



SECTION 42 APPLICATION (17/00559/S42) TO REMOVE CONDITION 8 (ZERO AND/OR LOW CARBON EQUIPMENT) OF PLANNING PERMISSION 07/00556/OUT FOR CLASS 4 AND 5 USES (BUSINESS AND INDUSTRIAL USES) AT LAND SOUTH WEST OF NEWTONLOAN TOLL, GOREBRIDGE

Report by Head of Communities and Economy

1 SUMMARY OF APPLICATION AND RECOMMENDED DECISION

- 1.1 In November 2012 planning permission in principle was granted for Class 4 (Business) and Class 5 (General Industrial) uses on land to the south-west of Newtonloan Toll, Gorebridge. This application is for a new planning permission in principle without compliance with condition 8 of the original grant of planning permission (07/00556/OUT) which required the incorporation of zero and/or low carbon technology into the development.**
- 1.2 Consultation responses have been received from Network Rail, SEPA, the Coal Authority, the Council's Policy and Road Safety Manager and the Council's Head of Commercial Services. No representations have been received. The relevant development plan policies are policy 2 of the Edinburgh and South East Scotland Strategic Development Plan 2013 (SESplan) and policies STRAT1, DEV2, DEV5, DEV6, DEV7, ECON1, TRAN1, TRAN5, NRG3, NRG4, NRG6, IMP1, IMP2 and IMP3 of the Midlothian Local Development Plan 2017.**
- 1.3 The recommendation is to grant 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 9.7 hectare site lies immediately to the south west of Newtonloan Toll. It is bounded to the north by the B704, Cockpen Road, to the east by the A7 with housing beyond, to the south by the access road from the A7 to Redheugh Farm with agricultural land beyond and to the west by the Borders Railway with agricultural land beyond. The surrounding agricultural land is the site for the new Redheugh/Prestonholm community (site h50 in the Midlothian Local Development Plan 2017)**

for which planning permission in principle 15/00045/PPP was granted on 17 November 2017.

- 2.2 The application site itself is largely agricultural land, with some woodland in the north-west part of the site alongside the B704 and the railway.

3 PROPOSAL

- 3.1 The application, made under Section 42 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006 (hereafter referred to as the Act), is to grant planning permission in principle for Class 4 (Business) and Class 5 (General Industrial) uses.
- 3.2 A Section 42 application, is in itself a planning application - a particular kind of planning application for development without complying with a condition/s previously imposed on an earlier grant of planning permission. A grant of planning permission under Section 42 results in an entirely new planning permission which will supersede the original permission if implemented. Therefore if planning permission is granted for this application it will supersede planning consent 07/00556/OUT if implemented. It will therefore be a planning permission in principle for Class 4 (Business) and Class 5 (General Industrial) uses.
- 3.3 Although a Section 42 application is a new planning application in law the Act states *“on such an application the planning authority shall consider only the question of the conditions subject to which planning permission should be granted”*. The principle, layout and form of development are not subject to assessment. However, as a new planning application it shall be subject to a new/amended legal agreement to secure developer contributions.
- 3.4 Condition 8 of outline planning permission 07/00556/OUT states:
- “The development hereby permitted shall be served by zero and/or low carbon equipment to achieve a reduction of 15% carbon dioxide emission below the 2007 building regulations carbon dioxide emissions standard, in accordance with Policy NRG3 of the adopted Midlothian Local Plan, unless otherwise agreed in writing by the Planning Authority following submission of appropriate SAP/SBEM calculations and a written justification of any alternative approach taken. The low and zero carbon equipment and/or other measures approved in terms of this condition shall be implemented at the site in full and an appropriate person approved by the Scottish Government’s Building Standards Division regarding Design (Energy) shall certify that the zero and/or low carbon equipment and/ other measures approved in terms of this condition have been installed, prior to the host building being occupied.*

Reason: *To ensure this development complies with the on-site carbon emission reduction targets and BREEAM requirements of Policy NRG3 in the Adopted Midlothian Local Plan.*”

- 3.5 The application is not accompanied by an EIA Report in terms of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. The applicant has not sought the planning authority’s opinion by way of a screening request as to whether the development is, or is not, classed as an EIA development. Under the stated regulations the planning authority is required to consider if an EIA is required for defined developments – the scale of development means that the planning authority must consider if an EIA is required. However, it is determined that an EIA is not required.
- 3.6 Although the applicant is seeking to remove condition 8, it is within the planning authority’s scope to review/update the other planning conditions attached to planning permission 07/00556/OUT.

