



# STOBHILL AND LADY VICTORIA MASTERPLAN

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MARCH 2018

SMITH SCOTT MULLAN ASSOCIATES



Prepared for Midlothian Council

# STOBHILL & LADY VICTORIA MASTERPLAN REPORT

MARCH 2018

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## PROJECT TEAM

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**Midlothian Council  
and  
Borders Railway Blueprint Partnership**

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Smith Scott Mullan Associates**

**Property Advisors, Planning Consultants  
and Tourism Advisor  
Colliers International**

**Transport Consultant, Acoustician,  
Services Engineer and Civil/Structural  
Engineer  
Cundall**

**Environmentalists and Ecologists  
Surface Property**

**Heritage & Archaeologists  
Rubicon Heritage**

**Quantity Surveyor  
David Adamson Group**

**Economists  
Biggar Economics**





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STOBHILL LOOKING TOWARDS EDINBURGH

# EXECUTIVE SUMMARY

**Midlothian Council and the Borders Railway Blueprint Partnership are seeking to exploit the opportunity provided by the Borders Railway to grow communities and develop commercial opportunities along the Railway corridor. At Stobhill and Lady Victoria Business Centre there is a major opportunity to deliver a sustainable and successful mixed use residential and commercial development adjacent to a variety of existing complimentary employment, leisure and tourist facilities.**

The purpose of this Masterplan is to assist in the delivery of this opportunity by encouraging a high quality, thriving and sustainable neighbourhood and successful commercial destination at Stobhill and Lady Victoria. It is expected to integrate with the existing local character, heritage, amenities and environmental context of the area and seek to secure long term economic and social benefits for Newtongrange and Midlothian as a whole.

A Masterplan Project Team of multi-discipline professionals has undertaken a comprehensive analysis and prepared design solutions. There was engagement with owners, community councils, members of the local community, Council officers and various statutory bodies to guide the Masterplan effectively. There was liaison with the Newtongrange Town Centre

Masterplan Team, led by LDA Design, to ensure that proposals are coordinated and appropriate for the two different locations.

The proposal anticipates a 'step change' in the nature of Newtongrange in the context of the Edinburgh City region and the new high quality public transport rail connection. This approach requires a balance between the vision of this new neighbourhood, the anticipated timescales for change and the current evidence of delivery, with a requirement for the assessment of demand and values which will be informed by the regeneration potential. The physical presence of the National Mining Museum and the heritage regeneration opportunities this provides are key to unlocking this longer term vision within this local context.

The proposals will transform the nature of the A7 route into the town, clearly marking the entrance location and ensuring that vehicles respect the town centre and setting the scene for the proposed town centre changes. The Stobhill section of the Masterplan will primarily provide a variety of residential development with commercial uses such as a hotel, restaurant etc. addressing the A7 route. This will create a distinct residential neighbourhood with central open space, connections to play facilities and high quality pedestrian and cycle connections to other areas.

The Lady Victoria section of the Masterplan will create a new Museum Quarter with a mixture of tourism focussed retail, business incubator units, higher density residential and industrial units. This will be distinct from the Stobhill area and complementary to town centre uses. It will establish a distinctive heritage led location where

it is attractive to live and work. A comprehensive development appraisal and valuation has been carried out on both Stobhill and Lady Victoria areas, which have confirmed that there is residual land value in excess of the existing, use values and that both sites are viable development opportunities.

Both Lady Victoria and Stobhill areas of the Masterplan are allocated in the current Local Development Plan for business and industry uses. In the context of requirements in Scottish Planning Policy to promote sustainable economic growth and the opportunities from the Borders Railway the Masterplan puts a compelling case for a mixed use development across the Masterplan area and therefore a variation to the current LDP. This is supported by the Economic Impact Assessment which shows an estimate that the construction and development from this Masterplan could generate significant GVA and job years in both Midlothian and Scotland.

**This Masterplan proposal is based on sound analysis, has an aspirational vision for the nature of this neighbourhood in the future and is based on robust economic and property assessments. Newtongrange will undergo significant change over the next 10 to 15 years and this Masterplan vision will effectively guide the form of the future neighbourhood around Stobhill and Lady Victoria.**





NATIONAL MINING MUSEUM

# 1 INTRODUCTION

Midlothian Council and the Borders Railway Blueprint Partnership have jointly commissioned a comprehensive and deliverable Masterplan for the Stobhill Depot and part of Lady Victoria Business Centre in Newtongrange. This Masterplan will encourage a high quality, thriving and sustainable neighbourhood and successful commercial destination. The Masterplan will also integrate with the existing local character, heritage, amenities and environmental context of the area and seek to secure long term economic and social benefits for Newtongrange and Midlothian as a whole.

## 1.1 MASTERPLAN CONTEXT

Midlothian Council and the Borders Railway Blueprint Partnership is seeking to exploit the opportunity provided by the Borders Railway to grow communities and develop commercial opportunities along the Railway corridor.

At Stobhill and Lady Victoria Business Centre there is a major opportunity to deliver a sustainable and successful mixed-use residential and commercial development adjacent to a variety of existing complimentary employment, leisure and tourist facilities. The development will also contribute towards the wider regeneration and development of Midlothian as a whole.

Under the Borders Railway Blueprint Programme four separate, but interrelated, Masterplans are envisaged along the Borders Railway Corridor. Two of these fall within Midlothian Council, namely Stobhill and Lady Victoria Business Centre and Newtongrange Town Centre. The other two are being undertaken by Borders Council at Galashiels and Tweedbank.

The primary aim of this Masterplan is to prepare a comprehensive, detailed and fully costed iterative Masterplan to bring about high quality development with a cohesive vision for the area incorporating Stobhill and Lady Victoria Business Centre, in the context of the existing local settlement and the wider Midlothian location.

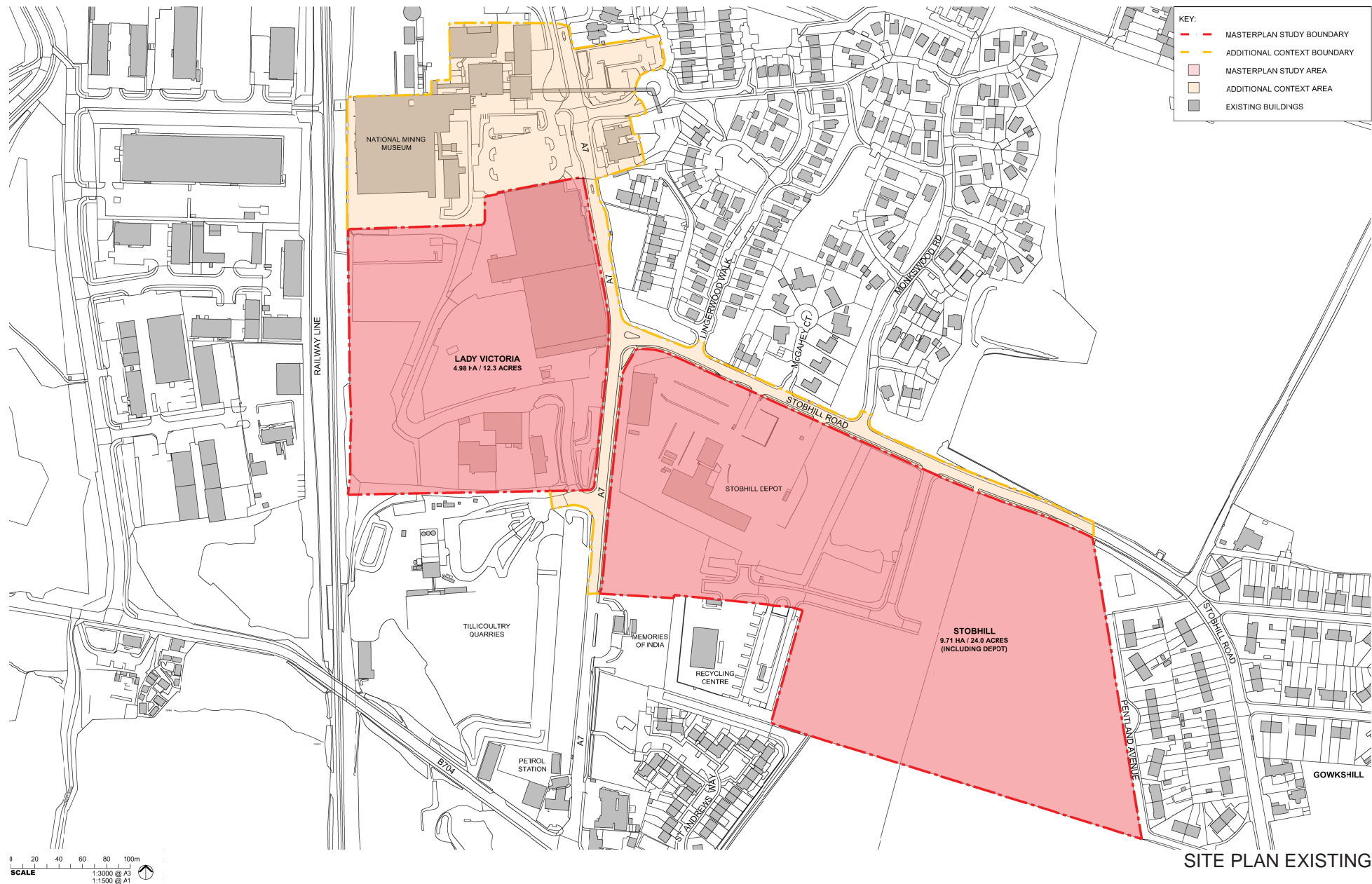
The Masterplan is aligned to the overall strategies of the Borders Blueprint Programme demonstrating an awareness of how each settlement fits into the whole of the railway corridor. This Programme expects the Masterplans to relate to each other, seeking to improve connectivity between attractions, town centres and commercial areas, so as to maximise mutual benefits to all, as well as framing the proposals in the context of the improved connectivity with Edinburgh City Centre.

## 1.2 NEWTONGRANGE TOWN CENTRE REGENERATION MASTERPLAN

The Masterplan for Newtongrange Town Centre, led by LDA Design, sets out a comprehensive and detailed Masterplan to bring about high quality development within a cohesive, community-led vision for Newtongrange Town Centre. This Masterplan is to shape an economically viable future for the town centre in the context of the existing local settlement, the wider Midlothian area and the improved connectivity to Edinburgh provided by the railway.

The Masterplan area, totalling 2.63 ha and in multiple ownership, consists of Newtongrange Railway Station and the sites of the Co-operative Store, Newtongrange Leisure Centre and Library, Newbattle Swimming Pool and Newbattle Parish Church.





SITE PLAN EXISTING



The two Masterplanning teams have liaised during the design and Consultation process and the Masterplans will be submitted to Midlothian Council Planning in tandem.

### 1.3 MASTERPLAN BRIEF

In line with the Scottish Government's guidelines, the objective of the Masterplan will be to:

- Provide appropriate physical environments to support strong communities.
- Support a rich and pleasurable quality of life for inhabitants and visitors.
- Connect people and places by providing ease of movement within, and through, developments.
- Create places of distinction and enduring quality.

The Masterplan will establish a set of strategic parameters and illustrative guidance to steer future development proposals by:

- Promoting thriving, vibrant neighbourhoods which complement the existing Stobhill and Newtongrange communities.
- Analysing the prevailing and anticipated property market conditions to establish the density, critical mass and mix of uses appropriate for the site conditions and required to deliver a financially viable scheme
- Maximising the development and investment opportunities that the Borders Railway offers to revitalise and regenerate the Lady Victoria Business Centre.
- Stimulating vibrant and commercially viable mixed use development integrating with the existing character, amenities and

environmental context of the area.

