



APPLICATION FOR PLANNING PERMISSION (24/00338/DPP) FOR MIXED-USE DEVELOPMENT INCLUDING CLASS 1A (SHOPS, FINANCIAL, PROFESSIONAL AND OTHER SERVICES), CLASS 11 (ASSEMBLY AND LEISURE), AND CLASS 4 (BUSINESS), AND ASSOCIATED INFRASTRUCTURE, CAR PARKING, SERVICING, ACCESS ARRANGEMENTS AND LANDSCAPING AT LAND 90M SOUTHWEST OF ASDA PETROL FILLING STATION, STRAITON, LOANHEAD

Report by Chief Officer Place

1 SUMMARY OF APPLICATION AND RECOMMENDED DECISION

- 1.1** The application is in detail for a mixed-use development including Class 1A (shops, financial, professional and other services), Class 11 (assembly and leisure), and Class 4 (business), and associated infrastructure, car parking, servicing, access arrangements and landscaping at land 90m southwest of Asda Petrol Filling Station, Straiton, Loanhead.
- 1.2** There have been three representations and consultation responses from Scottish Water, the Coal Authority, Scottish Power Energy Networks, Transport Scotland, the Council's Ecological Advisor, the Council's Archaeology Advisor, the Council's Senior Manager Neighbourhood Services (Roads), the Council's Senior Manager Protective Services (Environmental Health) and the Loanhead and District Community Council.
- 1.3** The relevant development plan policies are policies 1, 2, 3, 6, 7, 12, 13, 14, 15, 18, 19, 20, 22, 23, 26, 27 and 28 of the National Planning Framework 4 (NPF4) and policies STRAT1, DEV2, DEV5, DEV6, DEV7, ECON4, TRAN1, TRAN2, TRAN5, TCR2, ENV9, ENV10, ENV11, ENV15, ENV16, ENV17, ENV18, ENV25, IMP1, IMP2 and IMP3 of the Midlothian Local Development Plan 2017 (MLDP).
- 1.4** The recommendation is to grant planning permission subject to conditions and the applicant entering into a planning obligation to secure contributions towards necessary infrastructure.

2 LOCATION AND SITE DESCRIPTION

- 2.1** The site measures 3.77 hectares and is situated at the western side of Loanhead and comprises open ground and a tarred roadway. The

northern part of the site was used as a site compound during the construction of the neighbouring Asda supermarket. To the northeast the site is bounded by the Asda petrol filling station. To the northwest the site is bounded by the A701, with Pentland Park residential mobile home site on the opposite side of the road. The site is bounded to the south by the Western Nissan car dealership and by Niven's Knowe Road. To the east the site bounds a private house with five self-catering apartments (Aaron Glen) and Pentland Industrial Estate. There is a vehicular access to the site from the north via the access road to the Asda car park and another access to the south from Niven's Knowe Road.

3 PROPOSAL

- 3.1 The proposed development comprises two buildings situated towards the eastern side of the site with a service yard to the rear and car parking in front of the buildings. The northern building will be the larger of the two buildings. It will comprise two retail units and will have a footprint of 4017 sqm. A 1115 sqm open air garden centre/storage yard will be attached to the south end of the building.
- 3.2 The southern building will be situated 26.1m south of the other building and 2.5m south of the fence surrounding the yard. The building will comprise five roller shutter units and will have a footprint of 2035 sqm. Both buildings will be clad with modern cladding panels and will utilise different profiles and different shades of grey to create variety on the elevations.
- 3.3 The car park area to the west of the buildings will provide 278 spaces. There will be vehicular and pedestrian access to the site from both the north, via the existing roundabout at the east end of the Asda access road, and from the south, via Swinton Place and its junction with Niven's Knowe Road. There will be pedestrian only access direct from the A701, at the northwest corner of the site, and improvements to the pedestrian crossing functions at the signalised A701/Asda junction. The existing hedgerow along the A701 edge of the site will be retained and enhanced. Further landscaping will take place along the edges of the site.
- 3.4 Surface water run-off will be conveyed via swales, filter drains and permeable paving to underground cellular storage attenuation beneath the northern area of the main car park. Discharge from the attenuation will be restricted to greenfield run-off rates and will discharge into the existing sewer network that runs through the site.
- 3.5 The application is accompanied by the following supporting statements. Unless otherwise stated the documents were submitted with the original submission documents on 21 May 2024:

- Cultural Heritage Desk-Based Assessment (Final associated correspondence 6 December 2024)
- Design and Access Statement (Final submission 5 March 2025)
- Flood Risk Assessment
- Noise Impact Assessment
- Phase 1 Desk Study Report and Mining Risk Assessment (Final submission 2 October 2024)
- Planning Statement (Final submission 27 May 2024)
- Pre-Application Consultation Report
- Preliminary Ecological Appraisal
- Replies to various consultation responses (Final submission 2 October 2024)
- Retail Impact Assessment
- Site Investigation Report (Final submission 13 November 2024)
- Strategic Biodiversity Management Plan
- Surface Water Management Plan (Final submission 27 May 2024)
- Transport Assessment (Final submission 2 October 2024)
- Tree Survey

4 BACKGROUND

Application Site

- 4.1 A Notice of Intention to Develop (reference 0641/98/NID) for the realignment of the A701 was issued in 2000. The route of the realigned road passed through the southern half of the application site. The realigned route was safeguarded in subsequent local plans, up to and including the Midlothian Local Plan 2008. The safeguarding was removed with the adoption of the Midlothian Local Development Plan 2017 which identified an alternative route for the realignment.
- 4.2 Planning permission 05/00433/FUL granted consent for the erection of a visitor centre and office blocks with associated access, parking, service yard and landscaping on land at the northern end of the current application site. The applicant was Edinburgh Crystal. The permission was not implemented. The consent was varied via planning permission 06/00783/FUL and that permission was also not implemented.
- 4.3 Planning permission 11/00474/DPP granted retrospective consent for the infilling of land and relocation of utilities (water and electricity) and associated landscaping. The permission relates to the infilling of a former water pipe cutting at the southeastern corner of the current application site.
- 4.4 Planning permission 14/00290/DPP granted consent for the erection of a non-food retail building and formation of associated car parking and service yard on land at the northern end of the current application site. The permission was not implemented.

- 4.5 Planning permission 15/00610/DPP granted consent for the formation of temporary car park and erection of fence on the existing tarmac roadway within the current application site. The permission was not implemented.
- 4.6 Prior to the submission of the current application the site was the subject of a Proposal of Application Notice (reference 24/00119/PAC) which was submitted in February 2024 and reported to Committee on 23 April 2024.
- 4.7 An EIA Screening Opinion Request for mixed use development including Class 1A (shops, financial, professional and other services), Class 3 (food and drink), Class 11 (assembly and leisure) and Class 4 (business); and associated infrastructure, car parking, servicing, access arrangements and landscaping was submitted on 23 April 2024. The screening opinion confirmed that an Environmental Impact Assessment (EIA) was not required and was issued on 13 May 2024.

Asda

- 4.8 Application 09/00362/FUL granted consent for the erection of retail building and petrol filling station, formation of associated car parking, landscaping and access to A701 at the Former Dansco Dairy, New Pentland.

Western Nissan

- 4.9 Planning permission 99/00746/FUL granted consent for the erection of a car showroom, workshops and associated car parking and roads. The permission was issued on 23 November 2000.
- 4.10 The curtilage of the dealership was expanded in 2017 when the site was extended to incorporate a grassed area to the south of the dealership that had previously been part of the A701 realignment safeguarding. Planning permission 17/00212/DPP granted consent for a change of use from public open space to car sales and formation of hard standing.

Aaron Glen

- 4.11 The neighbouring house at the southeast corner of the application site was in use as a guest house in the early 1990s and continued to be used as a guest house until the 2020s. The property was extended in the early 2000s (reference 01/00790/FUL) to provide domestic accommodation.
- 4.12 Retrospective planning permission was granted in 2003 for the erection of two self-catering units (reference 02/00498/FUL) to the rear of the guest house building. In 2021 consent (reference 21/00691/DPP) was

granted for the change of use from guest house bedrooms to 3 self-catering apartments; and external alterations including infilling of door opening, formation of window and door openings. The business now operates on a solely self-catering basis and offers a choice of five self-catering apartments.

- 4.13 Due to the floorspace and the site area the application constitutes a Major Development, as defined in the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009, and therefore it requires to be determined by the Committee.
- 4.14 The Town and Country Planning (Use Classes) (Scotland) Order 1997 categorises different land uses into different classes to enable planning practitioners and decision makers to determine if a change of use of land or buildings is proposed or has occurred – Classes 1A, 4 and 11 have been referenced in this report. The classes relate to the following uses:

Class 1A – This class relates to use as shops, and financial, professional and other services.

Class 4 – This class relates to business uses including uses as an office, research and development facility or for industrial processes. All such uses must be capable of being carried on in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class 11 – This class relates to assembly and leisure uses including use as a cinema, concert hall, bingo hall or casino, dance hall or discotheque or sports uses.

- 4.15 In defining if a material change of use between one class and another has occurred it enables planning authorities to assess the impact of different uses and enables decisions to be made with regard the right development in the right location. Different uses within the same class are seen to have similar impacts and characteristic and are therefore interchangeable in land use planning terms.

