

A720 Sheriffhall Roundabout

DMRB Stage 2 Scheme Assessment Report

Part 2 – Environmental Assessment
Volume 3 – Appendices

Transport Scotland

Project Number: 60470009

April 2017

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Appendix 1.1 – Copy of Consultation Responses

Consultation Response from the Access and Cycling at East Lothian Council – 2016

From: Lothian, Jennifer <jlothian@eastlothian.gov.uk>
Sent: 08 December 2016 16:25
To: Irving, Jill
Cc: Forsyth, Peter; Greenshields, Marshall; Clark, Neil
Subject: A720 Sheriffhall Roundabout - Stakeholder Consultation response

Jill

Thank you for sending me your stakeholder consultation documents for the A720 Sheriffhall Roundabout.

As East Lothian Council's Outdoor Access Officer for the west of East Lothian, I am concerned about what appears to be a lack of provision for pedestrians and cyclists in the proposed schemes outlined, and specifically the lack of a clear prioritised shared-use (walking/cycling) route which would take walkers and cyclists across the A720 safely and directly in this location.

Active travel is being promoted nationally to help achieve national targets in climate change mitigation, sustainable transport and physical activity, as well as promoting alternatives to using the car with its associated traffic congestion.

I would like to see detailed proposals for active travel in the Sheriffhall proposals. An underpass that would take walkers and cyclists (and potentially horse riders) under the A720, without the need to interact with the traffic on the A720, would be ideal. Connectivity with the surrounding path/active travel network should also be explored as part of these proposals.

Currently the A720 is a barrier to active travel, and although the Sheriffhall Roundabout is not in East Lothian, a well designed shared-use route would benefit those in the wider area as an option for active travel commuting or recreational walking/cycling.

I would be pleased to discuss this with you further as required.

Thank you and regards

Jennifer

Jennifer Lothian | Outdoor Access Officer | East Lothian Council
 John Muir House | Haddington | East Lothian | EH41 3HA
 Tel: 01620 827419 | Email: jlothian@eastlothian.gov.uk

I work part-time. My working days are:
 Mondays, Tuesdays - all day,
 Wednesday mornings, Thursday mornings

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Consultation Response from the Biodiversity and Landscape at East Lothian Council - 2016

From: MacPherson, Stuart <smacpherson@eastlothian.gov.uk>
Sent: 29 November 2016 16:17
To: Irving, Jill
Subject: A720 Sherrifhall Roundabout - biodiversity comment

Dear Jill

Thank you for your letter of 23rd November asking for comment on three proposals to improve the Sherrifhall junction. I do not have any particular biodiversity preference about the proposals. They are all outwith East Lothian and I don't have any records for this particular area. I would advise that you contact The Wildlife Information Centre regarding species records and information on any locally designated sites in the area. They can be contacted on admin@wildlifeinformation.co.uk. I know that TWIC do a lot of work for Midlothian Council and hold all of their wildlife records.

On a different topic, I would request that the option chosen should be as easy for cyclists as possible, ideally extending to provision of a separate cycleway under the A720. The A720 is a significant block to active travel between Edinburgh and Dalkeith and the opportunity must be taken to improve the situation. My colleague, Jennifer Lothian, will comment further on active travel but it is an important topic for me, as an individual.

Regards
Stuart

Stuart Macpherson | Biodiversity Officer | East Lothian Council
John Muir House | Haddington | EH41 3HA | (01620) 827242

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Consultation Response from the Biodiversity and Landscape at East Lothian Council – 2015

From: Grant, Shona <sgrant@eastlothian.gov.uk>
Sent: 10 February 2015 14:41
To: Irving, Jill
Subject: A720 Sheriffhall Roundabout - Request for Information

Dear Jill

I refer to your letter dated 6 February 2015. I can confirm that East Lothian Council Environmental Protection team hold no relevant information and have no concerns regarding the proposed improvements to the A720 Sheriffhall Roundabout.

Kind Regards

Shona Grant

Shona Grant | Principal Environmental Protection Officer | East Lothian Council | John Muir House | Haddington | EH41 3HA |
Tel. 01620 827336 | Email. sgrant@eastlothian.gov.uk | Visit our website at www.eastlothian.gov.uk

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Consultation Response from British Geological Survey (BGS) – 2013 (Stage 1)

From: Barron, Hugh F. <hfb@bgs.ac.uk>
Sent: 17 December 2014 16:15
To: Fisher, Catriona (Glasgow)
Cc: BGS Edinburgh Enquiry Service; Ellen, Rachael
Subject: RE: Enquiry about geology at Sheriffhall roundabout BGS ref IDA232146

Hi Catriona,
Unfortunately the geologists in question retired several decades ago and we are not in a position to answer your question below.