4 BACKGROUND

- 4.1 Planning permission in principle 07/00556/OUT for Class 4 (Business) and Class 5 (General Industrial) uses was granted permission in November 2012 subject to conditions and a planning obligation securing developer contributions towards the the Borders Railway.
- 4.2 Application 07/00556/OUT was accompanied by an indicative master plan for the site showing how the proposed development included 18 light industrial units varying from 465 to 2323 square metres and with a total floorspace of 19,741 square metres on the northern part of the site, and 15 office units varying from 929 to 2090 square metres and with a total floorspace of 34,373 square metres on the southern part of the site. It also shows an access from the A7 at a point approximately midway along the eastern boundary of the site, the retention of the existing woodland along the northern edge of the site and planting of a tree belt along the eastern and western boundaries of the site.

5 CONSULTATIONS

- 5.1 **Network Rail** considers that the proposal will have no impact on railway infrastructure and therefore has no objection.
- 5.2 **SEPA** considers that the application should be considered in terms of policy NRG 3 Energy Use and Low & Zero-Carbon Generating Technology in the Midlothian Local Development Plan 2017.
- 5.3 The **Coal Authority** has no comment.
- 5.4 The **Policy and Road Safety Manager** has no comment.

- 5.5 The **Head of Commercial Services** advises that the farm track on the southern boundary of the site is believed to be a Right of Way and that it is intended this will form part of an active travel route linking to Povert Road and on to Bonnyrigg.

6 REPRESENTATIONS

- 6.1 No representations have been received in relation to this application.

7 PLANNING POLICY

- 7.1 The development plan is comprised of the Edinburgh and South East Scotland Strategic Development Plan (June 2013) and the Midlothian Local Development Plan 2017 (MLDP). The following policies are relevant to the proposal:

Edinburgh South East Scotland Strategic Development Plan 2013 (SESPlan)

- 7.2 **The Spatial Strategy** identifies the A7/A68/Borders Rail Corridor in Midlothian as a Strategic Development Area in terms of growth and development. The emphasis is on additional employment opportunities to reduce the need to commute and on the implementation of transport infrastructure to accommodate planned growth. This approach is continued in the proposed replacement Strategic Development Plan for Edinburgh and South East Scotland which is subject to examination.

- 7.3 **Policy 2** (Supply and Location of Employment Land) states that the strategic development plan supports the development of a range of marketable sites of the size and quality to meet the requirements of business and industry within the SESplan area. Local development plans will support the delivery of the quantity of the established strategic employment land supply as identified. Local development plans should also ensure they provide a range and choice of marketable sites to meet anticipated requirements.

Midlothian Local Development Plan 2017 (MLDP)

- 7.4 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.
- 7.5 Policy **DEV 2: Development 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.

- 7.6 Policy **DEV5: Sustainability in New Development** sets out the requirements for development with regards to sustainability principles.
- 7.7 Policy **DEV6: Layout and Design of New Development** sets out design guidance for new developments.
- 7.8 Policy **DEV7: Landscaping in New Development** sets out the requirements for landscaping in new developments.
- 7.9 Policy **ECON1: Existing Employment Locations** seeks to safeguard those sites allocated for economic land uses.
- 7.10 Policy **TRAN1: Sustainable Travel** aims to encourage sustainable modes of travel.
- 7.11 Policy **TRAN5: Electric Vehicle Charging** seeks to promote a network of electric vehicle charging stations by requiring provision to be an integral part of any new development.
- 7.12 Policy **ENV7: Landscape Character** states that development will not be permitted where it significantly and adversely affects local landscape character. Where development is acceptable, it should respect such character and be compatible in terms of scale, siting and design. New development will normally be required to incorporate proposals to maintain the diversity and distinctiveness of the local landscapes and to enhance landscape characteristics where they have been weakened.
- 7.13 Policies **NRG3 and NRG4: Energy Use and low and Zero-Carbon Generating Technology** seek to mitigate greenhouse gas emissions arising from the use of buildings by limiting energy use, improving the efficiency of supply and requiring the use of low and/or zero-carbon generating technology or active energy efficiency measures.
- 7.14 Policy **NRG6 Community Heating** seeks to ensure developments deliver, contribute towards or enable the provision of community heating schemes.
- 7.15 Policy **IMP1: New Development**. This policy ensures that appropriate provision is made for a need which arises from new development. Of relevance in this case are, transport infrastructure; landscaping; public transport connections, including bus stops and shelters; parking in accordance with approved standards; cycling access and facilities; pedestrian access; access for people with mobility issues; traffic and environmental management issues; protection/management/compensation for natural interests affected; archaeological provision and 'percent for art' provision.
- 7.16 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.