5 CONSULTATIONS

- 5.1 **Scottish Water** does not object to the application. The water supply will be fed from Glencorse Water Treatment Works. The foul water drainage will be dealt with by the Edinburgh Waste Water Treatment Works. Both have sufficient capacity at present; however, it is not possible to reserve capacity for future developments. This will be subject to a separate regulatory process between the applicant and Scottish Water.

- 5.2 For reasons of sustainability and to protect Scottish Water customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into the combined sewer system. There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical and technical challenges.
- 5.3 To avoid costs and delays where a surface water discharge to the combined sewer system is anticipated, the developer should refer to Scottish Water guidance on network connections. Evidence to support the intended drainage plan should be submitted at the technical application stage. The evidence will be assessed in a robust manner and any decision will reflect the best option from environmental and customer perspectives. For reasons of sustainability, and to protect from potential future sewer flooding, Scottish Water will typically require surface water to be eliminated from any new discharges of trade effluent.
- 5.4 The **Coal Authority** does not object to the application. The Coal Authority is satisfied that the content and conclusions of the Phase 1 Desk Study Report and Mining Risk Assessment, as supplemented by those of the subsequent Report on Site Investigations, are sufficient for the purposes of the planning system in demonstrating that the application site is, or can be made, safe and stable for the proposed development. The Coal Authority recommends the use of an Informative Note on any decision notice but does not consider any conditions to be necessary.
- 5.5 **Scottish Power (SP) Energy Networks** does not object to the application. SP Distribution has a high voltage overhead line and underground cables within the vicinity of the proposals. SP Distribution reserves the right to protect and/or deviate their cable/apparatus at the applicant's expense – this is a matter between the applicant and SP Distribution rather than the planning authority.
- 5.6 **Transport Scotland** does not object to the application, subject to any grant of planning permission including a condition to secure a Travel Plan to reduce dependency on the private car. The response includes comments on the contents of the Transport Assessment (TA) and confirms that, based on the figures in the TA, detailed assessments of the A720(T)/A701 Straiton junction and the A702(T)/A703/Old Pentland Road junction will not be necessary.
- 5.7 The **Council's Ecological Advisor – The Wildlife Information Centre (TWIC)** does not object to the application. The Preliminary Ecological Appraisal (PEA) advises that there are no signs of protected species on the site; that other than a breeding bird survey, no protected species survey is required; there are no habitats of conservation

interest on the site; and no Invasive Non-Native Species were noted on the site.

- 5.8 The **Council's Archaeology Advisor** does not object to the application. The consultee originally recommended a programme of archaeological evaluation works, however after examination of site investigation borehole data the consultee confirmed that evaluation work would not be required due to the amount of previous ground disturbance. It is recommended that a milestone marker within the site is retained and protected.
- 5.9 The **Council's Senior Manager Neighbourhood Services (Flood Risk and Transportation)** does not object to the application. The response notes certain details that should be secured via condition. The consultee originally advised that access to the site should only be from the A701, following consideration of further information submitted by the applicant the consultee confirmed that the proposed access arrangements were acceptable. The consultee originally advised that a footway should be provided along the A701 frontage of the site, following consideration of further information submitted by the agent the consultee confirmed that a footway along the A701 was not required because of the development.
- 5.10 The **Council's Senior Manager Protective Services (Environmental Health)** does not object to the application. Conditions relating to noise emissions from plant and machinery, noise assessment procedures and light emissions are recommended. The Phase 1 Desk Study Report and Mining Risk Assessment and Site Investigation Report have been subject to four rounds of external peer review, further submissions will be required to address matters associated with potential ground contamination.
- 5.11 **Loanhead and District Community Council** objects to the proposal. The Community Council has submitted three separate sets of comments. The first response was received on 21 June 2024. The grounds for objection are as follows:
- There is an existing over-proliferation of convenience, general and bulky comparison goods retailers within the Straiton area.
 - The proposal will not address facilities deficiencies identified by the local community.
 - Any new development should comply with the ethos of 20-minute neighbourhoods.
 - The trees on the site should be retained.
 - The Milestone on the east verge of the A701 should be protected and preserved.
 - The site requires further intrusive site investigations to identify risks associated with historic coalmining in the area.
 - The development will promote car dependence and will exacerbate congestion in the surrounding area.

- The proposal is contrary to policies 1, 3, 6, 7, 13, 14, 15, 18, 23 and 27 of NPF4.

5.12 The second response was received on 6 November 2024 and raised the following points:

- Niven's Knowe Road is a dangerous road, with a high volume of fast-moving traffic. The proposal will add to existing tailbacks.
- The proposed junction with Niven's Knowe Road should only be used as an exit for service vehicles.
- A new footway should be provided along the A701 frontage.
- The proposed car park should not be privately owned and operated.
- This location could fulfil a demonstrated need for Class 4 Small Business units and Class 11 Leisure facilities, which would significantly reduce the number of private cars that this current retail planning application will attract to this area, is a much better proposition for this land.

5.13 The third response was received on 25 March 2025 and raised the following points:

- There is a demand for Class 4 and Class 11 units. The community council would support Class 4 Business
- The community council would support a DIY store with garden centre.
- Electric vehicle charging points should be fully installed rather than providing only cabling for future installation.
- All cycle spaces should be covered.
- A footway along the A701 frontage should be provided.
- The Niven's Knowe Road junction should only be used for egress of service vehicles.
- The Milestone on the east verge of the A701 should be protected and preserved.

5.14 The consultation responses are available to view in full on the online application case files.

6 REPRESENTATIONS

6.1 The application has received three neutral representations which can be viewed in full on the online application case files. The points raised in the representations are as follows:

- A footway should be provided within the application site parallel to the A701 to link existing footways in the area and improve active travel provision.
- There should be controls on delivery times to the units to safeguard residential amenity.

- Any acoustic fencing should be erected at an early stage to provide mitigation during construction.
- The existing A701/Asda junction is busy and subject to queuing. An alternative entrance should be used.

7 PLANNING POLICY

7.1 The is comprised of National Planning Framework 4 (2023) and the Midlothian Local Development Plan 2017.

7.2 The following policies are relevant to the proposal:

National Planning Framework 4 (NPF4)

7.3 **Policy 1 Tackling the climate and nature crisis**; sets out to encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.

7.4 **Policy 2 Climate mitigation and adaptation**; sets out to encourage, promote and facilitate development that minimises emissions and adapts to the current and future impacts of climate change.

7.5 **Policy 3 Biodiversity**; sets out to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks.

7.6 **Policy 6 Forestry, woodland and trees**; sets out to protect and expand forests, woodland and trees.

7.7 **Policy 7 Historic assets and places**; sets out to protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places.

7.8 **Policy 12 Zero Waste**; sets out to encourage, promote and facilitate development that is consistent with the waste hierarchy.

7.9 **Policy 13 Sustainable transport**; sets out to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

7.10 **Policy 14 Design, quality and place**; sets out to encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.

7.11 **Policy 15 Local Living and 20-minute neighbourhoods**; sets out to encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of

their home, preferably by walking, wheeling or cycling or using sustainable transport options.

- 7.12 Policy **18 Infrastructure first**; sets out to encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.
- 7.13 Policy **19 Heating and Cooling** sets out to encourage, promote and facilitate development that supports decarbonised solutions to heat and cooling demand and ensure adaptation to more extreme temperatures.
- 7.14 Policy **20 Blue and green infrastructure**; sets out to protect and enhance blue and green infrastructure and their networks.
- 7.15 Policy **22 Flood risk and water management**; sets out to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding.
- 7.16 Policy **23 Health and safety**; sets out to protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing.
- 7.17 Policy **26 Business and industry**; sets out to encourage, promote and facilitate business and industry uses and to enable alternative ways of working such as home working, live-work units and micro-businesses.
- 7.18 Policy **27 City, town, local and commercial centres**; sets out to encourage, promote and facilitate development in our city and town centres, recognising they are a national asset. This will be achieved by applying the Town Centre First approach to help centres adapt positively to long-term economic, environmental and societal changes, and by encouraging town centre living.
- 7.19 Policy **28 Retail**; sets out to encourage, promote and facilitate retail investment to the most sustainable locations that are most accessible by a range of sustainable transport modes.

Midlothian Local Development Plan 2017 (MLDP)

- 7.20 Policy **STRAT1: Committed Development** seeks the early implementation of all committed development sites and related infrastructure, including sites in the established economic land supply. Committed development includes those sites allocated in previous development plans which are continued in the MLDP.
- 7.21 Policy **DEV2: Protecting Amenity within the Built-Up Area** states that development will not be permitted within existing and future built-up areas where it is likely to detract materially from the existing character or amenity of the area.

- 7.22 Policy **DEV5: Sustainability in New Development** sets out the requirements for development with regards to sustainability principles.
- 7.23 Policy **DEV6: Layout and Design of New Development** states that good design and a high quality of architecture will be required in the overall layout of development proposals. This also provides guidance on design principles for development, materials, access, and passive energy gain, positioning of buildings, open and private amenity space provision and parking.
- 7.24 Policy **DEV7: Landscaping in New Development** requires development proposals to be accompanied by a comprehensive scheme of landscaping. The design of the scheme is to be informed by the results of an appropriately detailed landscape assessment.
- 7.25 Policy **ECON4: Economic Development Outwith Established Business and Industrial Sites** states that business and industrial proposals (class 4 and 5) within the defined urban area but outwith existing or allocated business and industrial sites will be supported if:
- a. it is demonstrated that there is no suitable alternative site available within established economic sites;
 - b. the site is not identified for alternative use;
 - c. the proposed development would be compatible with surrounding uses and there would be no adverse impact on local and, in particular, residential amenity as a result of development;
 - d. the layout and design of buildings would be appropriate to the character of the site and surrounding area; and
 - e. the transport impact of the proposal would be acceptable.