Assigning a sandstone to a particular formation is done by considering all the available information, for example palaeontology, sedimentology and the relationship with the surrounding rocks.

Regards

Hugh

From: Fisher, Catriona (Glasgow) [<mailto:Catriona.Fisher@urs.com>]
Sent: 17 December 2014 15:04
To: Ellen, Rachael
Cc: Barron, Hugh F.; BGS Edinburgh Enquiry Service
Subject: RE: Enquiry about geology at Sheriffhall roundabout BGS ref IDA232146

Rachel,

I was wondering if you have any time to look into my enquiries below, which followed on from another question you kindly answered. Any further information would be gratefully received.

Thanks,
cat

Catriona Fisher
Senior Engineer | GeoServices

Direct: +44 (0)141 354 5650
Catriona.fisher@urs.com
www.ursglobal.com

(Note: I am not in the office on Mondays or Fridays)

From: Fisher, Catriona (Glasgow)
Sent: 05 December 2014 17:08
To: 'Ellen, Rachael'
Cc: Barron, Hugh F.; BGS Edinburgh Enquiry Service
Subject: RE: Enquiry about geology at Sheriffhall roundabout BGS ref IDA232146

Rachel,

Thank you very much for your help. It's interesting to know why the map changed. And, not being a geology person, it's always fascinating to me how one sandstone can be determined to be Passage Group and the other Coal Measures strata.

Is it possible to ask a couple of other questions about the area?

- I understand (vaguely) how the bedrock could be identified from exposures in an excavation, but how were the positions of the Salters Coal and Glass Coal seams determined. The Salters coal moved to suit the re-interpreted geology but the Glass Coal stayed as was.
- Do the BGS geologists that were invited to site during the construction recall if there was mine workings grouting undertaken beneath the Sheriffhall part of the bypass, in particular in the area south of Summerside?

Thanks for any information you have.

Regards,
cat

From: Ellen, Rachael [<mailto:rellen@bgs.ac.uk>]
Sent: 04 December 2014 15:24
To: Fisher, Catriona (Glasgow)
Cc: Barron, Hugh F.; BGS Edinburgh Enquiry Service
Subject: RE: Enquiry about geology at Sheriffhall roundabout BGS ref IDA232146

Dear Catriona,

I've been looking into your enquiry regarding the Sheriffhall roundabout. After looking at our records, the bedrock geology was re-interpreted due to new data made available during the construction of the Edinburgh City Bypass and the A7 to the south of Sheriffhall in 1988. BGS geologists were invited on-site to study bedrock sections in new road cuts during construction, and use this new geological information to revise the bedrock sheet, and subsequently publish the more up to date 1:50k sheet (2003).

Kind regards,
Rachael

Dr. Rachael Ellen
Geologist
British Geological Survey
Murchison House
West Mains Road,
EDINBURGH, EH9 3LA.
Direct Line: +44(0)131 650 0227
Switchboard: +44(0)131 667 1000

From: Barron, Hugh F.
Sent: 02 December 2014 13:01
To: Fisher, Catriona (Glasgow)
Cc: Ellen, Rachael
Subject: RE: Enquiry about geology at Sheriffhall roundabout BGS ref IDA232146

Hi Catriona,
Mike Browne (retired BGS District Geologist) mentioned it was reinterpreted sometime in the 1980s or 1990s based on new evidence. We will try and find out more and Rachael will get back to you – I am just about to head off to the Netherlands.

Regards

Hugh

From: Fisher, Catriona (Glasgow) [<mailto:Catriona.Fisher@urs.com>]
Sent: 28 November 2014 17:53
To: Barron, Hugh F.
Subject: RE: Enquiry about geology at Sheriffhall roundabout BGS ref IDA232146

Thanks Hugh, and I look forward to hearing again from you next week.

I'd be very interested in what caused the bedrock to be re-interpreted, if you have such details. For instance was it data from mine workings or data from GI or anything else?

