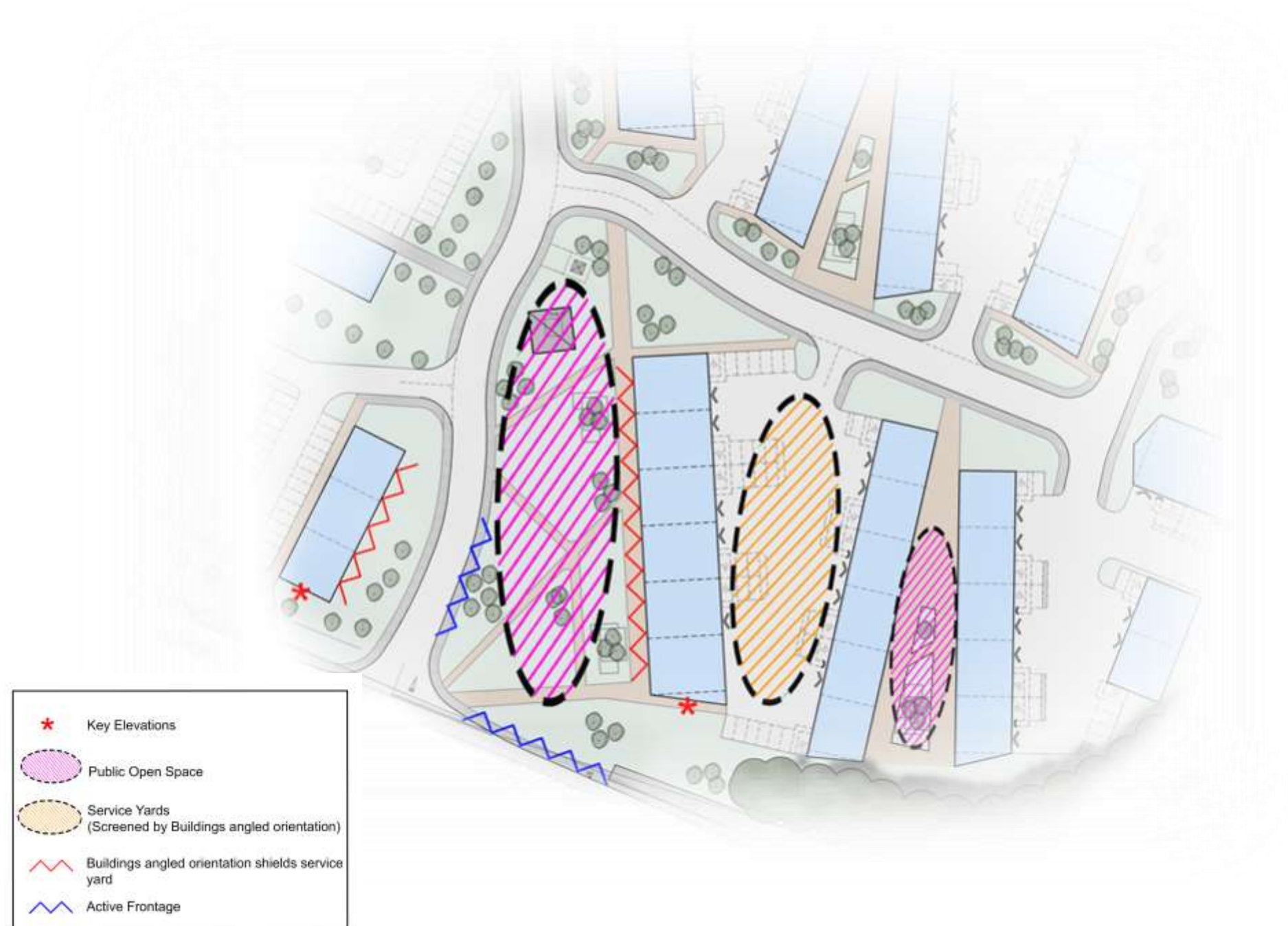
Following assessment of the site, its constraints have informed the proposed layout. The existing woodland coupled with the overhead power cables are the most significant influences on the potential site layout.