The Council will give support to proposals that reuse brownfield or vacant or derelict land as opposed to greenfield locations.

- 7.26 Policy **TRAN1: Sustainable Travel** aims to encourage sustainable modes of travel.
- 7.27 Policy **TRAN2: Transport Network Interventions** highlights the various transport interventions required across the Council area, including the A701 Relief Road and A702 Link, and A702/Bush Loan junction improvements.
- 7.28 Policy **TRAN5: Electric Vehicle Charging** seeks to support and promote the development of a network of electric vehicle charging stations by requiring provision to be considered as an integral part of any new development or redevelopment proposals.
- 7.29 Policy **TCR2: Location of New Retail and Commercial Leisure Facilities** states that the Council will apply a sequential town centre first approach to the assessment of applications. This directs retail developments to the following areas in order:

- Town Centre - Bonnyrigg, Dalkeith, Gorebridge, Loanhead, Mayfield, Newtongrange, Penicuik, Shawfair
- Commercial centre – Straiton Commercial Centre
- Potential out of centre location - Main corridor from Gorebridge/Redheugh to Newtongrange
- Local Centres - Danderhall, Bonnyrigg/Hopefield, Bonnyrigg/Poltonhall, Dalkeith/Thornycroft, Dalkeith/Wester Cowden, Dalkeith/Woodburn, Eskbank Toll, Gorebridge/Hunterfield Road, Bilston, Penicuik/Edinburgh Road, Roslin and Pathhead

- 7.30 Regarding Development at Straiton Commercial Hub policy TCR2 states that proposals for new retail and commercial leisure development will be supported in principle provided that:
- A. There are no alternative sites in or on the edge of Edinburgh City Centre (where the proposed development has an anticipated catchment from across the city region); or there are no alternative sites in, or on the edge of, Dalkeith town centre (where the proposed development has an anticipated catchment wholly or predominantly within Midlothian);
 - B. They address a quantitative or qualitative deficiency within that catchment;
 - C. They do not, either individually or cumulatively with other developments, undermine the vitality and viability of regional, strategic or other town centres, within the expected catchment of the proposed development; and
 - D. They are accompanied by measures to improve the environmental quality of the commercial hub and its accessibility by public transport, walking or cycling.
- 7.31 **Policy ENV9: Flooding** presumes against development which would be at unacceptable risk of flooding or would increase the risk of flooding elsewhere. It states that Flood Risk Assessments will be required for most forms of development in areas of medium to high risk but may also be required at other locations depending on the circumstances of the proposed development. Furthermore, it states that sustainable urban drainage systems will be required for most forms of development, so that surface water run-off rates are not greater than in the site's pre-developed condition, and to avoid any deterioration of water quality.
- 7.32 Policy **ENV10: Water Environment** requires that new development pass surface water through a sustainable urban drainage system (SUDS) to mitigate against local flooding and to enhance biodiversity and the environment.
- 7.33 Policy **ENV11: Woodland, Trees and Hedges** states that development will not be permitted where it could lead directly or indirectly to the loss of, or damage to, woodland, groups of trees (including trees covered by

a Tree Preservation Order, areas defined as ancient or semi-natural woodland, veteran trees or areas forming part of any designated landscape) and hedges which have a particular amenity, nature conservation, biodiversity, recreation, landscape, shelter, cultural, or historical value or are of other importance.

- 7.34 Policy **ENV15: Species and Habitat Protection and Enhancement** presumes against development that would affect a species protected by European or UK law.
- 7.35 Policy **ENV16: Vacant, Derelict and Contaminated Land** supports the redevelopment of vacant and derelict land for uses compatible with their location. Developments will be required to demonstrate that the site is suitable for the proposed new use in terms of the risk posed by contamination and instability from historic uses.
- 7.36 Policy **ENV17: Air Quality** states that the Council may require further assessments to identify air quality impacts where considered requisite. It will refuse planning permission, or seek effective mitigation, where development proposals cause unacceptable air quality or dust impacts.
- 7.37 Policy **ENV18: Noise** requires that where new noise sensitive uses are proposed in the locality of existing noisy uses, the Council will seek to ensure that the function of established operations is not adversely affected.
- 7.38 Policy **ENV25: Site Assessment, Evaluation and Recording** requires that where development could affect an identified site of archaeological importance, the applicant will be required to provide an assessment of the archaeological value of the site and of the likely impact of the proposal on the archaeological resource.
- 7.39 Policy **IMP1: New Development** ensures that appropriate provision is made for a need which arises from new development. Of relevance in this case are education provision, transport infrastructure; contributions towards making good facility deficiencies; affordable housing; landscaping; public transport connections, including bus stops and shelters; parking in accordance with approved standards; cycling access and facilities; pedestrian access; acceptable alternative access routes, access for people with mobility issues; traffic and environmental management issues; protection/management/compensation for natural and conservation interests affected; archaeological provision and 'percent for art' provision.
- 7.40 Policy **IMP2: Essential Infrastructure Required to Enable New Development to Take Place** states that new development will not take place until provision has been made for essential infrastructure and environmental and community facility related to the scale and impact of the proposal. Planning conditions will be applied and where appropriate, developer contributions and other legal agreements will be

used to secure the appropriate developer funding and ensure the proper phasing of development.

- 7.41 Policy **IMP3: Water and Drainage** require sustainable urban drainage systems (SUDS) to be incorporated into new development.

8 PLANNING ISSUES

- 8.1 The main planning issue to be considered in determining this application is whether the proposal complies with development plan policies unless material planning considerations indicate otherwise. The representations and consultation responses received are material considerations.

Principle of development

- 8.2 Most of the site is identified in the MLDP as forming part of the Straiton Commercial Hub where MLDP policy TCR2 supports retail and commercial leisure development, subject to complying with the conditions detailed in paragraph 7.30 above. A strip of land, measuring approximately 28m wide, along the western side of the site is not included within the TCR2 boundary, however the land is within the built-up area of Loanhead where there is a presumption in favour of development. The strip of land appears to have been incorporated into the application site prior to the adoption of the MLDP. Considering the strip of land as part of the wider TCR2 site makes for a logical boundary and would avoid the potential for the land falling into disrepair.
- 8.3 The scale of the development means that the proposal will have a catchment predominantly within Midlothian. There are no sites of a similar size in or on the edge of Dalkeith town centre. The retail and commercial leisure elements of the proposal comply with condition A of MLDP policy TCR2. The commercial leisure elements of the proposal comply with NPF4 policy 27.
- 8.4 The original allocation of the site as part of the Straiton Commercial Hub was intended to address high leakage rates within the comparison goods sector in Midlothian, which was resulting in custom leaving Midlothian for other locations in East Central Scotland. Whilst the retail market has seen significant changes since the allocation of the site, it is still reasonable to assume that retail or commercial leisure development of a scale that can't be accommodated within Midlothian's town centres is meeting a deficiency within the Midlothian market. The retail and commercial leisure elements of the proposal comply with condition B of MLDP policy TCR2.
- 8.5 The Retail Impact Assessment submitted in support of the application considers the scale of any anticipated trade diversion, and the existing vitality and viability of Bonnyrigg, Dalkeith, Loanhead, Gorebridge, Newtongrange, Mayfield and Straiton Commercial Hub. The

Assessment concludes that in all cases the retail impacts will be modest and that there will be no significant impact on the vitality and viability of the centres. The assessment has been prepared by experienced consultants using appropriate methodologies. The conclusions are justified and robust. The retail and commercial leisure elements of the proposal comply with condition C of MLDP policy TCR2.

- 8.6 The application site is a longstanding vacant and derelict site whose appearance detracts from the approach to Straiton Commercial Hub from the south. Development of the site will remove an area of derelict land and improve the environmental quality of both Straiton and Loanhead. The development will provide improved pedestrian links from Niven's Knowe Road, and Loanhead, into the southern end of the Straiton Commercial Hub. The retail and commercial leisure elements of the proposal comply with condition D of MLDP policy TCR2.
- 8.7 NPF4 policy 28 states that development proposals for retail will be supported in existing city, town and local centres. Proposals will also be supported in edge of centre areas or commercial hubs if they are allocated as sites suitable for retail development in a local development plan. The site is identified in the MLDP and forms part of the Straiton Commercial Hub allocation where proposals for retail and commercial leisure will be supported. The retail element of the proposal complies with NPF4 policy 28.
- 8.8 In addition to the class 1A and 11 uses considered in the paragraphs above, the application also proposes incorporating class 4 uses. Both Bilston Glen and Pentland Industrial Estates include premises operating as class 4 uses and the demand for class 4 premises remains strong in Midlothian. The success of Bilston Glen and Pentland Industrial Estates means that demand is particularly strong in the Loanhead area. Both the Bilston Glen and Pentland Industrial Estate are near capacity and neither has room for significant expansion.
- 8.9 The applicant seeks to include class 4 uses within the development to maximise tenant interest in the site amidst a volatile retail property market. The supporting information submitted with the application states that the applicant envisages the development as being focussed on retail uses with the commercial leisure and business uses being secondary to the main retail use. A maximum of 2000sqm of commercial leisure space and 1000sqm of business space is proposed in the supporting statement. NPF4 policy 26 supports business uses outwith areas identified for those uses in the local development plans where it is demonstrated that there are no suitable alternatives in the local development plan, and the nature and scale of the activity will be compatible with the surrounding area. Delivery of a limited amount of class 4 space as part of the development will address a local demand and provide business space in an area of Midlothian that has proven popular with businesses. The scale and nature of the use will be

compatible with both existing and proposed uses in the surrounding area. The class 4 element of the proposal complies with NPF4 policy 26.