Thanks and Regards,
cat

From: Barron, Hugh F. [<mailto:hfb@bgs.ac.uk>]
Sent: 28 November 2014 17:46
To: Fisher, Catriona (Glasgow)
Cc: BGS Edinburgh Enquiry Service
Subject: RE: Enquiry about geology at Sheriffhall roundabout BGS ref IDA232146

Hi Catriona,

The reason the published 1:50k sheet (2003) is different is that there was a partial resurvey of the Edinburgh sheet between 1981 and 2000 and the bedrock geology was re-interpreted at some stage during that period. I do not have access to a digital copy of the revised 1:10k map at present, but will have a look next week. The original 1:10,560 sheet (NT 36NW) was published in 1966.

Regards,

Hugh

Hugh Barron
Responsive Surveys Scotland Manager
BGS Scotland
Murchison House, West Mains Road, Edinburgh EH9 3LA
Tel: 0131 650 0258
Mob: 07769 880117
hfb@bgs.ac.uk
www.bgs.ac.uk

From: BGS Edinburgh Enquiry Service
Sent: 28 November 2014 16:49
To: Barron, Hugh F.
Subject: FW: Enquiry about geology at Sheriffhall roundabout BGS ref IDA232146

Hi Hugh
Can you answer this, or recommend someone?
Thanks
Marcus

From: Fisher, Catriona (Glasgow) [<mailto:Catriona.Fisher@urs.com>]
Sent: 27 November 2014 14:51
To: BGS Edinburgh Enquiry Service
Subject: Enquiry about geology at Sheriffhall roundabout

Hi,

We are involved in a scheme which is looking at improving the junction at the Sheriffhall roundabout. As such we are studying the geology of the area and have found that old (County Series, 1:10,560) and new (1:50,000 sheet 32E) geological maps show different solid geology to the west of the roundabout. This means that we are slightly uncertain from which map to take the type of bedrock, location of coal seams and location of the Sheriffhall fault. Each has a significant impact on our design.

Would you be able to advise which map, in your opinion, it would be best to take the solid geology information from and why?

I attach a sketch showing our query, please contact me if you need any further detail or would like to discuss.

Thanks for your help.
cat

Catriona Fisher
Senior Engineer | GeoServices
Direct: +44 (0)141 354 5650
Catriona.fisher@urs.com
www.ursglobal.com

From: BGS Edinburgh Enquiry Service
Sent: 28 November 2014 16:49
To: Barron, Hugh F.
Subject: FW: Enquiry about geology at Sheriffhall roundabout BGS ref IDA232146

Hi Hugh
Can you answer this, or recommend someone?
Thanks
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Would you be able to advise which map, in your opinion, it would be best to take the solid geology information from and why?

I attach a sketch showing our query, please contact me if you need any further detail or would like to discuss.

Thanks for your help.
cat

Catriona Fisher
Senior Engineer | GeoServices

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Consultation Response from the British Horse Society (BHS) - 2016

From: Helene Mauchlen <helene.mauchlen@bhs.org.uk>
Sent: 14 December 2016 16:08
To: Irving, Jill
Cc: Sarah Fleming (County Chair)
Subject: A720 Sheriffhall roundabout DMRB Stage 2 Stakeholder Consultation
Attachments: Development Plans - A BHS View.docx

Dear Jill

Thank you for consulting BHS on the second stage of the Sherriffhall Roundabout project.
From our point of view we are simply concerned to ensure that all off road provision is multi-use and that horses are considered as the development proceeds because there are a lot of riders in the area and some busy livery yards.
I am copying Sarah our local access rep in on this because she is very handy if you ever need someone for site visits?

Regards

Helene

Helene Mauchlen
National Manager for Scotland
The British Horse Society

Woodburn Farm, Crieff
Perthshire PH7 3RG

Telephone: 02476 840727
Email: helene.mauchlen@bhs.org.uk
Website: www.bhs.org.uk

Please support our Helping Horses Appeal 2016. We continually respond to hundreds of calls a week for intervention - helping prevent cruelty and neglect through educating horse owners across the UK. Together, we can do so much more. Thank you.

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Consultation Response from the British Horse Society (BHS) – 2015

From: Helene Mauchlen [<mailto:helene.mauchlen@bhs.org.uk>]
Sent: 26 March 2015 11:11
To: Irving, Jill; McClelland, Zoe
Cc: Constance
Subject: Sherriffhall Roundabout

Hello Jill and Zoe

Sincere apologies, the British Horse Society wants to be fully involved in both the feasibility study and progress of this scheme to improve the Sheriffhall Roundabout. We very much welcome the scheme and thank you for consulting with us.