- Ensuring long term economic and social benefits for existing and future residents and visitors.
- Creating an inspirational approach to urban design, architecture and public realm.
- Recognising the historic environment around the site which is of value and working to maximise the opportunities that this creates in relation to the built form.
- Recognising the role of the sites in securing and enhancing the area's ecological potential.
- Creating a sense of local distinctiveness.
- Enhancing the existing tourist offer in Stobhill and Newtongrange and hence in Midlothian as a whole.
- Providing clear guidance on delivery mechanisms for the development of the sites.
- Addressing the challenges of land use, cohesion and permeability in the existing settlement.
- Recognise the constraints of delivering the Masterplan across land in multiple ownerships.

### 1.4 METHODOLOGY

There have been four stages to this Masterplan study:

- Information Gathering;
- Consultation;
- Preparation of design proposals; and
- Assessment of viability.

The information gathering related to physical

analysis of the area, preparation of a Property Market Review, developing a Project Brief and gathering information from stakeholders and local community.

The design proposals were developed to reflect the Brief, refined in discussion with the Project Team, discussed with stakeholders, formed the basis of public consultation exercises and then altered to reflect information gathered.

The delivery included preparation of outline costing, development appraisal, strategic phasing and Economic Impact Assessment.

### 1.5 REPORT STRUCTURE

The processes and outcomes of the Masterplan are presented under the following main headings:

- Analysis information;
- Planning context;
- Property market review;
- Tourism & visitor assessment;
- Retail strategy;
- Consultation;
- Masterplan design proposals;
- Technical Assessments;
- Conclusion.

**The Masterplan has involved a significant number of detailed reports prepared by the Masterplan Project Team. Some of these have been submitted to Midlothian Council Planning, others are commercially sensitive.**



LADY VICTORIA BUSINESS CENTRE, FACING NORTH



## 2 ANALYSIS INFORMATION

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### 2.1 INTRODUCTION

A Masterplan of this importance is based on a sound and thorough analysis of the existing situation. Analysis information is provided in this report in relation to the following aspects:

- Site, Physical and Ownership Analysis;
- Engineering Analysis;
- Environmental Assessment;
- Heritage and Cultural Assessment;
- Planning Context;
- Property Market Review;
- Tourism & Visitor Assessment;
- Retail Strategy;
- Consultation Strategy.

### 2.2 SITE DESCRIPTION

Stobhill and Lady Victoria Business Centre are located south of Dalkeith in Central Midlothian, on the edge of the former mining community of Newtongrange. The A7 which links the Borders to Midlothian and Edinburgh, dissects the Masterplan site. The reopening of the Borders Railway in September 2015 was a major event, connecting Newtongrange with Edinburgh Waverley with half hourly services and a travel time of 21 minutes. The National Mining Museum which won the Association of Scottish Visitor Attractions 'Best Visitor Experience' Award in 2013 sits immediately adjacent to the Masterplan site.

The Lady Victoria Business Centre and the National Mining Museum are located on the site of the former Lady Victoria Colliery which closed down in 1981. The museum opened in 1984 in order to preserve and present Scotland's mining heritage. Some of the former Colliery Buildings are category A listed buildings, sitting within the





Newtongrange Conservation Area.

The area off the Lady Victoria Business Centre included within this Masterplan is sized at 4.9 hectares (12.3 acres).

The Stobhill site which is currently partly occupied by Midlothian's main Depot facility extends to 9.7 hectares (24.1 acres) in total. The site has historically been predominantly agricultural land with localised areas of industry associated primarily with coal mining.

The Masterplan area will form an expansion and a more definitive edge to the south of Newtongrange. However its proximity to Gorebridge to the south means that any facilities provided will also serve Gorebridge. There is an enthusiasm to retain a clear physical definition between the two towns, although aspects such as the primary school catchment areas blur this boundary from an operational perspective.

The route of the A7 through the Masterplan area provides both opportunities and challenges. The current 'Welcome to Newtongrange' sign is located just within the south boundary of the Masterplan area. The current road geometry and form does not actively mark this entrance point and the route maintains its trunk road form into the centre of the town. Although the official speed limit is 30mph the reality is that vehicles are travelling much faster, there is a significant amount of lorry vehicles using this route and the result is a very unpleasant pedestrian environment connecting to the town centre.

The Stobhill section of the Masterplan slopes steeply to the east from the A7 with a rise in level of approximately 30m. There is good quality housing

to the north of Stobhill Road, Gowkshill village to the east and open countryside to the south.

The Midlothian Council depot is expected to be relocated by Midlothian Council. A Council recycling facility is located adjacent to the south west corner of the site. The recycling centre is currently accessed via the site and a new access direct from the A7 may be provided by the Council to serve this centre.

The existing rise in ground level directly adjacent to the A7 by approximately 1.5m results in the site feeling remote from this main route. There are impressive views to the west across to Edinburgh and views south to the countryside.

The Lady Victoria section of the site is relatively flat with a fall of 5m from east to west, but it has a steeper area of banking of approximately 3m in the vicinity of the existing access road to the south-east corner of Lady Victoria. There is a steep embankment from the Masterplan boundary to the level of the railway with a drop of approximately 5m. This provides stunning views across to the Edinburgh skyline. To the south is the Tillicoultry Quarry facility.

There is a shared single access point to the business park and the quarry site. The north edge relates directly to the National Mining Museum and to the edge of the Newtongrange conservation area. The current accommodation on site is warehouses and small office facilities typical of this type of industrial business park.

The National Mining Museum is located to the north of the Lady Victoria; there is a significant band of land which separates this from the Town Centre and the railway station. The curve of the



A7 heading south out of Newtongrange results in the Museum being concealed and feeling remote from the village. The entrance point and a rise in the prevailing ground level between the road and the museum mean it has little presence onto the A7 corridor.

There is an existing pedestrian route through the Museum land north to the railway station and this provides a significant opportunity to create connections from the Masterplan area to the station.

## 2.3 LAND OWNERSHIP

The Masterplan area involves a number of different owners.

The Stobhill section of the site is owned by Midlothian Council although there are some title restrictions impacting on development value of the land.

The Lady Victoria Business Centre was previously owned by British Coal and was handed back to Lothian Estates during the 1980's. During the early 1990's, Lothian Estates, Newtongrange Estates and Grange Estates managed and maintained parts of the Business Centre.

The Lady Victoria site is now in multiple private ownerships, one of which is the National Mining Museum. A diagram showing the approximate areas of ownership is shown in the Ownership Plan, overleaf. The relationship between the Lady Victoria site and the National Mining Museum is critical to the development of this area and therefore the land owned by the National Mining Museum is also identified on this drawing.

## 2.4 ENGINEERING ANALYSIS

### 2.4.1 Transport context

#### Existing Conditions

The Masterplan area is in a location able to be currently accessed on foot, by bicycle, by bus and by rail in addition to by car. It is located adjacent to a comprehensive pedestrian network offering a convenient means of travelling to and from the sites on foot. The sites are also located adjacent to the nearest bus stops on the A7 and Stobhill Road, offering access to frequent bus services connecting the area with a number of settlements including the centre of Edinburgh to the north. The city centre can also be conveniently accessed using rail services operating from Newtongrange rail station.

#### Accessibility Analysis

The location of the sites will provide opportunity for local residents to access future development, retail and employment opportunities, on foot or by bicycle. There will also be excellent opportunity for future residents of the Masterplan area to access local employment, education, retail and leisure amenities on foot or by bicycle.

The closest bus stops are located well within a convenient 5 minute (400m) walk. The majority of the Masterplan is also located within a convenient 10 minute (800m) walk of Newtongrange rail station. This provides an excellent opportunity for future residents to access amenities and employment opportunities located further afield, including within the centre of Edinburgh, using public transport, as well as making Newtongrange easily accessible from Edinburgh.





## Vehicle Access

The Lady Victoria site can easily be accessed from the A7 via junction located at the southern end of the site. The National Mining Museum can also be accessed from the A7 and it is proposed to retain and supplement these accesses with the formation of a third access at the A7 / Stobhill Road junction through formation of a fourth arm, in association with the junction's likely future signalisation.

The Stobhill site can currently be accessed from Stobhill Road via a dedicated junction and this will be retained to serve the residential element of the proposed development. The existing council depot is to be relocated out of the site and it is proposed to provide a new access to serve the commercial element of the Stobhill development. A new access may be constructed off the A7 to serve the existing Recycling Centre.

### 2.4.2 Ground conditions

The Masterplan Team have reviewed previous investigations of the site as well as freely available information from sources such as the British Geological Survey and the Coal Authority. This data review was supplemented by a walkover of the site areas, all with the aim of understanding potential site constraints to better inform Masterplan design.

Ground conditions largely consists of firm to stiff glacial tills, overlying rock head of the Upper Limestone Formation. Made ground is likely to be present in varying depths across the site areas, particularly surrounding areas of previous industrial development such as the former Lingerwood Colliery, the existing Midlothian Council Depot and the area of former railway sidings in Lady

Victoria. Areas of made ground have the potential to contain various contaminants relating to former industry and land use, including heavy metals, hydrocarbons and asbestos.

The site is in an area of significant coal mining legacy, with the former Lingerwood Colliery located in the central portion of the Stobhill site area and likely to contain a disused shaft, and another shaft was located in previous investigations in the south-east corner of the Stobhill site. It is unclear whether these shafts have been capped and/or backfilled. The eastern portion of the Stobhill site also has the potential to contain shallow coal mine working that may require treatment prior to future development.

### 2.4.3 Utilities and drainage information

A utility search has indicated no services running through the Masterplan area except for public lighting running along the road to the recycling centre.

A utility search has indicated no services running through the Masterplan area except for highway drainage running along the road to the recycling centre and a small section of sewer within the Lady Victoria site. There are also sewers within the A7 and Stobhill Road which could be used to connect the site drainage to subject to agreement with Scottish Water.

Scottish Water have confirmed a drainage impact assessment and water impact assessment is required in order for them to approve any drainage and water main connect to their network. Any future upgrade works will only be known once the DIA & WIA have been carried out. There are no water course within the site and the nearest burn



PATH TO RAILWAY STATION



MINING MUSEUM STORAGE SHED



MINING MUSEUM SHEDS FROM A7



is the Cockpen Dean Burn which is approximately 205m south of the site at a higher elevation.

## 2.5 ENVIRONMENTAL ASSESSMENT

### 2.5.1 Ecology Report

An ecological appraisal was undertaken by Surface Property for the Masterplan area, to determine the ecological value of the Masterplan site and any potential effects from proposed development activities; the full details of which are presented in the Ecology Report. The ecological appraisal involved a desk based study and a field survey.

It was concluded that the Masterplan area is of limited ecological value and whilst some habitats could support protected species, there was no evidence to support their presence. It is recommended that as future proposals are taken forward, measures are implemented to minimise potential effects, ensure legal compliance and increase biodiversity.

**Refer to the separate Ecology Report (Surface Property, 2017) accompanying this Masterplan Report.**

### 2.5.2 Acoustic Survey

An acoustic assessment was completed for the proposed mixed-use development. The assessment identified the potential noise sources that affect both Stobhill and Lady Victoria, documented measured noise levels around the sites and set limiting rating levels based on measured background noise levels.

The Masterplan area is surrounded by a mixture of transportation, commercial and industrial premises, including road traffic noise (predominantly on

the A7 passing through the Masterplan area), commercial noise from premises such as the National Mining Museum Scotland and premises fronting onto the A7, and industrial noise sources, such as the existing quarry, Recycling Centre and Depot. Both short term and long-term noise surveys were carried out in order to establish a representative assessment of the existing noise climate.

**Refer to the separate Environmental Sound Assessment Report (Cundall, 2017) accompanying this Masterplan Report.**

## 2.6 HERITAGE AND CULTURAL ASSESSMENT

As part of the baseline investigation of the study area, a desk based assessment was undertaken of all available documentary and cartographic sources pertaining to the archaeology and cultural heritage of the site. The desk based assessment identified 138 known cultural heritage assets. These range from a prehistoric enclosure and pit alignment to a well preserved pre WW1 colliery. None of the cultural heritage assets are affected by the Masterplan proposals.