Transportation matters

- 8.10 Both Midlothian Council, as local roads authority, and Transport Scotland, as roads authority for the A720 Edinburgh City Bypass and the A702, have indicated that they are satisfied that their respective roads networks can accommodate traffic from the proposed development without the need for significant additional works. The applicant has confirmed that works to aid pedestrian access at the two junctions serving the site will be provided as per the recommendations from the Council's transportation consultee.
- 8.11 At present there is no pedestrian footway along the A701 frontage of the site and the applicant's title stops short of the road edge. There is a hedgerow verge of between 2 and 2.5 metres between the road edge and the applicant's site. There is a pedestrian footway along the majority, but not all, of the A701 frontage of the Western Nissan site. To the south of the A702 Niven's Knowe Road signalised junction an initial section of footway on the east side of the A701 terminates after approximately 55 metres.
- 8.12 Whilst planning applications can be a means to address issues associated with the proposed development, they are not a means to address existing deficiencies that are unrelated to the application. The site will be accessible by pedestrians from both the north and south junctions. Pedestrians accessing the site from the west of the A701 will be able to cross at the Niven's Know Road and Asda signalised junctions on the A701 and access the site entrance closest to each crossing. The relationship between the crossings and the site access points means that the proposed development will not generate significant demand for a pedestrian footway on the A701. Whilst such a footway may contribute to wider active travel aspirations within the A701 corridor it would not be addressing an issue created or exacerbated by the proposed development. The applicant will be required to make proportionate developer contributions towards the A701 realignment, and that project also includes active travel improvements to the existing A701.
- 8.13 The plans submitted with the application show ducting provision for 42 parking spaces for electric vehicle (EV) charging, this equates to 15% of the parking provision. The applicant has advised that providing charging stations for all the bays would require the installation of a new sub-station and that typical visit times are anticipated to be less than 30 minutes which makes charging stations impractical. Whilst it can be appropriate to provide some future provision via ducting, particularly on sites with a large parking provision, the planning authority does not consider that all of the EV charging provision can be delivered solely

via ducting. The final scheme will need to be a mix of charging stations and future proofed ducting provision, and consideration will need to be given to vehicles associated with class 4 uses and for staff parking. Finalised details can be secured via condition on any grant of planning permission.

Design and landscape

- 8.14 The scale and design of the units will be in keeping with the character and appearance of the wider Straiton Commercial Hub and the class 4 units at Bilston Glen and Pentland Industrial Estates. The proposed landscaping layout will retain 44 existing trees and 18 will be removed to facilitate the development. Replacement tree planting will be provided at a 3:1 ratio. Existing hedgerow and shrub planting along the west and east boundaries of the site will be retained. Finalised landscaping details can be secured via condition on any grant of planning permission.

Developer contributions

- 8.15 Scottish Government advice on the use of Section 75 Planning Agreements is set out in Circular 03/2012: Planning Obligations and Good Neighbour Agreements. The Circular advises that planning obligations should only be sought where they meet all of the following tests:
- Necessary to make the proposed development acceptable in planning terms (paragraph 15).
 - Serve a planning purpose (paragraph 16) and, where it is possible to identify infrastructure provision requirements in advance, should relate to development plans.
 - Relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area (paragraphs 17-19).
 - Fairly and reasonably relate in scale and kind to the proposed development (paragraphs 20-23).
 - Be reasonable in all other respects.
- 8.16 In relation to Midlothian Council, policies relevant to the use of Section 75 agreements are set out in the MLDP and Midlothian Council's Developer Contributions Guidelines (Supplementary Planning Guidance).
- 8.17 This proposed development, of which the principal element is the provision of a mixed-use development comprising Class 1A, Class 4 and Class 11 uses, has been assessed in relation to the above guidance and it is considered that a planning obligation (Section 75 agreement) is required in respect of the following matters:

- A701 Relief Road, including A702 link and A701 public transport, walking and cycling improvements on existing route – Straiton roundabout to A701/ A703 junction

9 RECOMMENDATION

9.1 That planning permission be granted for the following reason:

The proposed development is situated within the allocated area of the Straiton Commercial Hub and will be in keeping with the scale, character and appearance of the surrounding area. The proposal complies with the relevant policies of National Planning Framework 4 and the Midlothian Local Development Plan 2017.

Subject to:

- a. the prior signing and registration of a planning obligation to secure developer contributions towards the A701 Relief Road; and
- b. the following conditions:
 1. The development to which this permission relates shall commence no later than the expiration of three years beginning with the date of this permission.

Reason: *To accord with the provisions of Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended by the Planning (Scotland) Act 2019*

2. The development shall not begin until a scheme to deal with any contamination of the site has been submitted to and approved by the planning authority. The scheme shall contain details of the proposals to deal with any contamination and include:
 - i. the nature, extent and types of contamination on the site;
 - ii. measures to treat or remove contamination to ensure that the site is fit for the uses hereby approved, and that there is no risk to the wider environment from contamination originating within the site;
 - iii. measures to deal with contamination encountered during construction work; and
 - iv. the condition of the site on completion of the specified decontamination measures.
3. On completion of any required decontamination/ remediation works, referred to in Condition 2, and prior to any part of the building being occupied for its approved use, a validation report shall be submitted to the planning authority confirming that the works have been carried out in accordance with the approved scheme. No part of the

building shall be occupied unless or until the planning authority have approved the required validation.

Reason for conditions 2 and 3: *To ensure that any contamination on the site is adequately identified and that appropriate decontamination measures are undertaken to mitigate the identified risk to site users and construction workers, built development on the site, landscaped areas, and the wider environment.*

4. Development shall not begin until a scheme of hard and soft landscaping has been submitted to and approved in writing by the planning authority. Details of the scheme shall include:
 - i existing and finished ground levels and floor levels for all buildings, roads, parking areas and paths in relation to a fixed datum;
 - ii existing trees, landscaping features and vegetation to be retained; removed, protected during development and, in the case of damage, restored;
 - iii an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) setting out the specifications and methodologies for the implementation of tree protection measures, and methodology for any proposed works that either encroach within the Root Protection Areas (RPAs) of retained trees and/or that have the potential to result in loss or damage to those trees;
 - iv proposed new planting (with a 3:1 compensatory planting ratio for any trees removed) including trees, shrubs, hedging and grassed areas;
 - v location and design of any proposed walls, fences and gates, including those surrounding bin stores or any other ancillary structures;
 - vi schedule of plants to comprise species, plant sizes and proposed numbers/density;
 - vii programme for completion and subsequent maintenance of all soft and hard landscaping. The landscaping shall be completed prior to the development being occupied. Any tree felling or vegetation removal proposed as part of the landscaping scheme shall take place out with the bird breeding season (March-August); unless a suitably qualified ecologist has carried out a walkover survey of the felling/removal area in the 48 hours prior to the commencement of felling/removal, and confirmed in writing that no breeding birds will be affected;
 - viii proposed car park configuration and surfacing;
 - ix proposed cycle parking facilities; and
 - x details of a scheme to record, preserve and relocate the milestone marker (MEL 12989).

All hard and soft landscaping shall be carried out in accordance with the scheme approved in writing by the planning authority as the programme for completion and subsequent maintenance (vii).

Thereafter any trees or shrubs removed, dying, becoming seriously diseased or damaged within five years of planting shall be replaced in the following planting season by trees/shrubs of a similar species to those originally required.

Reason: *To ensure that the development is provided with adequate landscape mitigation and biodiversity habitat enhancements.*

5. Development shall not begin until details and, if requested, samples of materials to be used on external surfaces of the buildings; hard ground cover surfaces; means of enclosure and ancillary structures have been submitted to and approved in writing by the planning authority. Development shall thereafter be carried out using the approved materials or such alternatives as may be agreed in writing with the planning authority.

Reason: *To ensure the quality of the development is enhanced by the use of quality materials to reflect its setting.*

6. Development shall not begin until details of the site access, roads, footpaths, cycle ways and transportation movements have been submitted to and approved in writing by the planning authority. Details of the scheme shall include:

- i existing and finished ground levels for all roads, parking areas and footways in relation to a fixed datum;
- ii proposed vehicular, cycle and pedestrian access;
- iii proposed roads (including turning facilities) and footpaths within the site;
- iv a signalised pedestrian crossing phase for the southern arm of the A701/Asda junction;
- v proposed car parking arrangements, including details of the provision, specification and use of electric vehicle charging stations;
- vi an Auto Track demonstrating how vehicles using the site, including service vehicles, will safely enter, exit and circulate around the site and its parking, pick-up/drop-off and service areas;
- vii measures to ensure that the service yard for the buildings operates a one way system; and
- viii a programme for completion for the construction of access, roads, footpaths.