We have many horse riders and stables in the area and our overriding aim will be to ensure that good, segregated multiuse access tracks criss cross the development so that walkers, cyclists and horse riders can all exercise their right of responsible off road access. So that all core paths and surrounding access tracks and farm land are joined up for non-motorised users.

I have not had time to have more than a perfunctory look at your papers. I will feed back in more details in due course.

We need to be fully involved through out please and apologies for this email being a day or so late. Constance, copied in is our local access representative.

Please confirm our involvement?

Helene

Helene Mauchlen
Director Scotland
The British Horse Society

Woodburn Farm, Crieff
Perthshire PH7 3RG

Telephone: 02476 840727
Email: helene.mauchlen@bhs.org.uk

Consultation Response from Buccleuch Property – 2015

Irving, Jill

From: James Palmer <jpalmer@buccleuch.com>
Sent: 17 March 2015 14:59
To: Irving, Jill; Fisher, Catriona (Glasgow)
Subject: Sheriffhall Roundabout - Options Appraisal

Dear Jill,

Firstly, thank-you for your respective letters and copy of the URS report of the 6th February and 24th of February; I apologise for the time taken to respond.

As you may be aware, Buccleuch hold ownership of a significant portion of the land surrounding the Sheriffhall Roundabout under various subsidiaries; 'Buccleuch Property Shawfair' at Todhills, 'Buccleuch Estates' (BEL) to the east and northwest of the A7 and south of the A720, Dalkeith Country Park to the south east and 'Buccleuch Property (Sheriffhall South)' further south of the BEL ownership, in addition to ownership in the 'Shawfair' LLP vehicle delivering the 4000 housing unit development at the old Monktonhall Colliery site.

As a response on behalf of Dalkeith Country Park, we view the proposed works as a positive development to the roads network and in enhancing the accessibility to the Park. We will view any requests for intrusive ground investigation works accordingly and not obstruct any reasonable requests to access Buccleuch land, should the resultant information be openly presented to us for review once completed. This opinion is in line with those of other holding/development vehicles in the area. The mining information that we hold for this area is, unfortunately, fairly dated and we should imagine not of use to your independent evaluation.

We are keen to explore the opportunity to provide directional signage to the Park sited on the bypass as part of the works, and also further at the A68 access point at the mid-point of the Estate as part of, or in advance of the works. Our preference in terms of the tabled options would be '6A', which we presume would also provide the most cost effective option.

Please feel free to use me to direct any relevant correspondence/requests through.

With kind regards,
James.



James Palmer
Associate Director

Buccleuch Property
27 Silvermills Court
Henderson Place Lane
Edinburgh
EH3 5DG
Tel: 0131 524 0910
Mob: 07584 644022
Email: jpalmer@buccleuch.com

Consultation Response from the Environmental Health Officer at Midlothian Council - 2016

From: Lilliane Lauder <Lilliane.Lauder@midlothian.gov.uk>
Sent: 28 November 2016 14:37
To: Irving, Jill
Subject: A720 Sheriffhall Roundabout - DMRB Stage 2 Stakeholder Consultation

Dear Jill,

Thank you for your correspondence dated 23 November 2016 regarding the proposed works at A720 Sheriffhall and the remaining three preferred junction options.

Can you advise whether the remaining three options have been modelled in relation to predicted noise emissions and air quality impacts for each of the three schemes in relation to neighbouring sensitive receptors.

I look forward to hearing from you.

Yours sincerely

Lilliane Lauder
Principal Environmental Health Officer (Public Health)
Midlothian Council
Fairfield House
8 Lothian Road
DALKEITH
EH22 3ZP.

t: 0131 271 3370

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Consultation Response from the Environmental Health Officer at Midlothian Council – 2013 (Stage 1)

From: Michael Brunton [<mailto:Michael.Brunton@midlothian.gov.uk>]
Sent: 20 December 2013 12:26
To: Reilly, Monica
Subject: RE: A720 Sheriffhall Roundabout

Hi Monica,

Sorry for the delay in my response.