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

National Policy

- 7.18 The **SPP (Scottish Planning Policy) 2014** sets out Government guidance in relation to creating a successful sustainable place, supporting economic growth, regeneration and the creating of well-designed places.
- 7.19 In relation to supporting business and employment the planning system should:
- promote business and industrial development that increases economic activity while safeguarding and enhancing the natural and built environments as national assets;
 - allocate sites that meet the diverse needs of the different sectors and sizes of business which are important to the plan area in a way which is flexible enough to accommodate changing circumstances and allow the realisation of new opportunities; and
 - give due weight to net economic benefit of proposed development.
- 7.20 Plans should align with relevant local economic strategies to meet the needs and opportunities of indigenous firms and inward investors, recognising the potential of key sectors for Scotland with particular opportunities for growth, including:
- energy;
 - life sciences, universities and the creative industries;
 - tourism and the food and drink sector; and
 - financial and business services.
- 7.21 SPP introduces a presumption in favour of development that contributes to sustainable development, but states:

The planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place; it is not to allow development at any cost.

8 PLANNING ISSUES

- 8.1 The main issue to be determined is whether the proposal accords with the development plan, unless material planning considerations indicate

otherwise. The consultation responses received are material considerations.

The Principle of Development

- 8.2 The site was allocated for Class 4 (Business) and Class 5 (General Industrial) uses in the Midlothian Local Plan 2008 as part of the Redheugh/Prestonholm new community. A subsequent grant of planning permission in principle (07/00556/OUT) for Class 4 (Business) and Class 5 (General Industrial) uses granted in November 2012 reaffirmed the principle of development across the application site. The MLDP continues the commitment to the economic uses.

Removal of Condition 8 - Zero and/or Low Carbon Equipment

- 8.3 Condition 8 of planning permission 07/00556/OUT required the proposed development to achieve a reduction of 15% carbon dioxide emission below the 2007 Building Regulations carbon dioxide emissions standard through the use of low and zero carbon equipment. This was based on the policy position set in the Midlothian Local Plan (MLP) 2008.
- 8.4 Since the issuing of the planning permission in November 2012 the Building Regulations have changed and the latest 2015 (as amended in 2017) regulations require a significant improvement in carbon dioxide emissions reductions compared to the 2007 regulations and the planning position as set out in the 2008 MLP and the 07/00556/OUT planning permission. As such condition 8 of the permission is no longer required to achieve the carbon emissions betterment for new buildings. Furthermore the standard set by the latest Building Regulations means that new non-domestic buildings shall comply with policy NRG3/4 of the MLDP.
- 8.5 However, based on the scale of the proposed development and its proximity to existing and planned housing (with the potential for excess energy being used to heat residential properties) it is appropriate to require the applicant to consider a community heating strategy in compliance with policy NRG6 of the MLDP.
- 8.6 Although the application is a Section 42 application it is in effect a planning application in principle. This means that the detailed layout, form and design of the development would be subject to further applications (matters specified in conditions) and assessment if the proposal is granted planning permission. In this case conditions would be imposed requiring the following details to be submitted by way of an application for the individual development phases:
- layout, form and design of any proposed buildings;
 - the use of buildings;

- proposed materials to be used in the construction of the buildings, ground surfaces and ancillary structures;
- details of landscaping and boundary treatments;
- sustainable urban drainage systems;
- details of road, access and transportation infrastructure;
- sustainability and biodiversity details; and
- the provision of broadband infrastructure.

Requirement for a new Planning Obligation

- 8.7 The 07/00556/OUT grant of planning permission was subject to a Section 75 legal agreement (S75) to; secure developer contributions towards the Borders Railway. It is proposed to require an amended legal agreement to ensure the agreed financial position is protected.
- 8.8 Although the application is a 'Section 42 application' it is a planning application which has to be assessed in accordance with Section 37(2) of the Town and Country Planning (Scotland) Act (1997), which states "in dealing with such an application the authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations".
- 8.9 The appropriate procedural requirements are set out in Circular 3/2013: Development Management Procedures which confirms that a Section 42 is a new permission and that if permission is granted it should be subject to the conclusion of any appropriate planning obligation to secure developer contributions.