Development shall thereafter be carried out in accordance with the approved details, or such alternatives as may be agreed in writing with the planning authority.

Reason: *To ensure the future users of the buildings, existing local residents and those visiting the development site during the*

construction process have safe and convenient access to and from the site.

7. 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 planning authority, after consultation with Transport Scotland. This Travel Plan shall identify measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan.

Reason: *To be consistent with the requirements of National Planning Framework 4 (NPF4) and PAN 75 Planning for Transport.*

8. Development shall comply with the approved Surface Water Management Plan. The buildings hereby approved shall not be occupied until such time as the approved surface drainage infrastructure has been installed and is operational.

Reason: *To ensure that surface water drainage is dealt with in a safe and sustainable manner.*

9. Development shall comply with the mitigation and enhancement measures details in the approved Strategic Biodiversity Management Plan. The buildings hereby approved shall not be occupied until such time as the approved enhancement measures have been installed and are operational.

Reason: *To protect, conserve, restore and enhance biodiversity.*

10. Development shall not begin until details, including a timetable of implementation, of 'Percent for Art' have been submitted to and approved in writing by the planning authority. The 'Percent for Art' shall be implemented as per the approved details.

Reason: *To ensure the quality of the development is enhanced by the use of art to reflect its setting.*

11. Development shall not begin until an application for approval of matters specified in conditions for a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the planning authority. The CEMP shall include:

- i details of construction access routes;
- ii signage for construction traffic, pedestrians and other users of the site;
- iii controls on the arrival and departure times for construction vehicles, delivery vehicles and for site workers (to avoid school arrival/departure times);
- iv. details of piling methods (if employed);

- v. details of any earthworks;
- vi. control of emissions strategy;
- vii. a dust management plan strategy;
- viii. waste management and disposal of material strategy;
- ix. a community liaison representative will be identified to deal with the provision of information on the development to the local community and to deal with any complaints regarding construction on the site;
- x. prevention of mud/debris being deposited on the public highway;
- xi. material and hazardous material storage and removal; and
- xii. controls on construction, engineering or any other operations or the delivery of plant, machinery and materials (to take place between 0700 to 1900hrs Monday to Friday and 0800 to 1300hrs on Saturdays).

Development shall thereafter be carried out in accordance with the approved details, or such alternatives as may be approved in writing with the planning authority.

Reason: *In order to control the construction activity on the site, ensure environmental impact during the construction period is acceptable and to ensure appropriate mitigation is in place.*

12. The design and installation of all plant, machinery and equipment shall be such that the combined noise level shall not exceed NR 30 daytime (07:00 to 23:00 hrs) or NR 25 if the noise is tonal and NR 25 night-time (23:00 to 07:00 hrs) or NR 20 if the noise is tonal as measured from within any living apartment in any neighbouring noise-sensitive premises. For the purposes of this condition the assessment position shall be as identified by BS 7445 in relation to internal noise measurements.
13. For an assessment position 3.5 meters from the facade of any residential property (1 m from the facade in the case of upper floors) the Rating Level of noise from the units shall not exceed the background noise level by more than 5 dB when rated in accordance with BS 4142. The background noise levels shall be LA90 and should be demonstrated as being representative of the background noise levels for the relevant assessment period of the day and night.
14. Development shall not begin until details of the location, length, height, specification and timetable for completion of an acoustic fence to safeguard the amenity of the residents of the neighbouring property known as Aaron Glen have been submitted to and approved in writing by the planning authority. Development thereafter shall comply with the approved details.

15. Any lighting associated with the development shall be designed and installed such that there is no direct illumination of any neighbouring sensitive property, and the lamp design shall be such that the actual lamps and inner surface of the reflectors will not be visible from the neighbouring sensitive receptors' properties. The design of the lighting should take account of the Guidance contained within the Scottish Government Guidance to Accompany the Statutory Nuisance Provisions of the Public Health etc (Scotland) Act 2008.

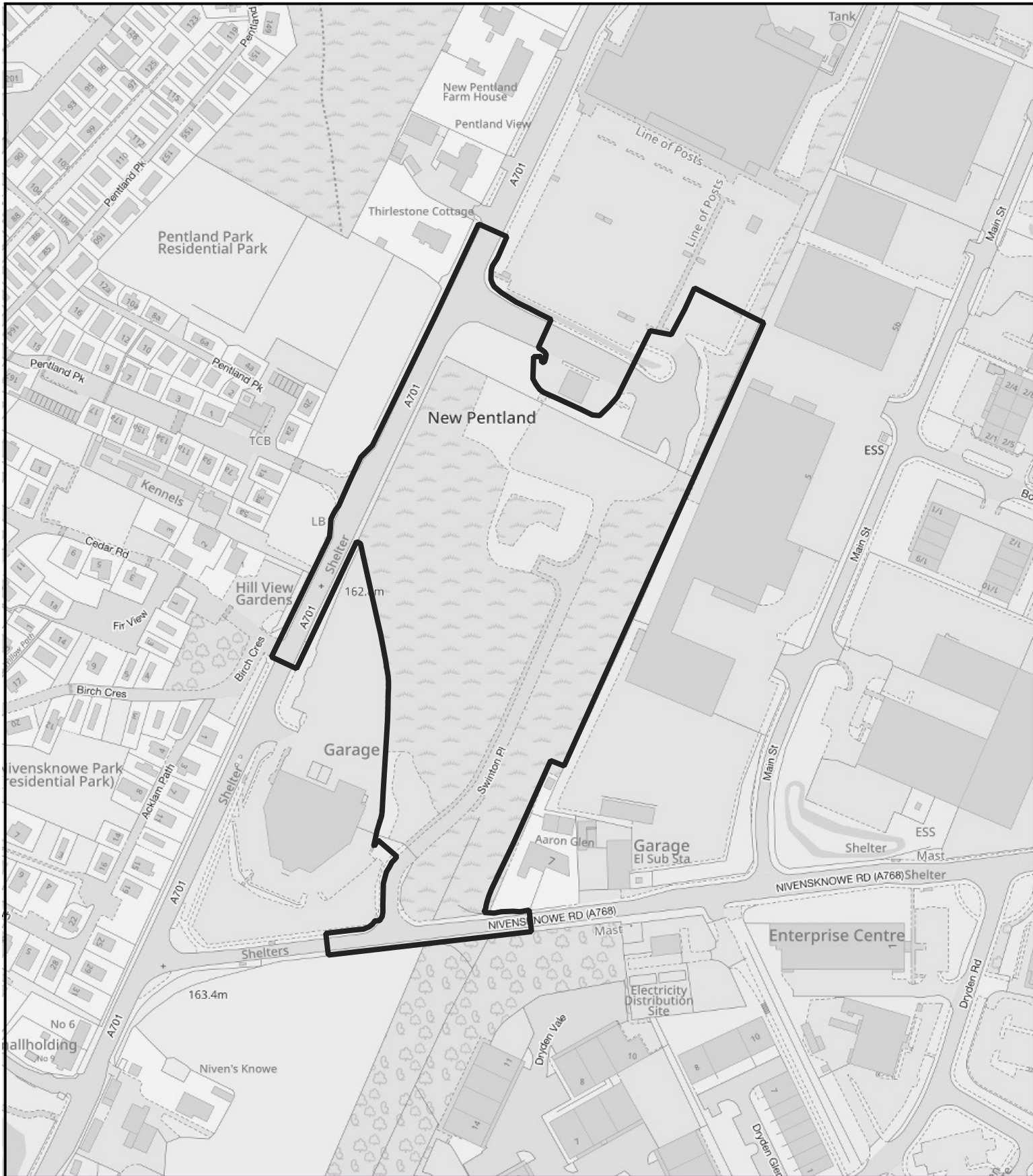
Reason for conditions 12 to 15: *To safeguard the amenity of future users of the site, and residential and business properties in the surrounding area.*

16. Consent is hereby granted for a mixed-use development comprising uses within Class 1A, Class 4 and Class 11 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended). There shall be a maximum of 2000 square metres of floorspace (Gross External Area) allocated to Class 11 uses and a maximum of 1000 square metres of floorspace (Gross External Area) allocated to Class 4 uses.

Reason: *For the sake of clarity and to define the scope of the permission.*

Peter Arnsdorf
Planning, Sustainable Growth and Investment Manager

Date: 18 April 2025
Application No: 24/00338/DPP
Applicant: Lansdowne Investments Limited
Agent: CDA
Validation Date: 24 May 2024
Contact Person: Graeme King, Planning Officer
Email: graeme.king@midlothian.gov.uk
Background Papers: 14/00290/DPP, 22/00119/PAC, 24/000292/SCR



**Planning Service
Place Directorate**

Midlothian Council
Fairfield House
8 Lothian Road
Dalkeith, EH22 3AA

Mixed use development including class 1A (shops, financial, profession and other services), class 11 (assembly and leisure) class 4 (business), and associated infrastructure.
Land near Asda Petrol Filling Station, Loanhead.