The existing woodland determines the extent of potential built forms while the overhead cables essentially determine their setting out within the development.

Whilst the overhead cables are a major constraint, by using them to set the building lines, they actually become a positive for the overall layout with a large area of public open space being retained as a major frontage to the development.

The diagonal line of the power cables has then been used to set the buildings out at varying angles opposing each other, creating views into the areas public open spaces/new planting while screening the internal courtyards which will essentially service the units.

The resulting built forms then inform which elevations become key to addressing either the site access and the wider public highways.





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# Proposed Development

## Accessibility

### Overview

The development has been designed and will be constructed to make provision for the access of people with disabilities including the provision of barrier free access throughout. Considerations of access for those with special needs are an integral part of the overall design approach and in accordance with the latest legislation and good practice guidance. This includes:

- Standard 4 of the Building Regulations, The Equality Act 2010.
- BS 8300: 2009 – ‘Design of buildings and their approaches to meet the needs of disabled people – code of practice’;
- Executive Planning Division Planning Advice Note PAN 78: ‘Inclusive Design’

### Approaches to and around the site

The landscaped areas provide predominantly level and accessible pedestrian routes that run through the site. All external areas will be designed using the principals of accessibility and inclusive design. All pedestrian access routes within the site will be appropriately graded or level. The landscaping provides easily identified, legible wayfinding for all.

### Car-parking, location of dropped kerbs

Car parking within the development will be located adjacent to individual units within the larger terraces. Accessible bays will be clearly designated with ground line marking and signage provided. These are also located adjacent to each individual unit providing access to the main entrances. A level access route from the accessible spaces to the main access will be provided. The accessible parking spaces and main areas of road/ pavement surfaces are to be surfaced to provide a firm, durable, even and slip resistant finish. Drop kerbs will be provided to all pedestrian crossing points throughout the site.

### All entrances, including visibility

The main building entrance will be level and of an adequate width to allow wheelchair access. It will have an unobstructed space to the opening face of the door, and an unobstructed entrance platform with a door leaf giving a clear opening width of at least 800 mm.

# Proposed Development

## Electric Vehicle Strategy

The proposed site layout acknowledges the need to include EV charging spaces within the overall parking provision, and as such has dealt with this requirement in a similar manner as the provision of disabled spaces.

This has led to a layout where each individual unit within the larger terraces has a dedicated EV charging space located adjacent to its entrance.

This decision has led to a provision of 26 EV spaces, an overall provision in excess of the minimum required and assists with the overall sustainability credentials of the development as a whole.