Conditions

- 8.10 Since the grant of planning permission 07/00556/OUT in November 2012 the Council has adopted a new development plan and as such it is appropriate for the local planning authority to update the conditions associated with the proposed development.

9 RECOMMENDATION

- 9.1 That planning permission in principle be granted for the following reason:

The proposed development site is identified as being part of the Council's safeguarded/committed economic land supply within the Midlothian Local Development Plan 2017 and as such there is a presumption in favour of the proposed development. This presumption in favour of development is not outweighed by any other material considerations.

Subject to:

- i) the prior signing of a legal agreement to secure contributions towards Borders Rail. The legal agreement shall be concluded within six months. If the agreement is not concluded timeously the application will be refused; and
- ii) the following conditions:
 1. Details of the phasing of the development shall be submitted to the planning authority for approval, and no work shall commence on site until the phasing scheme has been approved in writing. Following approval, the development shall be implemented in accordance with the approved scheme.

Reason: *To ensure the development is phased to mitigate the impact of construction on future users of the buildings, existing local residents and those visiting the development site.*

2. Development shall not begin on any individual phase of development (identified in compliance with condition 1) until an application for approval of matters specified in conditions for a scheme of hard and soft landscaping works for the corresponding phase of development 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, open space and roads 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. proposed new planting in communal areas and open space, including trees, shrubs, hedging, wildflowers and grassed areas;
 - iv. location and design of any proposed walls, fences and gates, including those surrounding bin stores or any other ancillary structures;
 - v. schedule of plants to comprise species, plant sizes and proposed numbers/density;
 - vi. programme for completion and subsequent maintenance of all soft and hard landscaping. The landscaping in the open spaces shall be completed prior to the buildings on adjoining plots 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);
 - vii. drainage details, watercourse diversions, flood prevention measures and sustainable urban drainage systems to manage water runoff;
 - viii. proposed car park configuration and surfacing;
 - ix. proposed footpaths and cycle paths (designed to be unsuitable for motor bike use);
 - x. proposed cycle parking facilities;

- xi. proposed woodland management plan for any existing, to be retained, and proposed woodland; and,
- xii. details of existing and proposed services, including water, gas, electric, telephone and community heating.

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 (part vi.). 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 the quality of the development is enhanced by landscaping to reflect its setting in accordance with policies DEV2, DEV5, DEV6 and DEV7 of the Midlothian Local Development Plan 2017 and national planning guidance and advice.*

- 4. Development shall not begin on an individual phase of development (identified in compliance with condition 1) until an application for approval of matters specified in conditions for the siting, design and external appearance of all buildings and other structures, including electricity substations, for the corresponding phase of development has been submitted to and approved in writing by the planning authority. The application shall include samples of materials to be used on external surfaces of the buildings; hard ground cover surfaces; means of enclosure and ancillary structures. 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 quality of the development is enhanced by the use of quality materials to reflect its setting in accordance with policies DEV2, DEV5 and DEV6 of the Midlothian Local Development Plan 2017 and national planning guidance and advice.*

- 5. Development shall not begin on an individual phase of development (identified in compliance with condition 1) until an application for approval of matters specified in conditions for site access, roads, footpaths, cycle ways and transportation movements for the corresponding phase of development has 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 and cycle ways in relation to a fixed datum;
 - ii. proposed roads (including turning facilities), footpaths and cycle ways;
 - iii. proposed visibility splays, traffic calming measures, lighting and signage;

- iv. proposed construction traffic access and haulage routes;
- v. a green transport plan designed to minimise the use of private transport and to promote walking, cycling and the use of public transport;
- vi. proposed car parking and vehicle charging arrangements;
- vii. an internal road layout which facilitates buses entering and leaving the site in a forward facing direction;
- viii. details of a 3 metre wide pedestrian/cycling link to be provided to the southern edge of the site to link to the bus based park and ride to be provided within the housing site at Redheugh; and,
- ix. a programme for completion for the construction of access, roads, footpaths and cycle paths.

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.*

- 6. Development shall not begin until an application for approval of matters specified in conditions for works to the A7 has been submitted to and approved in writing by the planning authority. Details of the scheme shall include:
 - i. details of the proposed vehicular and pedestrian access from the A7 (including a 2 metre wide footpath along the site frontage with the A7, proposed visibility splays, traffic calming measures, lighting and signage);
 - ii. details of the provision of two new bus stops and shelters provided at suitable points on the site frontage with the A7;
 - iii. details of the proposed signalised junction access layout (as shown on drawing 0429_SK-031 rev B) together with further details of the traffic control system onto the A7;
 - iv. details of upgrading works to the existing traffic lights at Newtonloan Toll to provide a pedestrian crossing facility on all four arms; and,
 - v. a programme for completion for the construction of access, roads, footpaths and cycle paths.