**Refer to the separate Cultural Heritage Desk Based Assessment (Rubicon, 2017) accompanying this Masterplan Report.**



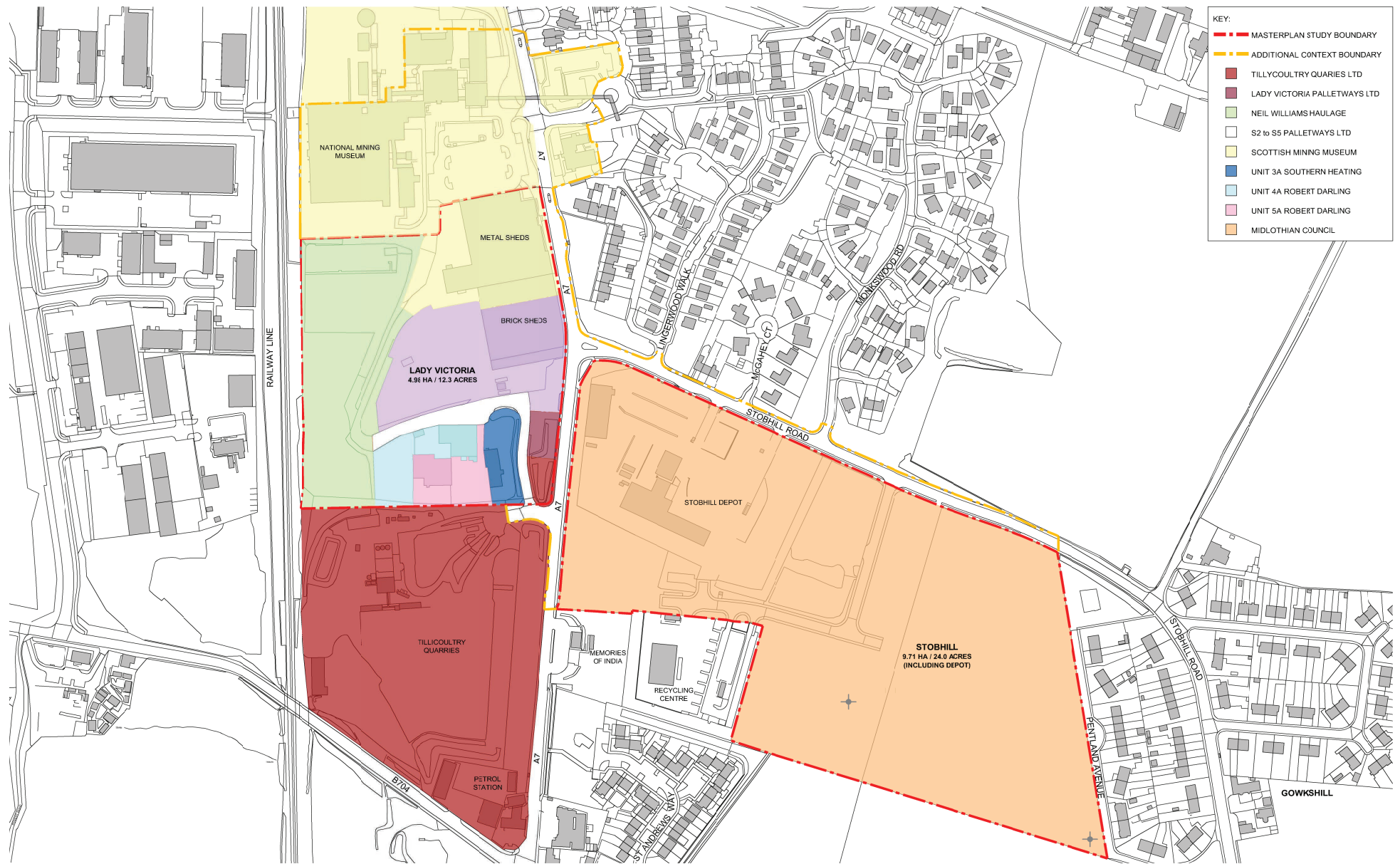
MINING MUSEUM CAR PARK



LADY VICTORIA BUSINESS CENTRE



STOBHILL

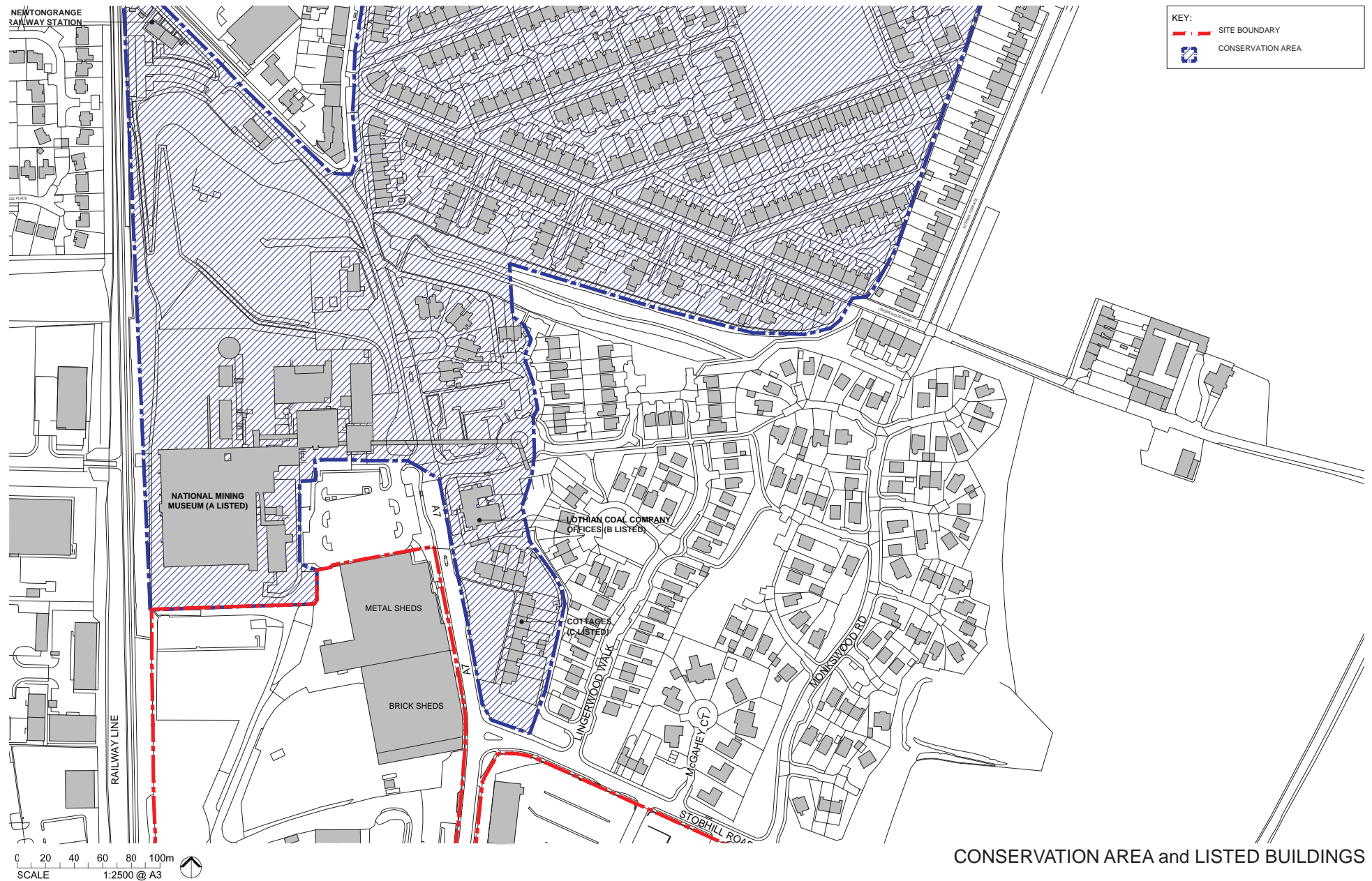


0 20 40 60 80 100m  
SCALE 1:2500 @ A3

OWNERSHIP PLAN







CONSERVATION AREA and LISTED BUILDINGS





AERIAL VIEW OF MASTERPLAN SITES

## ANALYSIS INFORMATION



Midlothian



Stobhill Depot

Commercial Services Division

40 Stobhill Road

Newtongrange

Property Management  
Waste Management Services  
Land Services  
Fleet Services

STOBHILL ROAD FACING WEST



# 3 PLANNING CONTEXT

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## 3.1 LOCAL DEVELOPMENT PLAN

The adopted Local Development Plan (2017) highlights the importance of the mining heritage of Newtongrange. The Newtongrange Settlement Statement set out in the emerging LDP highlights opportunities to develop the role of the museum as a tourist destination, with associated supporting business opportunities.

Aims of the settlement statement cite supporting employment and tourism, including securing the viability of the National Mining Museum, and taking account of the economic potential of the Borders Railway as opportunities for improvement. Emerging policy support for new or expanded tourism-related development (Policy VIS 1) may, depending on final uses arrived at through the Masterplanning process, be central to delivering the Masterplan for these sites.

Key planning objectives of the Plan are:

- Support the development of committed sites to the east and west of Newtongrange;
- Promote the Newbattle Strategic Greenspace and provide opportunities for the development of the green network;
- Support employment and tourism, including securing the viability of the National Mining Museum, and taking account of the economic potential of the Borders Railway.

Both sites are located within the settlement boundary of Newtongrange. The Masterplan area comprises a mixture of allocated and unallocated land, with allocation e20 relating to the Lady Victoria Business Centre and e21 relating to the Stobhill Road site. Both allocations are for business (Class



4) and general industry (Class 5) uses. A portion of the Stobhill site is omitted from the e21 allocation, reflecting its use as a depot for Midlothian Council. Both allocated sites form part of the established economic land supply of the Plan, where the early implementation of such is encouraged through Policy STRAT 1: Committed Development. Other Plan policies which are relevant include Policy DEV2 Protecting Amenity within the Built Up Area.

At national level, sustainable economic growth is a key aim of Scottish Planning Policy (2014) which also promotes sufficient flexibility to reflect local circumstances and directs Local Authorities to do the same.

The proposed Masterplan incorporates a range of land uses which do not therefore accord with the existing Development Plan position. Any planning application coming forward in line with the Masterplan will therefore need to provide justification for the departure and demonstrate how material considerations outweigh the Development Plan position.

### 3.2 COMMUNITY PLANNING

The Midlothian Community Planning Partnership (CPP) has published 'Midlothian Moving Forward, Community Planning for Midlothian 2015-2016'. CPPs are expected to mobilise public sector assets, activities and resources, together with those of the voluntary and private sectors and local communities, to deliver a shared 'plan for place'. The Single Plan for Midlothian – Draft Priorities for 2014/15 were as follows:

- Adult Health & Care;
- Community Safety Partnership;
- Improving Opportunities in Midlothian;

- Sustainable Growth; and
- Getting it Right for Every Midlothian Child.

Improving Opportunities in Midlothian is a relevant priority to the Masterplan and is supported by the outcome of the Economic Impact Assessment. Also relevant to this study is Sustainable Growth which has a series of targets and indicators in relation to the following:

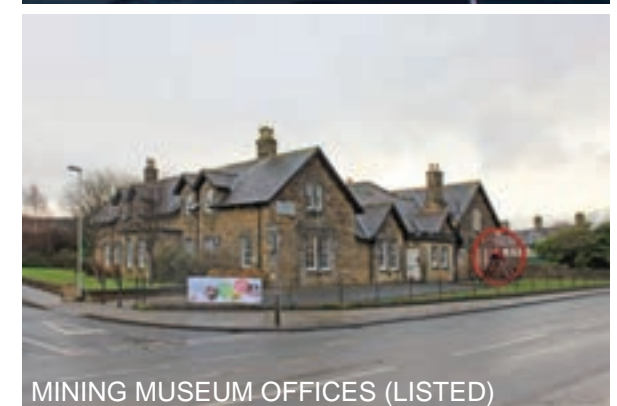
- Support local economy;
- Next generation broadband;
- Promote Midlothian to visitors;
- Housing needs / sustainable communities;
- Enhance/safeguard town centres;
- Promote biodiversity;
- Sustainable transport;
- Tackle climate change; and
- Improve sustainable waste management.