# Proposed Development

## Proposed Layout—Phase 1

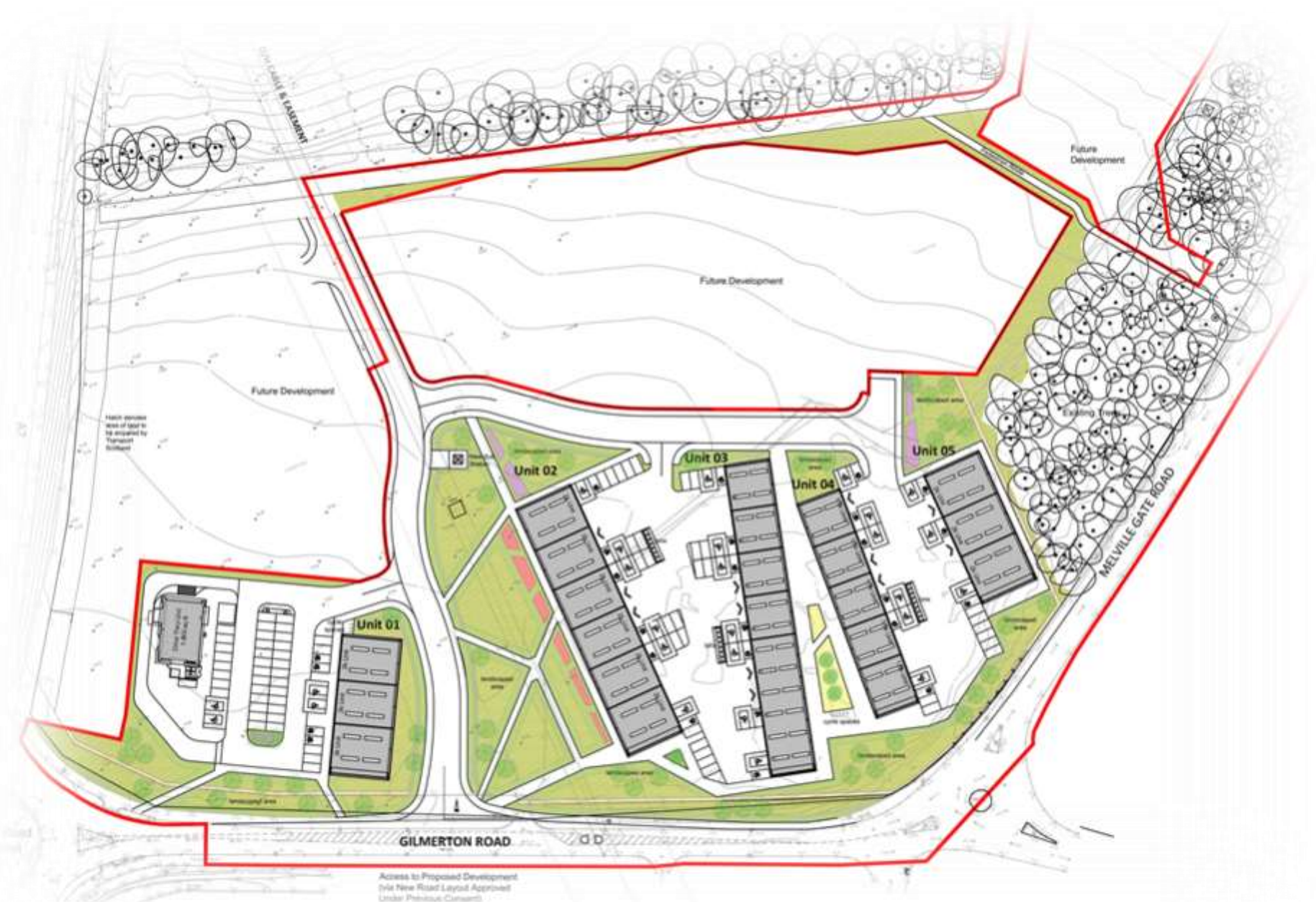
The final site layout for Phase 1 provides a solution to the considerations placed on the development by its existing constraints

The layout shows how the proposed development has respected the existing woodland that occupies the site, while enhancing the larger landscape. The layout's forms derived from the overhead cables, allow an interesting landscape with footpaths to allow pedestrians to enjoy the public open space.

Parking has been provided within service spaces, with both disabled and EV charging spaces distributed throughout the development, allowing each unit equal access to these spaces.

The service/parking area is neatly 'screened' by the orientation of the parades of units and subtle landscaping. This provides more generous areas of open space to the public elevations, which in effect create an opportunity for each terrace to have a double aspect, with entrances addressing either the public open space or the service area depending on their occupiers requirements.

Cycle spaces are proposed both within the units to provide secure spaces for staff, and communal spaces within the public open space to cater for visitors.