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. Development shall not begin until a scheme to deal with any contamination of the site and/or previous mineral workings has been submitted to and approved by the planning authority. The scheme shall contain details of the proposals to deal with any contamination and/or previous mineral workings and include:
- i. the nature, extent and types of contamination and/or previous mineral workings on the site;
 - ii. measures to treat or remove contamination and/or previous mineral workings to ensure that the site is fit for the uses hereby approved, and that there is no risk to the wider environment from contamination and/or previous mineral workings originating within the site;
 - iii. measures to deal with contamination and/or previous mineral workings encountered during construction work; and
 - iv. the condition of the site on completion of the specified decontamination measures.

Before any part of the site is occupied, the measures to decontaminate the site shall be fully implemented as approved by the planning authority.

Reason: *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.*

8. Development shall not begin until an application for approval of matters specified in conditions setting out details, including a timetable of implementation, of high speed fibre broadband has been submitted to and approved in writing by the planning authority. The details shall include delivery of high speed fibre broadband prior to the occupation of each commercial building. The delivery of high speed fibre broadband shall be implemented as per the approved details.

Reason: *To ensure the quality of the development is enhanced by the provision of appropriate digital infrastructure.*

9. Development shall not begin until an application for approval of matters specified in conditions for a scheme of sustainability/biodiversity for the site, including the provision of bricks and boxes for bats and swifts throughout the development has been submitted to and approved in writing by the planning authority. 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: *To ensure the development accords with the requirements of policy DEV5 of the Midlothian Local Development Plan 2017.*

10. Development shall not begin until an application for approval of matters specified in conditions for the provision and use of electric vehicle charging stations throughout the development has been submitted to and approved in writing by the planning authority. 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: *To ensure the development accords with the requirements of policy TRAN5 of the Midlothian Local Development Plan 2017.*

11. Development shall not begin until an application for approval of matters specified in conditions for a scheme setting out the scope and feasibility of a community heating scheme for the development hereby approved and; if practicable, other neighbouring developments/sites, in accordance with policy NRG6 of the Midlothian Local Development Plan, shall be submitted for the prior written approval of the planning authority.

12. No commercial building on the site shall be occupied until a community heating scheme for the site and; if practicable, other neighbouring developments/sites, is approved in writing by the planning authority. The approved scheme shall be implemented in accordance with a phasing scheme also to be agreed in writing in advance by the Planning Authority. There shall be no variation therefrom unless with the prior written approval of the planning authority.

Reason for conditions 11 and 12: *To ensure the provision of a community heating system for the site to accord with the requirements of policy NRG6 of Midlothian Local Development Plan 2017 and in order to promote sustainable development.*

13. The details of the development delineated on the indicative plan, dated May 2007, originally submitted with planning application 07/00556/OUT, are not approved.

Reason: *The planning permission is in principle only and the details shown on the layout plan are for illustrative purposes only and do not form part of the planning permission in principle.*

14. No overhead wires, cables or telecommunication masts shall be introduced onto the site without the prior written approval of the planning authority.

Reason: *To ensure that the appearance of the development is not spoiled by over-head power lines, wires and telecommunication masts.*

15. No construction, engineering or other works shall take place out with the hours of 8.00am to 7.00pm on Mondays to Fridays and 8.00am to 1.00pm on Saturdays unless otherwise agreed in writing by the planning authority.

Reason: *To minimise disturbance to nearby residential properties from noise, construction traffic and other pollution.*

16. The use of the buildings erected on the site shall be for uses within Class 4 (Business) and Class 5 (General Industrial) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 or equivalent in any subsequent amendment or replacement order, unless otherwise approved by the planning authority.

Reason: *To ensure that the uses of the buildings are for the purposes applied for in order to meet economic land requirements.*

17. There shall be no external storage of equipment, packaging, waste or other items on the site and no industrial process or work shall be undertaken out with the buildings unless approved by the planning authority.

Reason: *In the interest of visual amenity.*

18. Development shall not begin until an investigation on badger and bat activity/presence is undertaken by a qualified ecologist and any mitigation measures identified implemented in accordance with details to be submitted and approved in writing by the planning authority. The investigation shall be carried out within the six months prior to development commencing.