**It is anticipated that the outcome of the Masterplan will significantly assist in achieving many of these targets.**

### 3.3 LISTED BUILDINGS

Newtongrange Lady Victoria Colliery (LB14604) is a Category A listed building. The listing from Historic Environment Scotland (HES) specifies precise buildings and structures on the site. The listing does not however include a plan so as to identify the extent of the listing.

Detailed discussions between the Masterplan Project Team and Midlothian Council Planning focussed around the large sheds to the south of the National Mining Museum and whether or not these were in fact listed. It was maintained by the project team that the modern metal sheds – those in closest proximity to the principal mining





museum building, were not constructed until 1957-58 therefore cannot be found to form part of the building as they were not in existence prior to 1st July 1948 (refer The Planning (Listed Building and Conservation Areas) (Scotland) Act 1997 defines). The brick sheds were found to have become physically separated from the principle building over time and are not explicitly included in the HES listing, unlike so many other buildings and structures.

As not being physically attached to the listed elements of the Lady Victoria Colliery and not believed to fall within its curtilage, the Local Authority have agreed that neither the metal or brick sheds are considered as listed structures, and therefore may be removed under the Masterplan proposals.

**Refer to the separate Historic Building Report (Colliers, 2017) accompanying this Masterplan Report.**

### 3.4 PLANNING STRATEGY

The Masterplan approach involved a significant amount of assessment and preparatory work by the Masterplan Project Team.

Key to the implementation of the Masterplan is the requirement to have an appropriate planning framework in order to bring forward the proposed alternative uses and therefore it was agreed with Midlothian Council to progress the Masterplan as Non-Statutory Planning Guidance (PG).

As PG, the Masterplan will seek to guide planning applications and decisions relating to the sites, and will be a material consideration in the determination of any planning application as set

out in the Town and Country Planning (Scotland) Act 1997. Prospective developers should be directed to the document prior to any application submission.

### 3.5 ENVIRONMENTAL IMPACT ASSESSMENT (STOBHILL)

In line with the Town and County Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 a request for a Screening Opinion was issued to Midlothian Council on 16th August 2017 (ref: 17/00664/SCR) for the Stobhill site only. The request concluded that the development envisaged would not be likely to have significant effects on the environment by virtue of its nature, size, location or site specific sensitivities and as such EIA was not required. In their Screening Opinion Midlothian Council stated their opinion that the proposed development would not constitute 'EIA development' and an Environmental Impact Assessment is not required.







PRECEDENT - HOUSING (SSM)



## 4 STRATEGIC ASSESSMENTS

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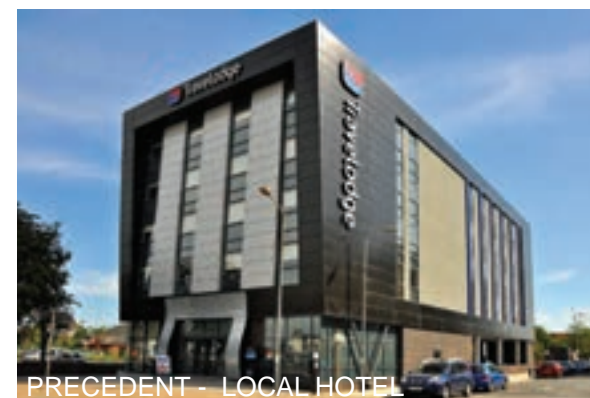
### 4.1 PROPERTY MARKET REVIEW

#### a) Market Conditions

The UK property market has generally rebounded from the shock of the vote in June 2016 to leave the European Union, but is still in a period of uncertainty in that the economic outcome of the negotiations to leave are still unknown. The initial effects of the 'Brexit' decision, on the property market was for some purchasers to withdraw from transactions while others sought and achieved price reductions. The value of some areas of the property market fell as transaction volumes decreased as many investors and occupiers adopted a 'wait and see' approach. However, the end of the traditionally slow 'summer period' saw transaction volumes rise and more stable market conditions return to most sectors. From a Scotland perspective the property market has been affected by the Independence Referendum in 2014, but less so by the prospects of the potential for a second referendum on independence. Within Midlothian itself the opening of the Borders Railway line in 2015 has had a positive impact at each of the locations benefiting from having a station.

#### b) Residential Market

The UK Residential property market has remained robust, assisted by the historically low interest rates and availability of cheap finance. The Edinburgh Solicitors Property Centre (ESPC) House Price Report December 2017 states that the average selling price in Midlothian between October and December 2018 has increased by 7.5% from £179,458 to £192,908 year on year.



### c) Hotel Market

Since the budget/limited service hotel concept first started back in the mid-1980s, room numbers have increased significantly and the budget sector now dominates the UK hotel market with Whitbread's Premier Inn brand, in particular, continuing to expand at a rapid pace and dominating the budget market. Given the improving health of the UK economy, demand from developers to add new supply is inevitable. As a result, many prime locations such as Edinburgh and an increasing number of secondary locations have confirmed hotel projects in the pipeline. Examples of budget hotels constructed in similar locations to Newtongrange include; Premier Inn A1 Musselburgh, Premier Inn A7 Dalkeith, Travelodge Livingston, Novotel Edinburgh Park, Premier Inn South Queensferry, Premier Inn Livingston, Premier Inn Livingston/Bathgate. Some industry analysts predict that in the medium to long term, backed by the inherent demand for bed spaces in Edinburgh, there will be significant demand for new sites in secondary locations with good transport links to the city centre. Newtongrange as a possible location is enhanced by the heritage and museum offer.

### d) Health Facility

The provision of a multi-service healthcare facility with good on-site parking provision, and potentially also incorporating a dental practice is in line with the NHS operating model moving forward. This is being driven by existing demand coupled with the provision of new housing needing the appropriate level of easily accessible healthcare provision.

### e) Industrial Market

Occupier demand for industrial property in the Midlothian area can be described as strong and has remained stable over the last twelve months. Primary demand is likely to come from a range of regional and national occupiers for space in excess of 10,000 sqft, with demand for space of less than 10,000 sqft coming from a mixture of national regional and local occupiers. It is expected that any prospective occupier would agree to a five-year term, subject to a six month rent free period following a marketing period of around six months.

### f) Office Market

The lack of supply of new business/office space within Edinburgh has had a knock-on effect on secondary locations out with the city. The location at Newtongrange will be most likely to appeal to local occupiers located within Midlothian.

### g) Retail & Commercial Market

There will be limited occupier demand for the location from High Street retailers, however the location will appeal to destination retail occupiers who will take advantage of the prominent roadside location, growing local population and the neighbouring Museum and Railway Station.

## 4.2 TOURISM & VISITOR ASSESSMENT

The Masterplan Project Team reviewed and advised on the tourism and visitor potential for the Masterplan. The Local Development Plan voices support for developments which support tourism and associated supporting business opportunities (Policy VIS1). The stand-alone tourism report is a statement of strategic support in relation to the

tourism context. It is primarily focused on leisure visit uses, rather than accommodation-led uses.

The Masterplan areas along the reopened Borders Railway have been identified as having the greatest opportunities for transformational change, and require a holistic approach to their potential development. The aspiration is to make these masterplanned areas attractive places to visit, support existing attractions and fill gaps in provision to enhance the total visitor experience – all of which is linked and catalysed by the Borders Railway. At Newtongrange, the core aspiration for the Masterplan is to set the foundations for a sustainable mixed-use community and commercial development that builds on the arrival of the Borders Railway and enhances the National Mining Museum.

The National Mining Museum is the anchor attraction for Newtongrange, which the Masterplan supports by including a range of uses and offers which complements the museum's activities and audiences. The museum is typically visited by heritage enthusiasts, family leisure visits and schools. This audience profile will have commonalities with the Borders Railway tourists, as well as those likely to visit the nearby Rosslyn Chapel. An assessment of the audience profile for the Museum and railway reveals a set of indicative complementary uses such as specialist retail, play/outdoor recreation and SME business units. The optimum additional, neighbouring uses would help increase total visits, increase dwell time and increase spending. Specialist retail, food/drink offers and recreational cycling are particularly well suited to this. Potential knock-on effects of the tourism offer are increased demand for related



services/facilities, including visitor accommodation such as a budget hotel of approximately 60 beds.

The Tourism Audit and Tourism Action Plan highlight that there are product gaps in relation to tourism offer in the Masterplan areas - accommodation, business tourism, venues for live indoor cultural events, speciality shopping, sense of place and unexciting town centres.

The proposed mix of uses and quantum of floor space within the Masterplan is a realistic scenario driven by the spatial and market factors of the site and location. The Masterplan Project Team have prepared it with a view to balancing strategic objectives with an appropriate and commercially deliverable scheme.

### 4.3 RETAIL STRATEGY

As the two Masterplans (Stobhill and Lady Victoria and Newtongrange Town Centre) were being prepared in tandem, a retail strategy was jointly prepared by the two Masterplan Project Teams to guide the nature of the retail provision within each Masterplan area.

The Masterplan for Newtongrange town centre shows the potential for six new retail units. Capitalising on the proximity and popularity of the National Mining Museum as a visitor attraction, the Lady Victoria/Stobhill masterplan seeks to establish the Museum Quarter, a tourist destination which incorporates new retail space.

If required, it would be possible to introduce a goods range restriction on some of the space, via a planning condition or legal agreement in order to ensure the new retail offer enhances the town centre rather than competes with it. This approach

has been taken elsewhere in Midlothian at Dobbies Garden Centre and Dalkeith Country Park.

The town centre will remain the primary location for traditional retailing with the offer complemented and enhanced by the new retail proposed at Lady Victoria which benefits both local residents and visitors. In accordance with policy VIS1 of the LDP, the proposals seek to add to the Museum visitor experience and increase dwell time at the museum and in Newtongrange as a whole.

**Refer to the separate Newtongrange Retail Strategy Report (Colliers and Ryden, 2017) and Tourism & Visitor Potential Report (Colliers, 2017) accompanying this Masterplan Report.**

### 4.4 SUMMARY

Property market research undertaken supports the following primary elements of accommodation being proposed within the sites, as follows:

#### Stobhill

Residential uses are proposed for the majority of the site, comprising housing for older people, affordable housing and general housing for sale, at a range of densities to suit the different tenures. A 60-bed hotel, a restaurant/bar facility, a potential local healthcare facility and associated (restricted) retail provision are proposed in the Masterplan.

#### Lady Victoria

The Masterplan proposes a mix of uses including, light industrial warehouses, business incubator units, a variety of tourism/destination related retail and commercial space, and a variety of residential terraced and flatted accommodation, including affordable housing.



PRECEDENT - BAR/RESTAURANT



PRECEDENT - SPECIALITY RETAIL



PRECEDENT - RESIDENTIAL (SSM)





PUBLIC CONSULTATION EVENT



## 5 CONSULTATION

### 5.1 CONSULTATION STRATEGY

A project specific Consultation Strategy was established with the client at the commencement of the project which involved the following key events:

- Meeting with the owners of the properties at Lady Victoria Business Centre and National Mining Museum, to explain the Masterplanning process (17 March 2017);
- Meeting with CEO of The National Mining Museum (19 May 2017);
- Meeting with representatives of Gorebridge and Newtongrange Community Councils to present initial design proposals (12 June 2017);
- Meeting with Lady Victoria owners to present initial design proposals (15 June 2017);
- Public Consultation Workshop in the Scottish National Mining Museum to present initial design proposals (15 June 2017);
- Meeting with CEO and Trustee representative of The Scottish National Mining Museum, to discuss development of the design proposals (17 July 2017);
- Meeting with Lady Victoria owners to present Masterplanning proposals (14 September 2017);
- Public Consultation Workshop in the Scottish National Mining Museum to present Masterplanning proposals (14 September 2017).