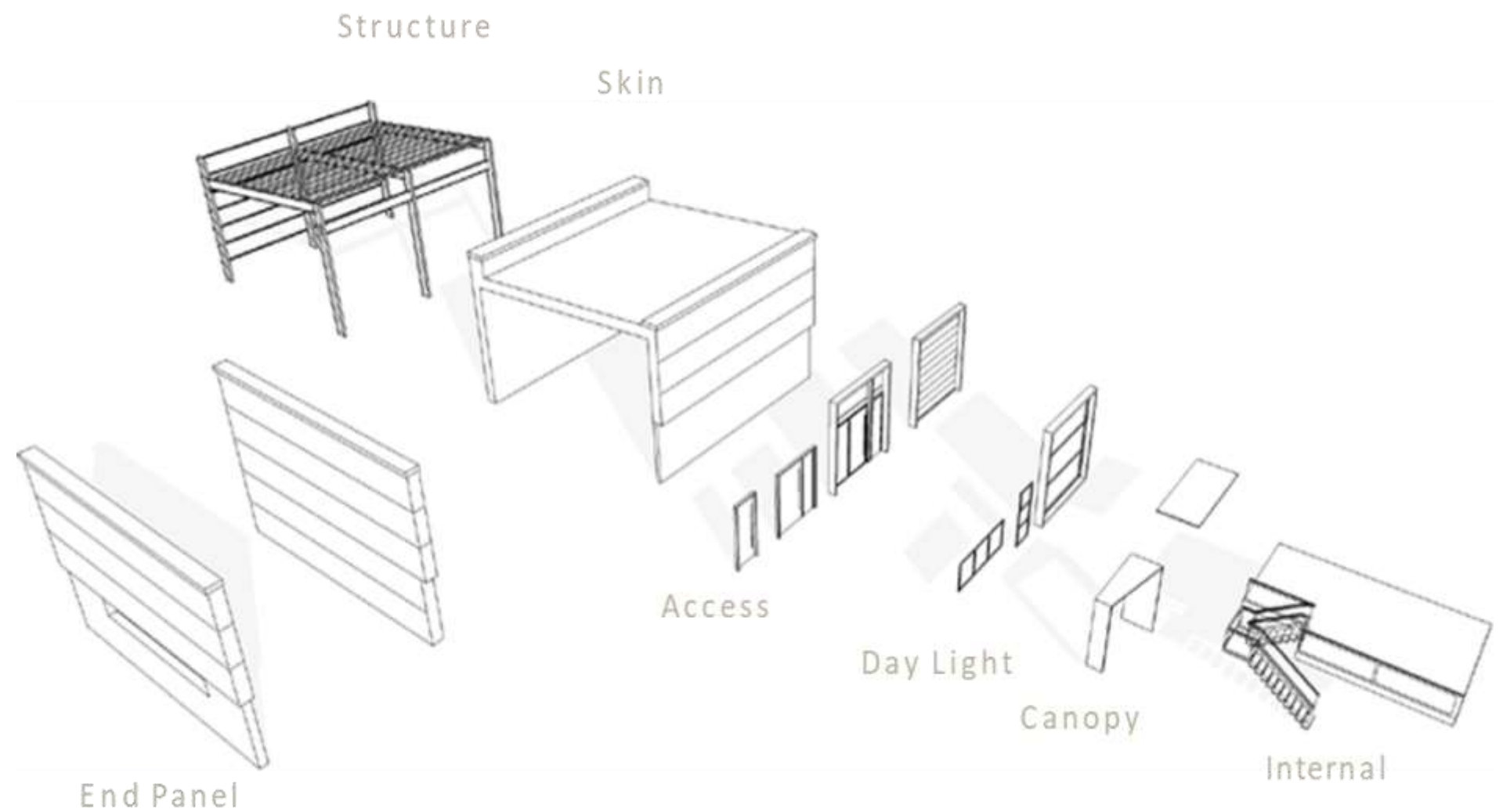
# Proposed Development

## Unit Flexibility

The Phase 1 (Full Planning) element of the application relates to the creation of small starter units for local businesses, but rather than adopt the standard design format of units created on a rigid formula to suit a single type of occupier the development at Sheriffhall South East has been envisaged with more flexibility in mind.

While the overall modular approach of providing standard units is retained, the concept has been developed to create a shell which can be adapted over the life span of the building to suit the requirements of many different occupiers.