Reason: *In the interests of safeguarding badgers and bats and to ensure that an up to date understanding of these species on the site is available prior to development commencing.*

Ian Johnson
Head of Communities and Economy

Date: 12 June 2018

Application No: 17/00559/S42

Applicant: Omnivale Ltd.

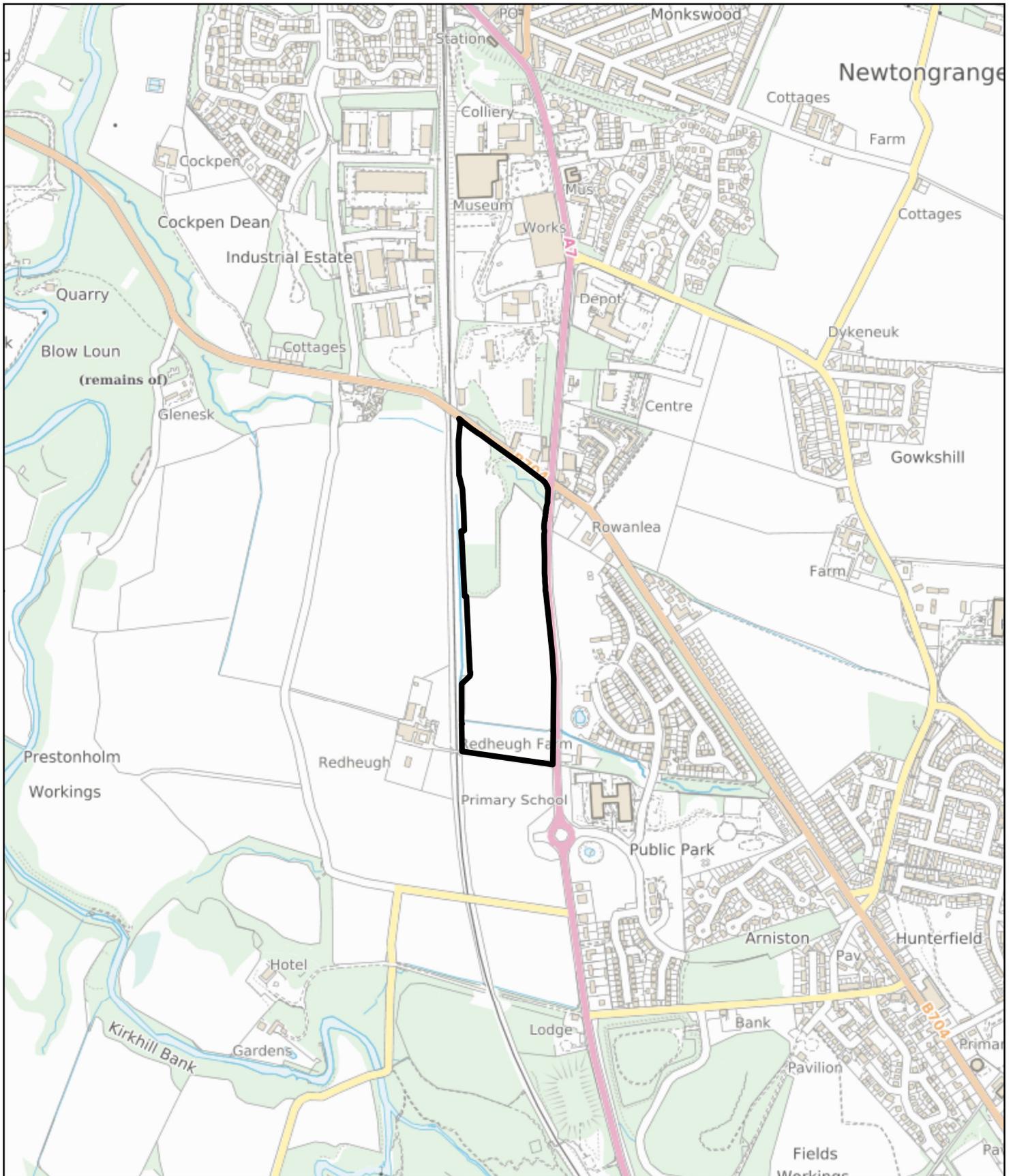
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Background Papers: Planning application 07/00556/OUT



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Section 42 application for planning permission in principle for development the subject of planning permission 07/00556/OUT (Class 4 and 5 office and industrial use) without compliance with Condition 8 (zero and/or low carbon equipment) at Land South West of Newtonloan Toll, Gorebridge

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