### 5.2 LADY VICTORIA OWNERS

The nature of the land ownership is such that the

only feasible way to comprehensively develop the Lady Victoria site is by the owners working together and this was appreciated by all parties. The practicalities and challenges of this were discussed at the meetings. Owners are aware that the Masterplan has actively endeavoured to ensure that the return on development for owners would make this an attractive option and that the acceptance of the Masterplan as Non-Statutory Planning Guidance is likely to increase the value of their land.

Information on the owners of the Lady Victoria is provided in Section 2.3 of this report. The owners were identified by Midlothian Council and invited to attend the initial information session.

Prior to each of the public community consultation events a preview meeting was held with the owners. Many, but not all, of the owners attended these discussions and on occasions some owners were supported by a property professional. The owners were provided with a current valuation of their land holding by Colliers International.

All land owners will need to work together to bring forward the development opportunity for Lady Victoria. An important role could arise from either public or private intervention, or a mixture of both, to provide the required support to assist landowners to deliver the site.

### 5.3 COMMUNITY COUNCILS

In anticipation of the initial public community consultation event a meeting was held with representatives of the Gorebridge and Newtongrange Community Councils, this provided them with an explanation of the Masterplan

process, a preview of the analysis information and the initial design proposals. Primary issues for this group were the nature of the A7 road, the requirement for a new high school for Gorebridge, concern about the increase in housing within the wider area without the necessary supporting education, community facilities and healthcare infrastructure. There was general support for provision of industrial, commercial, business incubator, supermarket, affordable housing and older people housing within the Masterplan area.

While the Masterplan is directly connected to Newtongrange, it is also important to Gorebridge residents due to its proximity.

## 5.4 PUBLIC CONSULTATION EVENTS

These events were held in the Pump House of the Scottish National Mining Museum from 2-8pm.

The Masterplan consultation events were advertised and promoted by Midlothian Council's Communications Department and flyers circulated to the residential properties local to the Masterplan area. The Community Councils of Easthouses and Mayfield, Newtongrange, and Gorebridge were notified of the event in advance. Local Ward Councillors were also notified.

The events were facilitated by the client and the multi-discipline professional project team. People completed an attendance sheet and were assisted by the professional team to understand the information presented. There were also group discussions around particular topics. Many people completed comment sheets and detailed notes of views and opinions were gathered by the facilitators.

The first event held on 15 June 2017 presented the analysis information and initial design proposals. The event was attended by 72 people, 15 comment sheets were received.

The second event was held on 14 September 2017. Information was provided on the community comments received at the first event and presented the developed Masterplan design proposals. The event was attended by 38 people, 8 comment sheets were received.

## 5.5 CONSULTATION OUTCOMES

Where possible concerns expressed at the first public consultation event were addressed in the design development stage. There was support for many aspects of the Masterplan proposals in particular the provision of new and improved local facilities which will form part of development. The opportunity to maximise the heritage regeneration potential of the Scottish National Mining Museum was understood and supported. The primary concerns of people in relation to the proposals were as follows:

- Concern about primary and secondary school provision for new residents.
- Concern about the capacity of local healthcare facilities.
- Impact of new housing on local facilities.
- Impact of additional vehicle traffic on the road network, in particularly the A7, the Crawlees Road and the Stobhill Road junction with the A7.
- Practicalities of the refuse centre being accessed directly from the A7.
- Impact of new housing on the views from properties on Pentland View.





- Potential loss of the recreation space.

People were keen to understand the relationship between this Masterplan and the Town Centre Masterplan particularly in relation to the retail provision. They were reassured by the requirement for the Masterplan teams to liaise and the preparation of a joint Retail Strategy for the village.

Many members of the community are very positive about the Newtongrange railway station and the opportunities provided by the Borders railway connections; however people are just getting used to the likely ramifications of this on expansion and development of the village.

All of these points have been noted, some have been addressed by technical assessments, some are outwith the scope of this Masterplan exercise and others will need to be reflected in the subsequent design development.

## 5.6 EDUCATION AND HEALTHCARE RESPONSE

In light of the significant concerns about education and healthcare provision expressed at the Consultation events, the following statements were provided by the Education Service and Midlothian Health and Social Care Partnership.

### 5.6.1 Education

Midlothian Council Education Service report that given the projected growth in pupil numbers and the possibility that there would be a need for a secondary school in the Gorebridge area, the Education Service has started internal discussions with Planning and Property sections to identify a site which could be safeguarded for that

eventuality. Three possible sites were previously identified, none of them ideal, and further work is to be undertaken to see if better site options can be identified. The Council's Education and Communities Directorate is working on producing a Learning Estate Strategy which would include planning for new schools in Midlothian for the next twenty years. The Masterplan Project Team are given to understand that this would include the intention to identify the potential site for a Gorebridge secondary school in that document.

The Team also understand that once Council officers are in a position of having identified potential sites it is their intention to enter into discussions with Gorebridge community representatives with regard to these options – but that at this juncture work has not progressed far enough forward to specify sites and enter into dialogue.

### 5.6.2 Healthcare

Midlothian Health and Social Care Partnership are currently looking at options to accommodate future population growth across Midlothian. The HSCP is exploring a number of options and one option is that a healthcare facility is built elsewhere in Newtongrange where there is space for a large building and sufficient car parking that can't be provided in a town centre location. The type of building required going forward is changing with healthcare facilities that operate more as a community hub with many different services provided, a cafe and grounds outside to walk in. Stobhill has the capacity to accommodate these requirements and could provide a suitable location for such a facility. NHS are interested in receiving further information as the Masterplan process progresses.



PUBLIC CONSULTATION 1



PUBLIC CONSULTATION 2



WORKSHOP SKETCH





COMPUTER GENERATED MODEL VIEW



# 6 MASTERPLAN PROPOSALS

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## 6.1 MASTERPLAN DESIGN

The proposed Masterplan is displayed on the drawings and is supplemented by written information in relation to the following aspects:

- Strategic Proposals;
- Routes and Connections;
- Building Use;
- Open Space;
- Car Parking;
- Sustainable Design;
- Phasing.

## 6.2 STRATEGIC PROPOSALS

At a strategic level, the suggested uses and layout for the redevelopment of Stobhill and Lady Victoria provide a cohesive vision that enables the Masterplan area to become integrated within the existing Newtongrange Town Centre and the wider context of Midlothian.

The Masterplan provides an opportunity to create a wide variety of residential and commercial development opportunities that not only creates much-needed new housing but also commercial employment, leisure and tourist facilities that complement and enhance the existing offering within Newtongrange.

Site specific strategic points are included below.

### 6.2.1 Stobhill

The basis for the proposals for the Stobhill site assumes that the existing Council Depot is being re-located to Hopefield, Bonnyrigg by Midlothian Council. This frees up the site completely for redevelopment.

The basis for the strategic approach to Stobhill is

to apply residential zoning to the majority of the site with new commercial development, including hotel and potential Health Centre, adjacent to and fronting the A7.

This urban design solution will enable the creation of a distinctive edge-of-town residential area with a mix of flats and houses and the potential to create a retirement village.

The commercial to the A7 will create a strong frontage to the A7 with the capability to create visual interest and a marker of a hotel on the corner with Stobhill Road.

The existing Recycling Centre would remain under current proposals by Midlothian Council.

### 6.2.2 Lady Victoria

Lady Victoria offers an exciting opportunity to redevelop land to create a new 'Museum Quarter' benefiting from its proximity to the Category A-Listed National Mining Museum and creating a unique identity within Newtongrange and a leisure and tourism destination in itself.

The proposed buildings and Masterplan layout offer the opportunity to provide a variety of public spaces, interesting building forms and active frontages to all non-residential buildings. Robust materials are expected to complement the National Mining Museum including brick and stone.

The proposals for the Lady Victoria site assumes a total site clearance of all existing buildings, hardstandings and internal roads. Alterations to levels and gradients within Lady Victoria are needed to make development more attractive.

### 6.2.3 National Mining Museum

The Lady Victoria site sits adjacent to the National Mining Museum site and whilst outwith the Masterplan boundary, a redesign of their public facing land has been considered in order to create a unified vision for the area.

The National Mining Museum has fully engaged and been supportive of the Masterplan process and the benefits this will ideally bring to the Museum and Newtongrange generally.

The Museum has a Five Year Vision 2017- 2021 which reflects their aspirations for increased quality of visitor experience and an enhanced sustainable business model. The Museum currently owns two of the storage warehouses on the Lady Victoria site. One is rented to other organisations and the other is used by the Museum for large exhibit storage and display. The Museum have confirmed their interest in exploring the sale of these buildings and intend to provide a new facility within the main museum site to house these and other large exhibits.

The Museum acknowledges that the current public realm and car parking to the south of the main entrance is not ideal and are supportive of this space being redesigned to improve visitor experience and the quality of connection with new development on the Lady Victoria site.

### 6.3 HERITAGE REGENERATION

During the development of the Masterplan brief and the design, the principle of maximising the benefits of the Category A-listed National Mining Museum was researched. Two particular sources were identified as follows:

'Heritage Works, a toolkit of best practice in Heritage Regeneration', by BPF, Historic England and the RICS, April 2017, which states the following:

*'Heritage is what people value. Heritage assets matter to communities and may form part of their identity. Historic buildings also play a key part in enriching the fabric of our townscapes and landscapes and the community's experience of them, while the group value of collections of historic buildings also has an important role in creating a sense of place and destination. So our built heritage represents a huge potential opportunity which can add architectural and/or historical character, distinctiveness and local colour to a wider new development.'*

'Heritage Counts', 2010 by English Heritage, new research commissioned for Heritage Counts explores the economic impact of the historic environment. It found:

- Historic places are attractive to businesses and visitors.
- Investment in historic areas delivers economic as well as environmental benefits.
- Investment in the historic environment improves the way people feel about places
- Investment in historic visitor attractions has an economic impact on the wider community

There is compelling evidence to suggest that investment in Heritage Regeneration will benefit not only the adjacent Lady Victoria Masterplan site, but Newtongrange and Midlothian and the wider area.





## 6.4 ROUTES AND CONNECTIONS

Critical to the success of the Masterplan is its integration with the National Mining Museum and the town centre. The forming of new routes and connections is fundamental to the design, especially for pedestrians and cyclists.

### 6.4.1 Stobhill

The existing access road to service Stobhill Depot from Stobhill Road will be retained and will form the primary entrance to the residential sites.

A second access off Stobhill Road will be formed to provide service and parking access to the commercial buildings facing onto the A7.

A third vehicular access may be formed directly from the A7 to service the existing Recycling Centre.

Pedestrian and cycle routes will be created through the Stobhill site through the central green space, to the perimeter and to the southern edge of the site providing improved access to the A7, National Mining Museum, Railway station and to the village centre through Lingerwood Walk and Monkswood Road. These routes will not only benefit residents within the Stobhill site but also residents of Gowkshill and St Andrew's Way.

### 6.4.2 Lady Victoria

A new pedestrian, cycle and vehicular access to Lady Victoria will be created at the Stobhill Road junction for primary access to the site. The existing access to the south will be retained to serve the business/light industrial units.

Improvements to the entrance to the National Mining Museum are also proposed to improve

visibility of the Museum, access arrangements and permeability of the site.

The new streets within Lady Victoria will be pedestrian and cycle priority and are focussed on the perception that users are passing through a public space and not along a car dominated street. The primary pedestrian and cycle connection through Lady Victoria leads to the improved entrance sequence to the museum and also through to the railway station.

## 6.5 BUILDING USES

### 6.5.1 Stobhill

The Stobhill site will provide a mixture of residential and commercial uses.