This approach sees a standard modular unit being able to accommodate several different components for the access, natural daylight, external canopies and even internal modifications such as mezzanine floors (subject to separate planning approval).





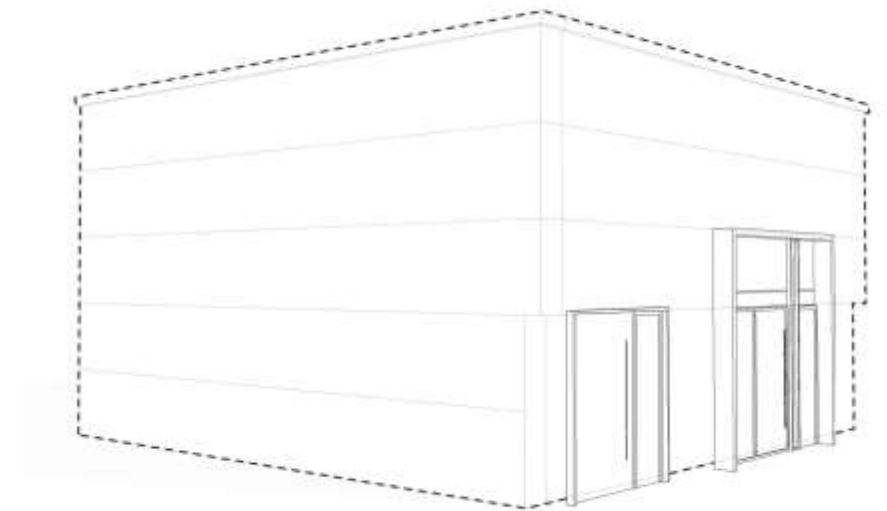
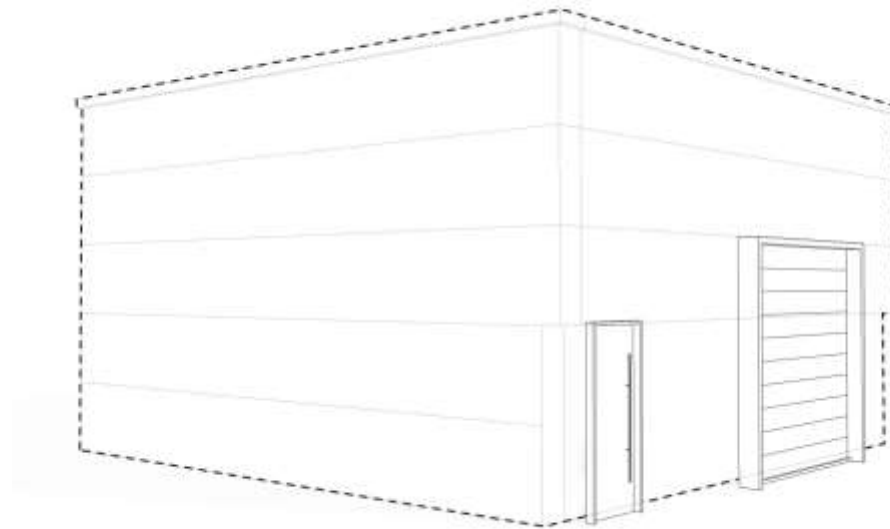
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# Proposed Development