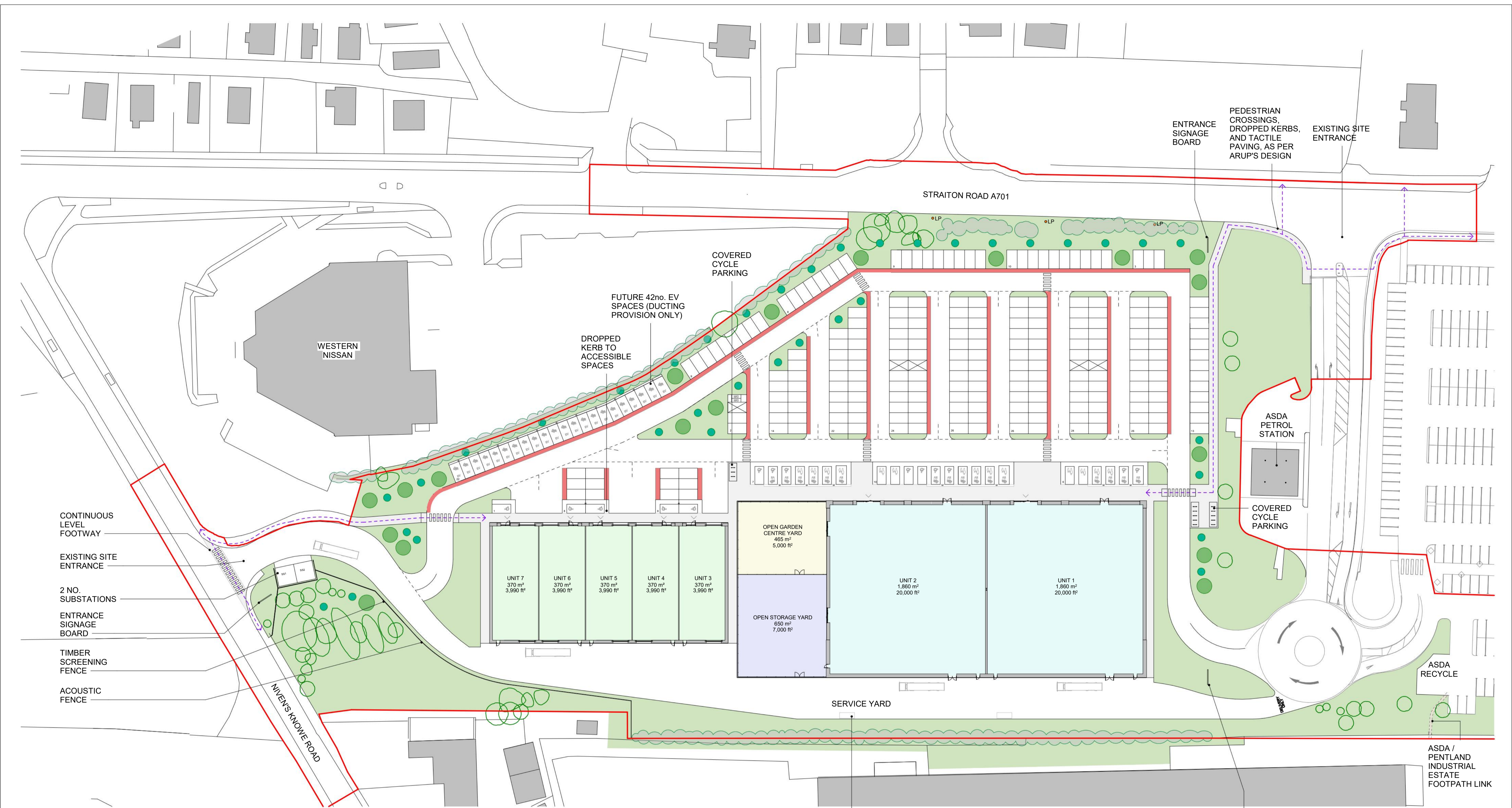
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File No. 24/00338/DPP

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Scale 1:2500



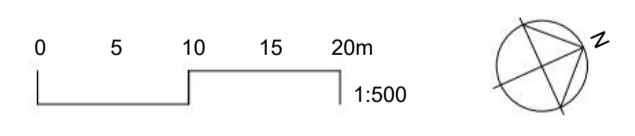


- KEY**
- PLANNING APPLICATION BOUNDARY
 - - - KEY PEDESTRIAN ROUTES
 - TROLLEY PARKING
 - ACCESSIBLE CAR PARKING SPACE
 - PARENT & CHILD CAR PARKING SPACE
 - PROPOSED FOOTPATHS
 - LANDSCAPING
 - LP EXISTING LAMPPOSTS
 - EXISTING TREES RETAINED - 45no.
 - PROPOSED NEW TREE PLANTING - 17no.
 - SUPPLEMENTARY TREE PLANTING - 34no.
 - EXISTING SHRUBS RETAINED
 - MARKED WALKWAYS

PARKING SPACE TOTAL: 278
 ACCESSIBLE: 14 (5%)
 PARENT AND CHILD: 14 (5%)
 OVERSIZED: 253 (91%)
 EV PROVISION: 42 (15%)
 TROLLEY PARKING BAYS: 5

CYCLE PARKING TOTAL: 24
 COVERED SPACES: 24
 (STAFF CYCLE PARKING BASED ON 1.5 STAFF MEMBERS PER 1000R²)
 MOTORCYCLE SPACES: 2

NOTE:
 The internal dividing walls between the units are indicative and maybe removed or repositioned to accommodate different unit sizes.



Comprehensive Design Architects
 16 Moray Place Edinburgh EH3 6DT
 T: 0131 225 1111 www.cda-group.co.uk

CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015
 This drawing is to be read in conjunction with CDA's Standard Hazard and Risk Assessment of architectural matters (CDM) series drawings.
 Works to be carried out in accordance with the Construction Phase plan prepared by the Principal Contractor.
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 16 Moray Place EDINBURGH EH3 6DT
 Registered in Scotland: SC311114
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- Notes**
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 3. Contractor to check all dimensions on site Comprehensive Design Architects to be advised of any discrepancies between this drawing and site conditions immediately
 4. Dimensions are in millimeters unless otherwise stated

key plan

| Rev | Date | Description | LM | GW | date | scale | drawn by | checked by | internal job no | dwg no | revision |
|-----|----------|--|----|----|----------|----------|----------|------------|-----------------|---------------------------|----------|
| P7 | 04.03.25 | REVISED PLANNING ISSUE | LM | GW | | | | | | | |
| P6 | 25.02.25 | MINOR AMENDMENTS TO UNIT FOOTPRINTS | LM | GW | | | | | | | |
| P5 | 17.02.25 | PROPOSED UNIT FOOTPRINTS AMENDED | LM | GW | | | | | | | |
| P4 | 08.01.25 | PARKING LAYOUT AND LANDSCAPING ADJUSTED TO SUIT | LM | GW | | | | | | | |
| P3 | 15.01.25 | SITE LAYOUT AMENDED FOR INFORMATION | LM | GW | | | | | | | |
| P2 | 05.09.24 | PARKING AND LANDSCAPE LAYOUT UPDATED. NOTES UPDATED. | LM | GW | | | | | | | |
| P1 | 17.05.24 | PLANNING ISSUE | LM | GW | 23.11.23 | 1:500@A1 | LM | GW | E23041 | STR-CDA-01-00-DR-A-020003 | P7 |