A total of approximately 280 residential units (Class 9 Houses or Flats [Sui generis]) are proposed in the Masterplan layout for the Stobhill section of the site. These would take the form of semi-detached and terraced houses and three storey flats rising to four storeys at prominent corners. The residential units would be able to provide a variety of tenures including private housing for sale, affordable housing and housing for older people. The area to the south of the site has been identified for affordable housing.

The housing for older people is identified for the area to the west of the existing access road. This housing would consist of flatted units over three and four storeys and sits closer to the A7, bus stops and the village centre. There is potential for this housing to take the form of a retirement village.

The commercial units fronting onto the A7,

totalling approximately 3,900sqm, may include a hotel (Class 7), a bar/restaurant (Classes 1/3/4) and a Health Centre and these uses have been assumed for valuation and viability purposes.

Where residential uses are proposed to the south-west of the site, acoustic separation and buffering will be required to protect the new development from noise sources, including the Recycling Centre. Specific design solutions will need to be developed later in the design process.

### 6.5.2 Lady Victoria

The Lady Victoria section of the Masterplan will provide a mixture of retail, business, industrial and higher density residential.

A total of up to 160 residential units (Class 9 Houses or Flats [Sui generis]) are proposed in the Masterplan layout for the Lady Victoria section of the site. These would consist of predominantly flatted units, many above commercial space, with a small number of terraced or town houses.

A total of approximately 4,000sqm of commercial space is proposed, including business/light industrial and business incubator units (Class 4 [Business covers offices, light industry], Classes 5 [General Industrial] and Class 6 [Storage or Distribution]) and provide a wide-ranging form and type of retail (Class 1 [Retail] and Class 3 [Food and Drink] [restricted by planning condition as required at application stage]), likely to be weighted towards a visitor/leisure/tourist focus.

This will be distinct from the Stobhill area and complementary to town centre uses and will benefit both local residents as well as visitors to the area.

The Masterplan layouts show that, where feasible, less noise sensitive elements of the development (such as the business/light industrial premises) are located between existing noise sources and proposed noise sensitive elements, to act as buffer zones.

## 6.6 PARKING PROPOSALS

The Masterplan has not considered actual numbers of parking spaces in detail, although it is assumed that all proposed development would need to meet levels required by Midlothian Council Transportation during future design stages.

### 6.6.1 Stobhill

Car parking to Stobhill would consist of:

- Incurtilage car parking to the majority of the residential units.
- Communal on-street parking to the flatted blocks, affordable housing and visitor car parking.
- Private car park to the rear of the commercial and health centre buildings, accessed off Stobhill Road, where the benefit of land availability is an essential requirement of the potential health centre provision.

### 6.6.2 Lady Victoria

Car parking to Lady Victoria would consist of:

- Communal 'on-street' parking supplemented with larger parking areas to the rear of the southern residential blocks.
- A more significant block of car parking to serve the retail and business uses and communal parking areas behind the residential blocks to the south.

- Car parking to the National Mining Museum would be reconfigured to be more plentiful and discrete by providing some parking bays set within the public spaces where the existing car park is located, with the majority of new spaces in a dedicated car park to the south-west of the Museum.
- Coach parking may be relocated to be in the existing car park on the other side of the A7, with a drop off using the bus lay-by at the entrance to the Museum. This would prevent coaches having to drive through the new public spaces and pedestrian routes.

Cycle parking would be provided to both residential properties and to serve the public areas.

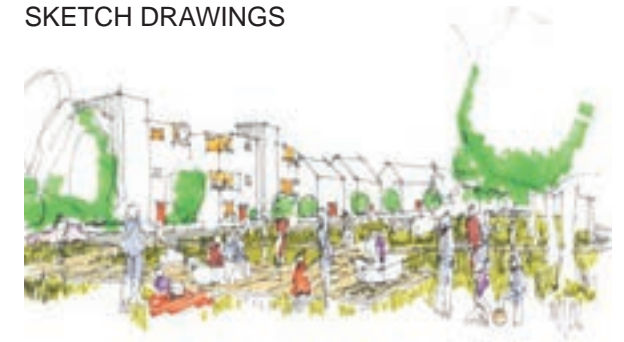
## 6.7 OPEN SPACE PROPOSALS

### 6.7.1 Stobhill

Three main proposals for open space to Stobhill would provide a mixture of private and shared gardens and public open spaces.

- A new green route to the east and north of Stobhill provides improved pedestrian and cycle connections. This route would be planted with trees and soft landscaping and acting as a buffer to Stobhill Road and providing separation to the existing housing at Gowkshill.
- A major design feature of the Masterplan is the new public open space providing a 'green heart' to Stobhill. This space would be multi-functional with places to play and sit, path connections through Stobhill and providing space for SuDs treatment.
- Individual houses would be provided with

## SKETCH DRAWINGS





private front and rear gardens. Flatted blocks would be provided with shared rear gardens, incorporating clothes drying areas and a mix of hard and soft surfaces. The block identified for Older Peoples Housing would likely receive specific treatment to the rear garden areas appropriate to the chosen housing model.

- A landscaped buffer with pedestrian path connections is proposed to the Stobhill site along the southern edge where the site connects to the open countryside.

There is also an existing play area to the north-east of Stobhill and a new connection would be made into this park from the new residential area.

### 6.7.2 Lady Victoria

Open space to Lady Victoria is proposed in the following forms:

- A new public open space facing onto the A7 reflecting the space to the front of the Lingerwood Cottages on the other side of the A7. This allows the proposed buildings to be set back from the street and to create a strong identity for the new houses in this location.
- Public open space to the west of the site providing a space to play and sit and provide a buffer to the railway line. This space would also incorporate SuDs ponds as required by the drainage solution.
- More formal public spaces to the front of the National Mining Museum are proposed, which interconnect to the new pedestrian and cycle routes through Lady Victoria. These spaces have the ability to transform the entrance sequence to the

Museum and provide a stronger frontage.

- A Sculpture Court to accommodate some larger exhibit pieces is proposed to the public spaces to the front of the National Mining Museum and the Mining Museum Office building.
- A landmark building is proposed on the corner of the new public space at the National Mining Museum defining the enhanced entrance to the museum
- Small private and shared gardens for the residential units.

## 6.8 PHASING

There is no defined phasing strategy for the Masterplan site and there is inherent flexibility in the Masterplan layouts in this respect.

The key principles for a phasing strategy outlined below are suggested and indicative only at this stage.

### 6.8.1 Stobhill

The Stobhill site will be sold by Midlothian Council on the open market.

It is assumed that the first phase of Stobhill would be the land to the east and south of the existing access road into Stobhill. This will be predominantly residential and a mix of private developer housing and the affordable housing element of the development.

Sub-phasing within this portion of the site will be dependent on the developer(s) of the site. Phase 1 may be suitable to divide into three sub-phases.

The second phase of Stobhill will follow the relocation of the Stobhill Depot by Midlothian

Council. Phase 2 would likely be developed separately between the residential element of the site (2A) and the commercial/potential healthcare uses (2B).

### 6.8.2 Lady Victoria

The phasing of Lady Victoria depends on the Lady Victoria owners coming together with a strategy for sale or development, or external intervention.

Landmark buildings on corner refining entrance to Museum.

The first phase of the Lady Victoria development may be to construct the light industrial/business units to the south of the site adjacent to the Tillicoultry Quarries land. This would also enable any existing operators to relocate at an early stage.

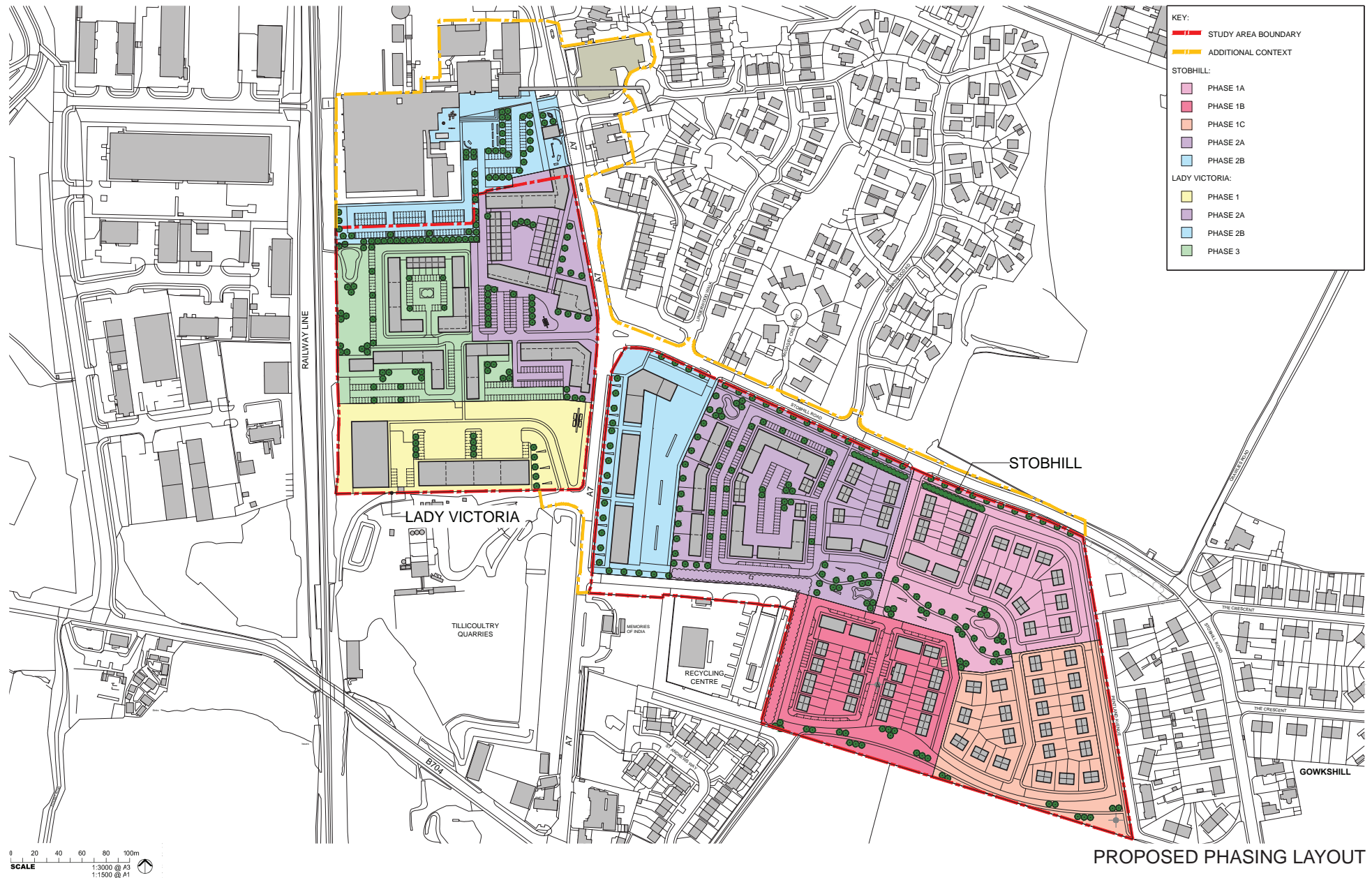
The second phase would likely be to develop the mixed-use buildings, associated open space and car parking on the east side of Lady Victoria. This will provide a frontage onto the A7, creating retail and business space with residential above and establishing the vision for Lady Victoria at an early stage.

The timing of works to the Museum car parking and public spaces will need to be carefully coordinated with the wider development of Lady Victoria and may be best timed to coincide with Phase 2.

The third phase would include the remainder of Lady Victoria which is predominantly residential and the large area of open space to the west of the site.