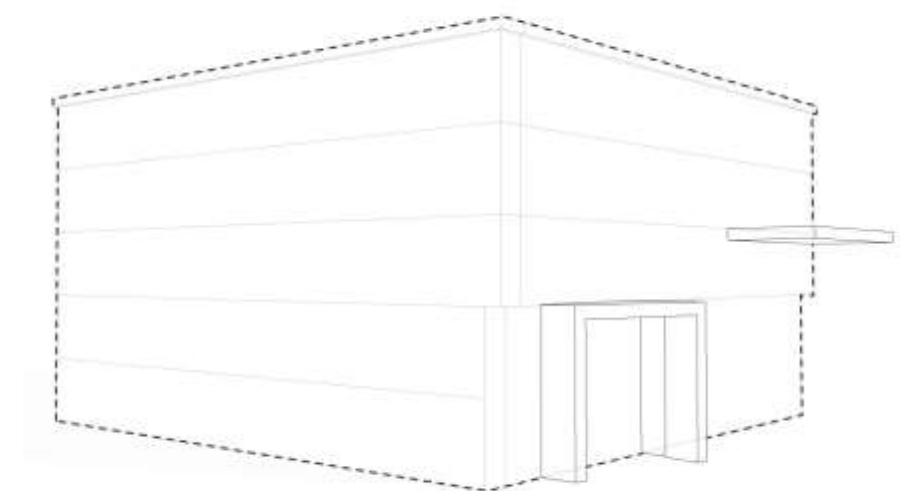
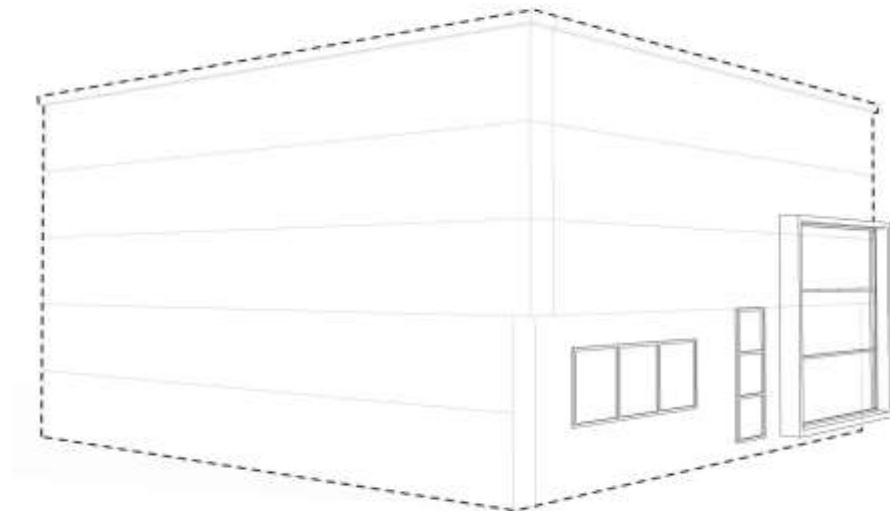
## Unit Flexibility

The following images show how the 'toolkit' concept could work in practice.

The top images show a typical unit with two different elevational approaches, facilitated by the standard structure. The first image shows a unit with a large loading door, designed to address the communal yard space, while the second image shows the same unit capable of having large glazed screens, which could be orientated to address the public open space.



The lower images show how the same basic unit could be further developed specific to each occupier, with a variety of horizontal or vertical windows as well as double height glazed screens and how these elements could be 'framed' to identify main entrances as required.

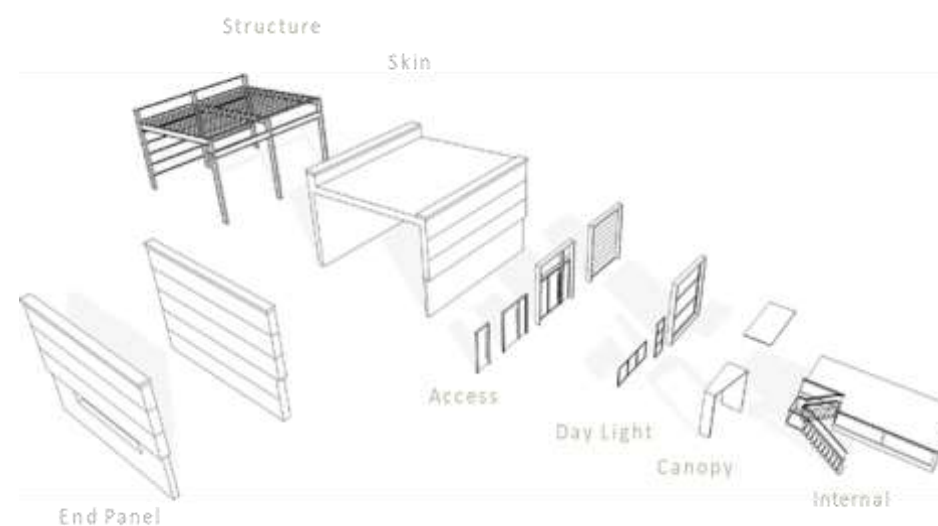


# Proposed Development

## Sustainability

In terms of the overall development we would note the following design points in relation to sustainability:-