client
LANSDOWNE INVESTMENTS LTD

project title
New Pentland Straiton, Loanhead

status
PLANNING

drawing title
Proposed Site Plan

status code
S2

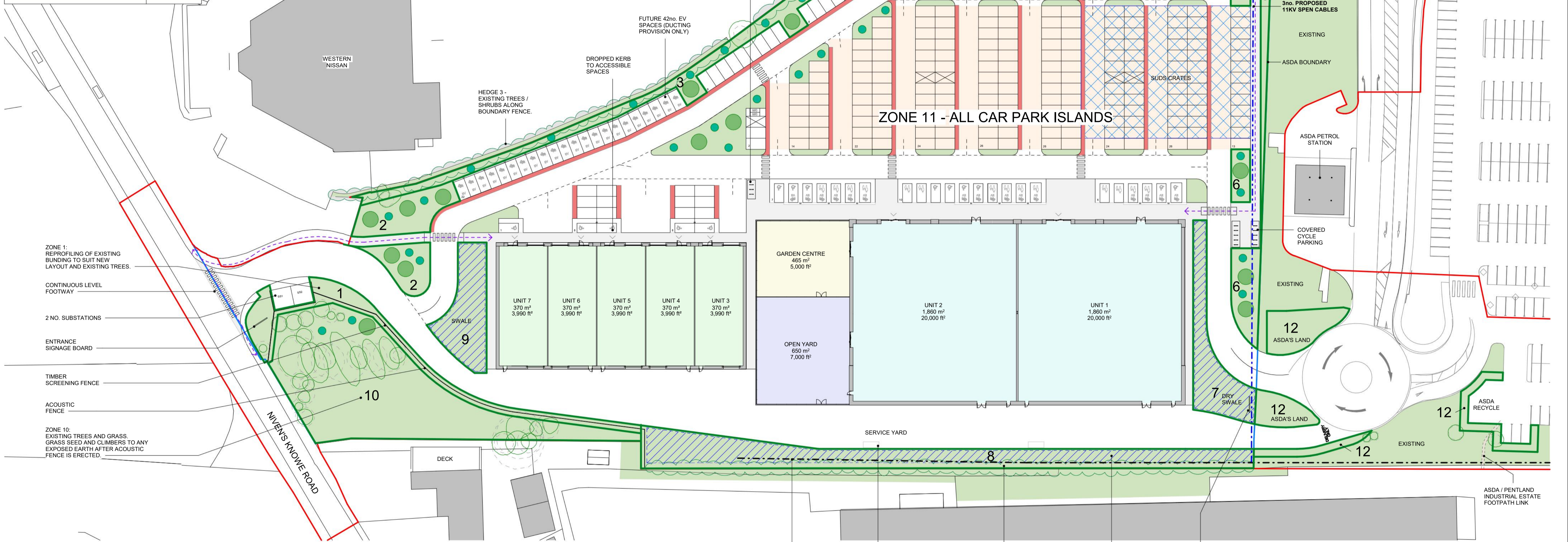
revision
P7

| HEDGEROW MEADOW PLANTING | |
|-----------------------------|-------|
| SPECIES | ZONES |
| Campanula latifolia | 4, 3 |
| Centauria nigra | 4, 3 |
| Cruciata laevipes | 4, 3 |
| Digitalis purpurea* | 4, 3 |
| Geum urbanum | 4, 3 |
| Hypericum perforatum | 4, 3 |
| Knautia arvensis | 4, 3 |
| Leucanthemum vulgare | 4, 3 |
| Primula vulgaris | 4, 3 |
| Rhinanthus minor | 4, 3 |
| Scrophularia nodosa | 4, 3 |
| Silene dioica | 4, 3 |
| Silene flos-cuculi | 4, 3 |
| Stachys sylvatica | 4, 3 |
| Stellaria holostea | 4, 3 |
| Teucrium scorodinia | 4, 3 |
| Torilis japonica | 4, 3 |
| Vicia sepium | 4, 3 |
| Grasses | |
| Agrostis capillaris | 4, 3 |
| Cynosurus cristatus | 4, 3 |
| Festuca rubra ssp commutata | 4, 3 |
| Poa nemoralis | 4, 3 |
| Poa pratensis | 4, 3 |

| WET MEADOW PLANTING | |
|--|-----------------|
| SPECIES | ZONES |
| Agrostis Capillaris | 7, 8, 9, 11, 12 |
| Alopecurus Pratensis | 7, 8, 9, 11, 12 |
| Festuca Rubric Ommutata | 7, 8, 9, 11, 12 |
| Poa Pratensis | 7, 8, 9, 11, 12 |
| Festuca Rubra | 8, 12 |
| Lolium Perenne | 8, 12 |
| Note: Or other substitute species also from Strategic Biodiversity Management Plan - Wet Meadow Table (Acorna April '24) including plug planting feature areas. | |
| Select shrubs from shrub table allowed on upper bank of swales, but planted min. 500mm from tarmac / concrete. | |

| SHRUB PLANTING | |
|------------------------------------|------------------|
| SPECIES | ZONES |
| Hebe Albicans Red Edge | 1, 2, 3, 4, 6 |
| Vinca Minor | 1, 2, 3, 4, 5, 6 |
| Rubus Betty Ashburner | 1, 2, 3, 4, 5, 6 |
| Escallonia Donard Star | 1, 2, 3, 4, 5, 6 |
| Euonamus Alatus Compacta | 1, 2, 3, 4, 6 |
| Cotoneaster Horizontalis | 1, 2, 3, 4, 5, 6 |
| Pieris Forest Flame | 1, 2, 3, 4, 7, 8 |
| Griselinia Littoralis | 1, 3, 4, 6 |
| Pittasporium tenuifolium Golf Ball | 1, 2, 3, 4, 5, 6 |
| Hebe Autumn Glory | 1, 2, 3, 4, 5 |
| Rosa Caesia | 1, 2, 3, 4, 5, 6 |
| Rosa Arvensis | 2, 4, 6 |

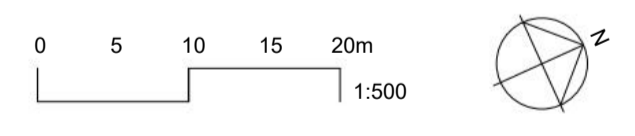
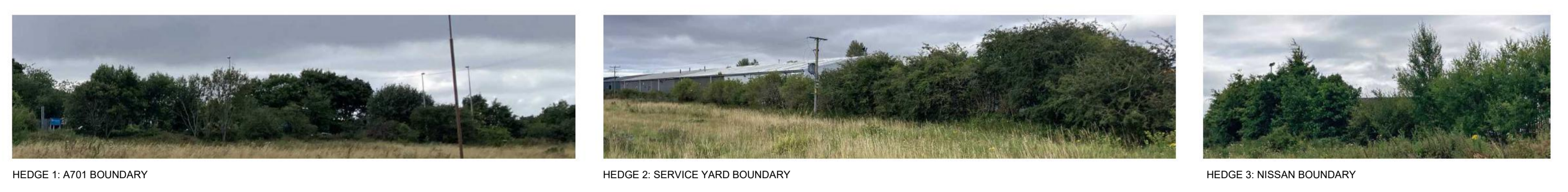
| TREE PLANTING | |
|--|--|
| SPECIES | |
| • Acer Campestre (Field Maple) | |
| • Betula Pendula (Birch) | |
| • Sorbus Aucuparia (Rowan) | |
| • Sambucus Nigra (Elder) | |
| • Euonymus Europaeus (Spindle) | |
| • Sorbus Leptophylla (Welsh Whitebeam) | |
| • Corylus Avellana (Hazel) | |
| • Crataegus Monogyna (Hawthorn) | |
| • Cornus Sanguinea (Dogwood) | |



| KEY | |
|-----|-------------------------------------|
| | PLANNING APPLICATION BOUNDARY |
| | OWNERSHIP EXTENT FROM TITLE PLANS |
| | KEY PEDESTRIAN ROUTES |
| | TROLLEY PARKING |
| | ACCESSIBLE CAR PARKING SPACE |
| | PARENT & CHILD CAR PARKING SPACE |
| | LANDSCAPING |
| | LANDSCAPING ZONES |
| | SWALE AREAS |
| | EXISTING SHRUBS RETAINED |
| | PROPOSED FOOTPATHS |
| | EXISTING LAMPOSTS |
| | SUDS CRATES |
| | ROOT PROTECTION ZONES |
| | EXISTING TREES RETAINED - 44no. |
| | PROPOSED NEW TREE PLANTING - 18no. |
| | SUPPLEMENTARY TREE PLANTING - 36no. |
| | MARKED WALKWAYS |
| | POROUS PAVING |
| | EXISTING SPEN CABLES |
| | PROPOSED SPEN CABLES |

NOTE:
TOTEM SIGNAGE SUBJECT TO SEPARATE ADVERTISEMENT CONSENT.
MIN. 8no. BIRD AND BAT BOXES TO BE PROVIDED.
ANY LANDSCAPING PLANTED BETWEEN DRIVEWAYS AND HENCE AFFECTING SIGHTLINES (E.G. LANDSCAPE AREAS 2 AND 11) SHALL BE SPECIFIED AND THEN MAINTAINED TO HAVE NO SIGNIFICANT VEGETATION BETWEEN 0.5-1.5M HEIGHT.

EXISTING BOUNDARIES:



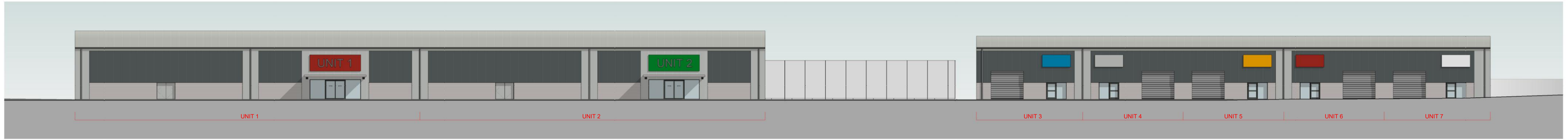
CDA
Comprehensive Design Architects
16 Moray Place Edinburgh EH3 6DT
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Works to be carried out in accordance with the Construction Phase plan prepared by the Principal Contractor.
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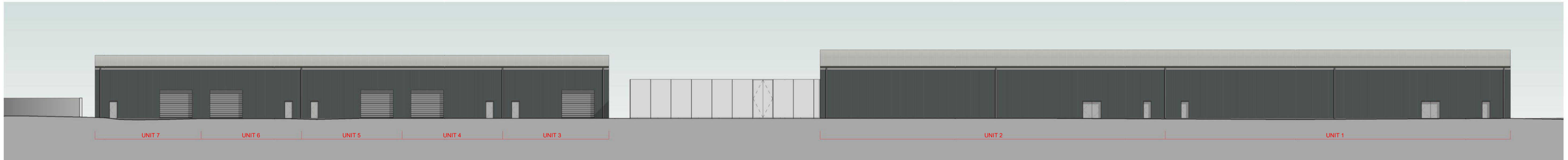
- Notes
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| Rev | Date | Description | LM | GW | Drawn | Checked |
|-----|----------|--|----|----|-------|---------|
| P6 | 04.03.25 | REVISED PLANNING ISSUE | LM | GW | | |
| P5 | 28.02.25 | MINOR AMENDMENTS TO UNIT FOOTPRINTS | LM | GW | | |
| P4 | 17.02.25 | PROPOSED UNIT FOOTPRINTS AMENDED. PARKING LAYOUT AND LANDSCAPING ADJUSTED TO SUIT | LM | GW | | |
| P3 | 15.01.25 | SITE LAYOUT AMENDED. SPEN CABLES, POROUS PAVING, AND SUDS ADDED | LM | GW | | |
| P2 | 05.09.24 | PARKING AND LANDSCAPE LAYOUT UPDATED. EXISTING REMOVED, AND PROPOSED TREES ADDED. NOTES UPDATED. | LM | GW | | |
| P1 | 17.05.24 | PLANNING ISSUE | LM | GW | | |