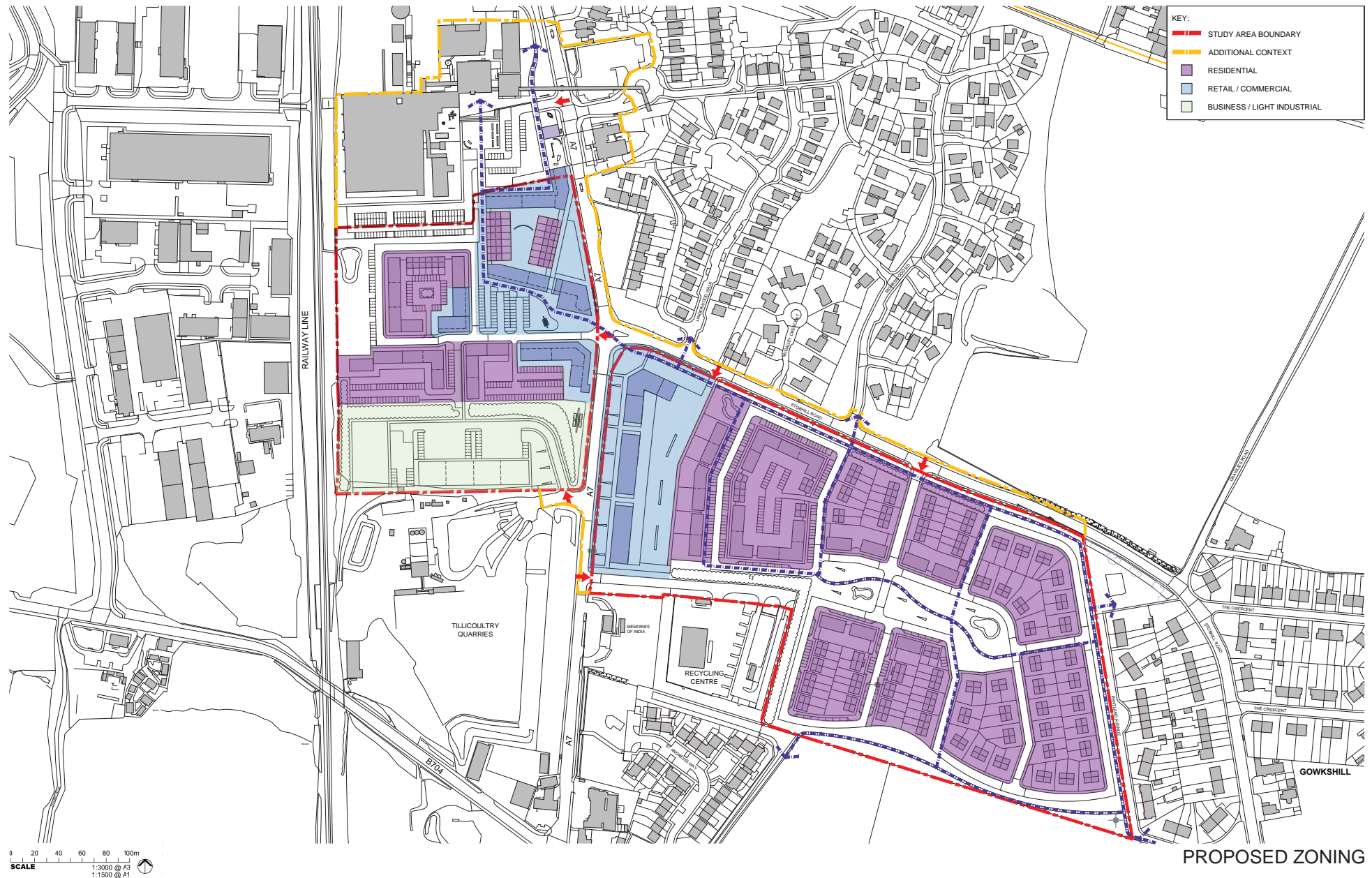






PROPOSED PHASING LAYOUT

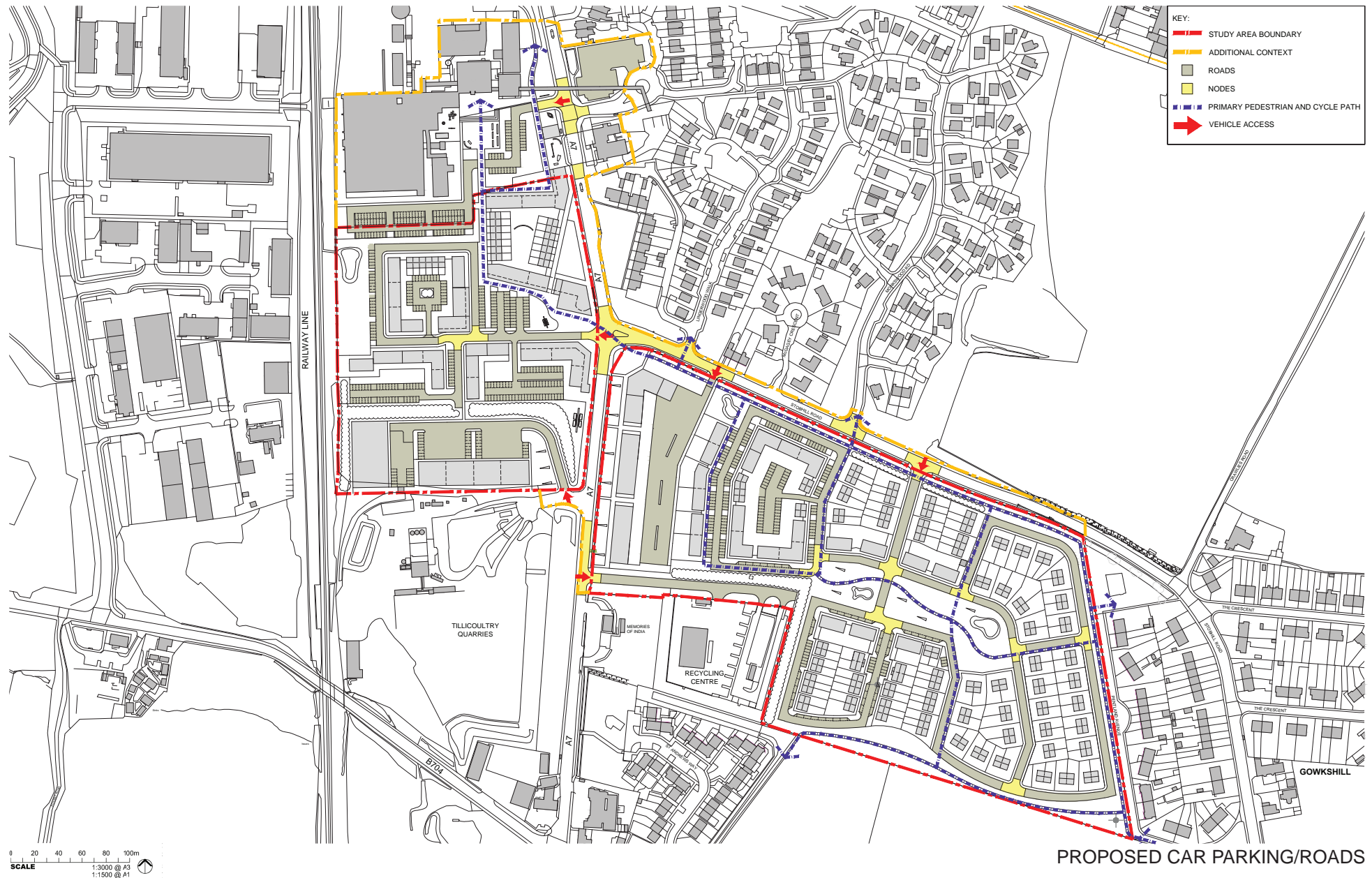
## MASTERPLAN PROPOSALS



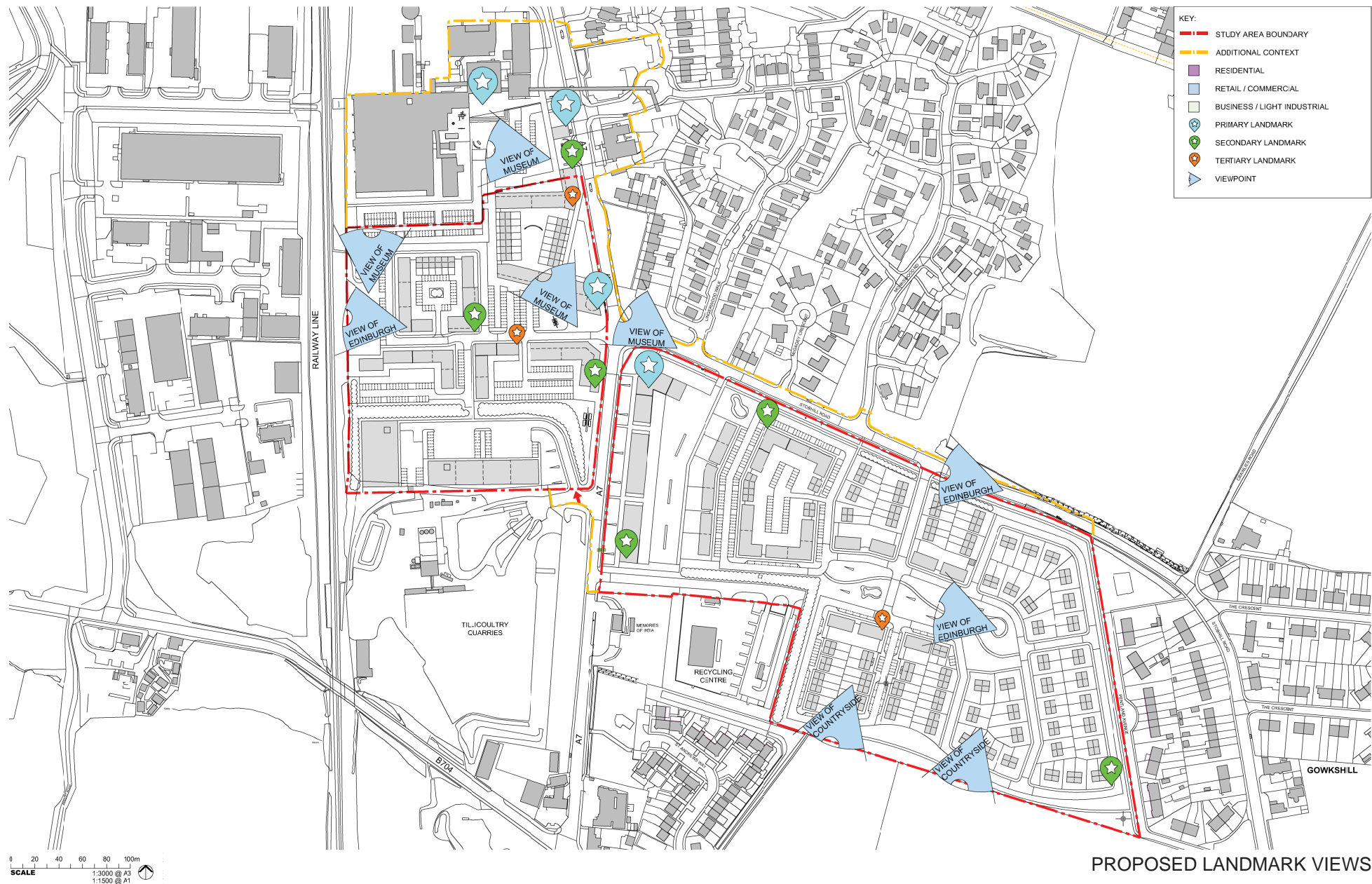




## MASTERPLAN PROPOSALS









SKETCH VIEW OF ROUTE THROUGH LADY VICTORIA



## 7 TECHNICAL ASSESSMENTS

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### 7.1 VIABILITY STATEMENT

The proposed Masterplan provides mixed-use schemes on both Stobhill and Lady Victoria, balancing up demand for commercial/retail and leisure space with the requirement to fulfil the residual demand for residential accommodation in the area. The proposed Masterplan provides predominantly residential dwellings on Stobhill (280 units), with a further 160 units on Lady Victoria.