- Structure of buildings designed to provide flexibility in terms of materials – could be a timber frame rather than standard steel.
- External walls being reviewed to consider potential that these are constructed as a timber panel , with over sheeting rather than a steel composite panel.
- Units have been designed to provide flexibility in external treatments, to provide flexibility of uses over the lifespan of the buildings.
- ‘Modular’ concept of units allows potential tenants to extend into multiple units easily without the need to move/build new units simplifying the scaling up process for businesses
- Southern elevations have large glazed screens incorporated to provide natural daylighting.
- Cycle spaces provided above the minimum standard in both external and internal locations to encourage staff and visitor use.
- Electric car charging spaces provided throughout the development to allow each unit access to this facility, while being available to employees or visitors.
- Each unit will be capable of having solar panels fitted.
- New build units benefitting of highly insulated external roofs and walls, coupled with air tightness leading to reduced energy consumption.





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# Proposed Development

## Elevational Precedents

With the 'toolkit' concept, the proposals can be developed to create more interesting elevations than those historically associated with starter units.

The images shown opposite show how the proposed 'toolkit' of component elements could be utilised to present interesting elevations that differ between each 'parade', allowing each terrace to reflect it's own users while addressing the landscape beyond.

In addition to the external elevations, the 'toolkit' concept has been designed so that it's simple modular approach could allow the main structure to be a timber solution rather than the industry standard steel design, further enhancing the developments flexibility and sustainability credentials.



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# Proposed Development

## Proposed Elevations

The scale and form of the buildings is directly related to the desire to provide units for small start-up businesses with a variety of potential requirements, and more importantly providing the flexibility to accommodate a number of uses over the lifespan of the buildings, and therefore avoid the current culture of disposable architecture.

While a consistent approach has been adopted to the initial shell of the buildings to create an overall sense of place, it is envisaged that each terrace will take on its own unique character, reflected with differing elevational treatments according to the occupiers.

The terraces are proposed with a simple metal clad exterior, but with a subtle horizontal break introduced at door head height, breaking up the overall elevation at a human scale, and introducing a datum for some of the elevation options.

The external elevations are proposed to be formed with a parapet to create a constant level to the wall head. This provides a consistent elevation to allow the future user driven options to be incorporated to any individual unit, while screening any PV installation from pedestrians.



View from roadway, showing feature gable (view includes additional entrances/glazing to suit potential/future occupiers)



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# Proposed Development

## Proposed Elevations

The terraces are proposed with an overall elevation providing a simple entrance to each unit. However the structure will be formed to allow any one of a series of potential entrance options to be installed by future occupiers of each unit.

This will allow each unit within a terrace to be as flexible as possible allowing potentially numerous different occupiers/uses to be accommodated, without the need for large scale redevelopment leading a more sustainable development over the lifespan of the buildings.

This approach will also allow glazed screens to be formed installed providing active frontages to both the main/long elevations of the terraces.

Meanwhile, the gable elevations are proposed with feature glazing to provide active frontages/visual interest to the surrounding approach roads.

The colour palette selected provides a subtle building façade allowing the terraces to blend into their setting, with entrances picked out with simple 'frames' around their selected elevational treatment.



View from internal roadway, showing gable with vertical strip windows (view includes additional entrances/glazing to suit potential/future occupiers)





View of terraces within landscaped setting (view shows additional entrances/glazing to suit potential/future occupiers)