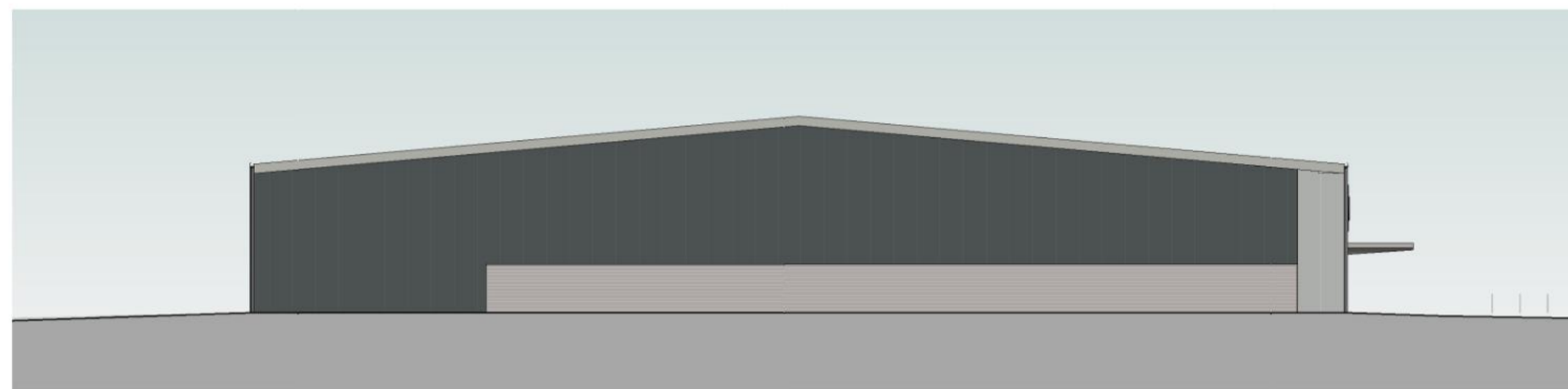
| | | | | | |
|---------------|---------------------------------|---------------|----------------|-----------------|----------------------------------|
| client | LANSLOWNE INVESTMENTS LTD | status | PLANNING | status code | S2 |
| project title | New Pentland Straiton, Loanhead | drawing title | Landscape Plan | | |
| date | 17.05.24 | scale | 1 : 500@A1 | drawn by | LM |
| | | checked by | GW | internal job no | E23041 STR-CDA-01-00-DR-A-020009 |
| | | revision | P6 | | |



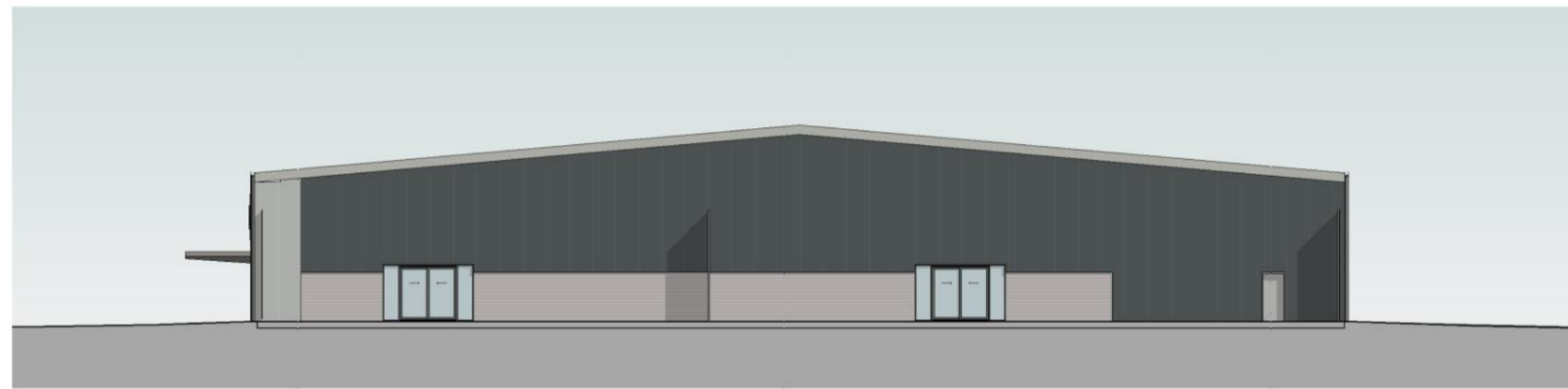
PROPOSED WEST ELEVATION



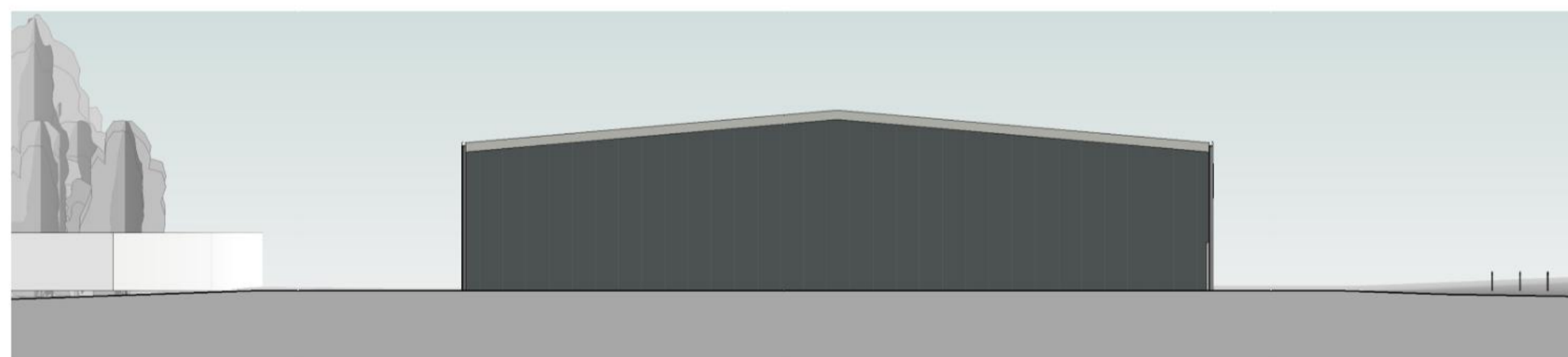
PROPOSED EAST ELEVATION



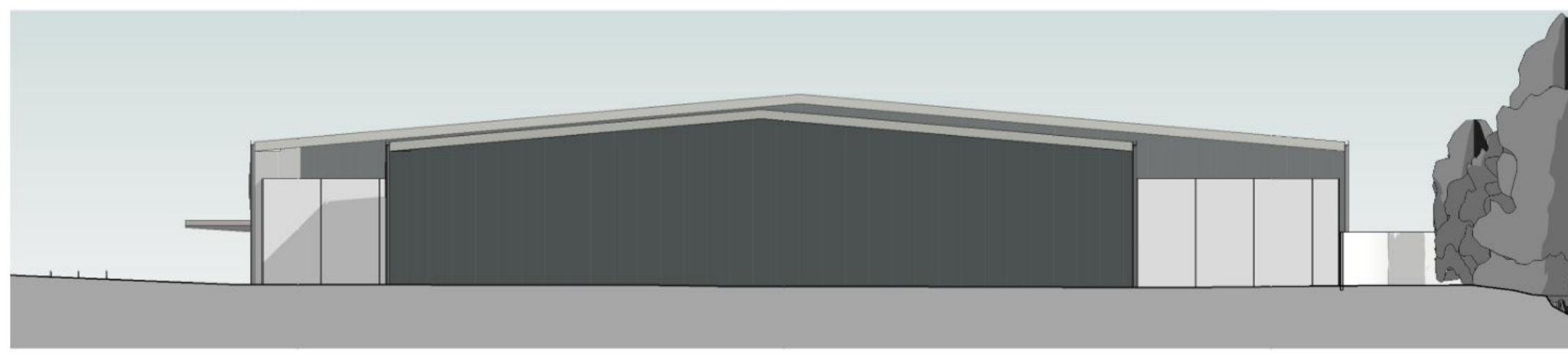
PROPOSED NORTH ELEVATION - BUILDING 1



PROPOSED SOUTH ELEVATION - BUILDING 1



PROPOSED NORTH ELEVATION - BUILDING 2



PROPOSED SOUTH ELEVATION - BUILDING 2



PROPOSED WEST PART - ELEVATION
1 : 50