The Project Team has researched the market for each sector and adopted current rents, yields, void periods and capital rates per sqft to arrive at a Gross Development Value for both sites. From this the team has deducted current construction costs, with an allowance for professional fees, finance, external works, drainage, demolition, Local Authority contributions, contingencies and developers profit at market rates. This approach results in a residual land value which is in excess of the existing use values and will prompt interest from developers who will wish to carry out the land assembly exercise and drive the development to a conclusion.

It should be noted that some of the employment generating commercial uses, and in particular the light industrial space, can only be delivered with the support of the value generated by the residential elements of the proposals. This is due to the historically low level of industrial property values. The Masterplan therefore has potential to enable development where the commercial property market is currently failing to do so.

**In summary, the Masterplan provides viable mixed use developments, which will appeal to**

**the current market.**

**A full Cost Plan, Valuations and Viability Report have been prepared for owners, however these are sensitive documents and remain confidential.**

### 7.2 PLANNING STATEMENT

Development of this centrally located Masterplan with mixed-use schemes, complementing the nearby tourism offer and building on the new Borders Railway link would secure benefits to the community. Enhancing, without competing with the role of the town centre, would equally help to retain local expenditure. Diversity of uses is considered to offer increased benefits to the local community in terms of amenities and facilities.

Mixed-use development can provide sufficient facilities to discourage out-commuting. Whilst the land is allocated for employment purposes, employment use can still be an integral part of an overall mixed-use scheme. Within the wider context of the expansion of Newtongrange and the aim to promote tourism stemming from the Borders Railway, we consider that development of varied mix of uses across these sites would help to attract more tourism and improve access to local amenities.

Potential growth in the village will also help generate more retail expenditure than is currently available. It is held that a range of environmental, social and economic objectives as set out in the Local Development Plan could be achieved via a carefully designed mix of uses on across the Masterplan area; these include the reuse of brownfield sites, sustainable locations in terms

of travel, identification of new economic and commercial opportunities to provide local jobs and help reduce out-commuting, and to develop and promote tourism with a clear focus on activities, built heritage and the rural environment.

There is a strong case for the change in use allocation from Class 4/5 to broader economic and residential uses, predicated on the unique nature of the National Mining Museum and the investment in the Borders Railway. This Masterplan has demonstrated that positive economic development and real change for Newtowngrange can be delivered through a change to a wider range of use classes.

### 7.3 ECONOMIC IMPACT ASSESSMENT

The Masterplan Project Team have carried out individual Economic Impact Assessments for the Masterplan

- Stobhill;
- Lady Victoria;
- Town Centre Masterplan;
- Combined report for all proposals.

The outcome of the Economic Impact Assessments estimates that the developments associated with the proposed Newtowngrange Masterplans (including the Town Centre Masterplan) could generate £20.2 million GVA and 447 jobs in Midlothian, and £25.5 million GVA and 542 jobs in Scotland.

**Refer to the separate Economic Impact Assessment Reports (Biggar Economics, 2017) accompanying this Masterplan Report.**

### 7.4 TRANSPORT ASSESSMENT

It was agreed with Midlothian Council that a Transport Assessment is required to demonstrate the principle of development. The Transport Assessment includes a review of the development's accessibility in terms of the local transport network, in addition to quantifying the development's impact on the adjacent road network.

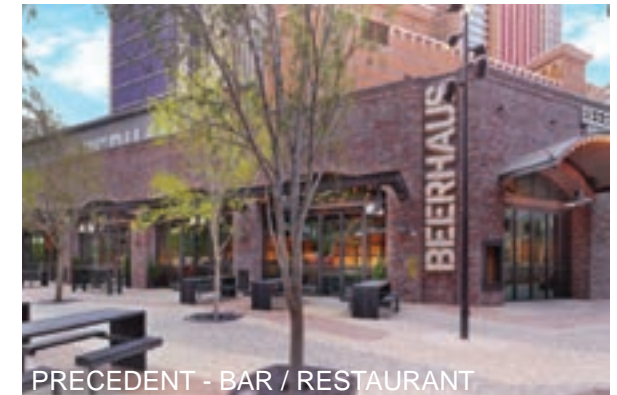
#### Development Impact Assessment

Trip generation, distribution and assignment assumptions used to inform the impact assessment, have been agreed with Midlothian Council. It was also agreed that the development impact would be assessed on the following junctions in the vicinity of the site:

- A7 / B703 Main Street signalised junction;
- A7 / Stobhill Road priority junction;
- A7 / Lady Victoria access priority junction;
- A7 / B704 signalised junction; and
- Stobhill Road / existing Stobhill site access priority junction.

Traffic surveys were undertaken and peak hours of network operation were identified to be between AM Peak Hour 08:00-09:00 and PM Peak Hour 17:00-18:00.

The analysis demonstrated that the adjacent road network will operate within capacity in 2022 following the addition of traffic generated by the fully developed sites. This takes into account the proposed signalisation of the A7 / Stobhill Road junction, which was identified as a requirement by Midlothian Council Roads, necessary to enable a fourth arm to be provided to serve the Lady Victoria site and also the effect of other nearby developments coming forward.



PRECEDENT - BAR / RESTAURANT



PRECEDENT - SPECIALITY RETAILING



PRECEDENT - INCUBATOR UNITS



## Conclusion

It is considered that the Lady Victoria and Stobhill sites are suitable to accommodate a development of the form and scale which is being promoted as part of the Masterplan, with the adjacent road network forecast to operate within capacity following the addition of traffic generated by the fully developed sites.

**Refer to the separate Transport Assessment Report (Cundall, 2017) accompanying this Masterplan Report.**

## 7.5 HERITAGE COMMENTARY

Due to the concentration and character of known cultural heritage assets in the study areas there is a low potential for unknown sub-surface archaeology within the majority of the study area with the exception of the southern extension to the Stobhill site which has been agricultural land and has not been subject to the intensive development noted elsewhere.

Developments within this area offer the possibility of gaining a fuller understanding of the industrial heritage of the locality and enhancing the presentation of the cultural heritage to the local community. Opportunities to further explore elements of the mining heritage of the area should be explored through community engagement in order to offer public benefit within any development proposals.

## 7.6 UTILITIES, DRAINAGE AND SUDS

### 7.6.1 Utilities

Once unit numbers for the development are

confirmed during later design stages, applications to the utility companies should be made to confirm capacity within their networks and any potential upgrading of infrastructure required.

### 7.6.2 Drainage & SuDS

In accordance with Scottish Water, SEPA and Midlothian Council requirements, separate foul and surface water systems will be applied to the site. In relation to surface water, runoff will be discharged to the adjacent Scottish Water surface water sewers, SuDS will be used to treat and attenuate the flows prior to discharge.

Roof and road runoff will be collected via traditional downpipes and gullies and conveyed via the surface water drainage network to the SuDS ponds for treatment and attenuation before being discharged to the Scottish Water network. Runoff from the car parking areas will be collected via permeable paving located in the parking bays. The treated surface water being picked up by fin drains and conveyed into the surface water network.

Surface water flows will be attenuated using ponds and flows restricted to 5 l/s/ha. The models show no flooding within the 1 in 100 year return period and minor flooding, contained within the site, in the 1 in 200 year return period.







COMPUTER GENERATED MODEL VIEW



## 8 CONCLUSION

The challenge was to achieve a Masterplan that will encourage a high quality, thriving and sustainable neighbourhood and successful commercial destination. The Masterplan is also expected to integrate with the existing local character, heritage, amenities and environmental context of the area and seek to secure long term economic and social benefits for Newtowngrange and Midlothian as a whole. It is forward-looking, aligning with wider growth strategies and aims.

There has been an experienced team of professionals undertaking comprehensive analysis and preparing design solutions as part of this Masterplan process. We have engaged with the owners, the community council, members of the local community, Council officers and various statutory bodies to guide the Masterplan effectively. We have liaised with the Newtowngrange Town Centre Masterplan team to ensure proposals are coordinated and appropriate for the two different locations.

The most challenging aspect has been establishing an appropriate range of uses for the area that strike the balance between economic viability, local demand for facilities and physical constraints. The proposal anticipates a 'step change' in the nature of Newtowngrange in the context of the Edinburgh City region and the new high quality public transport rail connection. This approach requires a balance between the vision of this new neighbourhood, the anticipated timescales for changes to happen on the ground and the current evidence of delivery; this all set against a requirement for the assessment of demand and values which will be informed by the regeneration potential.

The physical presence of the National Mining



PRECEDENT - SPECIALITY RETAILING



PRECEDENT - RESIDENTIAL (SSM)



PRECEDENT - OUTDOOR PUBLIC SPACE

Museum and the heritage regeneration opportunities this provides as a catalyst for growth are key to unlocking this longer term vision within this local context.

The proposals will transform the nature of the A7 route into the town. They will help to achieve a real sense of arrival to the town, clearly marking the entrance location and ensuring that vehicles respect the town centre and setting the scene for the town centre changes proposed in the dedicated town centre masterplan. This will be achieved by changes to the road form and by the new uses and building form that will actively address the street.

The Stobhill section of the masterplan will provide a mixture of residential and commercial uses. Commercial uses will make use of the frontage onto the A7, acknowledging such frontage is attractive to most commercial developers/operators. The land use then changes further into the site where residential development is proposed, to complement the adjacent and prominent residential land use (existing and proposed). A variety of residential accommodation is proposed including housing for sale, affordable housing and housing for older people. This mix of tenure responds to known demand. The scale of development in this location will allow for the creation of a neighbourhood, with integrated open space, active connectivity across and through the site, and integration with existing and proposed developments.

The Lady Victoria section of the masterplan will provide for a diverse mix of uses, including retail, business, industrial and higher density residential development. This will be distinct from the Stobhill area and complementary to town centre uses.

The mix of uses on this site will build on the existing attraction of the Museum, establishing a distinctive heritage led place where it is attractive to live and work. Specialist input has allowed us to understand the range and type of users which could be attracted to a place such as this.

Ensuring long term economic and social benefits for Newtongrange will be achieved by the delivery of these masterplan proposals. The variety of work, leisure and community uses along with residential provision are essential to supporting and creating sustainable neighbourhoods. A masterplan requires a degree of flexibility in its delivery to reflect prevailing use demands and development requirements over the next 10 years. Market demands will flux and change, however if these are guided within the overall vision and aspiration of the Masterplan they will deliver and create a successful place.

All land owners will need to work together to bring forward the development opportunity and additional funding support will be required from public and private organisations to enable the Masterplan vision to be achieved successfully.

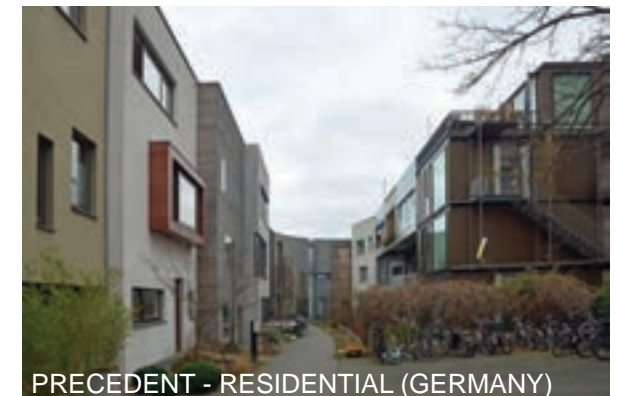
**We are confident that this Masterplan proposal is based on sound analysis, has an aspirational vision for the nature of this neighbourhood in the future and is based on robust economic and property assessments. Newtongrange will undergo significant change over the next 10 to 15 years and this Masterplan vision will effectively guide the form of this important neighbourhood, whilst at the same time protecting and enhancing its strong heritage and community foundations.**



PRECEDENT - PUBLIC SPACE



PRECEDENT - RESIDENTIAL (GERMANY)



PRECEDENT - RESIDENTIAL (GERMANY)