I have checked our GIS and we don't have any information regarding potential contaminants on the site in question. There are a number of areas around Sheriffhall and the Gilmerton Junction where Giant Hogweed has been reported in this year and in previous years.

I hope this information is sufficient for your purposes.

Regards

Michael

Michael Brunton
Environmental Health Officer
Midlothian Council
8 Lothian Road
Dalkeith
EH22 3ZN

Tel: 0131 271 3554
Fax: 0131 271 3537
email: michael.brunton@midlothian.gov.uk

From: Reilly, Monica [<mailto:Monica.Reilly@urs.com>]
Sent: 12 December 2013 10:24
To: Michael Brunton
Cc: Miller, Catriona
Subject: A720 Sheriffhall Roundabout

Hi Michael,

A720 SHERIFFHALL ROUNDABOUT REQUEST FOR INFORMATION

URS Infrastructure & Environment have been employed by Transport Scotland to carry out a Geotechnical Preliminary Sources Study Report on improving the A720 Sheriffhall Roundabout and are in the processes of studying the area in the enclosed plans.

Based on historical information on the site, there are several sources of potential contaminants including former pits, abandoned mines and shafts, colliery discharge, acid mine water, disused sewage works, nurseries and agricultural chemicals. Would you be able to send any information that may indicate the presence of any of the following potential contaminants within the site:

- Metals – toxic metals such as As, Cd, Cr, Cu, Hg, Pb, Ni, Se, V, Zn etc;
- Inorganics – sulphur, sulphate, cyanide, ammonium, etc;
- Organics – oil/fuel hydrocarbons, PAHs, chlorinated aliphatic & aromatic hydrocarbons, PCBs, dioxins and furans etc;
- Pesticides – herbicides, insecticides, etc;
- pH;

- Asbestos;
- Giant Hogweed; and,
- Gases

Kind Regards,

Monica Reilly

Monica Reilly BSc (Hons) FGS
Graduate Geologist
URS Infrastructure & Environment UK Limited

Citypoint 2, 25 Tyndrum Street, Glasgow, G4 0JY, Lanarkshire

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URS Infrastructure & Environment UK Limited
Place of Registration: England & Wales
Registered Number: 880328
Registered Office: Scott House, Alencon Link, Basingstoke, Hampshire, RG21 7PP, United Kingdom

Consultation Response from the Flood Prevention Officer at City of Edinburgh Council – 2016

From: [Gordon McOmish](#)
To: [Homoncik, Sally](#)
Cc: [Ivar Christensen](#); James.Gilfillan@midlothian.gov.uk
Subject: RE: Sheriffhall Roundabout
Date: 13 January 2017 09:27:37

Sally

Ivar has passed this on to myself for comment. The Dean Burn is wholly in the Midlothian area so we do not have any records relating to this watercourse. I would suggest you contact Jim Gilfillan James.Gilfillan@midlothian.gov.uk at Midlothian Council who should be able to help you.

From the SEPA flood maps <http://map.sepa.org.uk/floodmap/map.htm> it doesn't look like the risk of flooding from the burn greatly affects the road, however it does identify several areas of potential surface water flooding that would need to be assessed.

Regards

[Gordon McOmish](#)

Senior Engineer, Flood Prevention | Planning and Transport | Place | The City of Edinburgh Council | C1 | Waverley Court, 4 East Market Street, Edinburgh EH8 8BG | Tel: 0131 469 3440

Consultation Response from Flood Prevention at Midlothian Council – 2016

From: [Alan Heatley](#)
To: [Homoncik, Sally](#)
Subject: RE: Sheriffhall Junction
Date: 13 January 2017 09:49:12

Morning Sally

We don't have any flooding data in the vicinity of Sheriffhall Roundabout. Five or so year ago we used have a recurring flood issue on the A7 near Campend resulting from pluvial run-off from the field to the west of the A7, and some localised flooding near to the properties at Summerside. Both situations were the result of an inadequate carrier drain, and the problem was resolved by insertion of a larger (600 dia) carrier pipe along the A7 from the field to the roundabout, where it connected into an existing 600 dia outlet. Since then, we have had no flooding issues in the area.

With regards to Park/Dean Burn, again we have no record of any flooding events in this area. Predicted flood risk from this watercourse, for different return periods, can be seen on SEPA's flooding maps at <https://www.sepa.org.uk/environment/water/flooding/flood-maps/>

I trust this will assist you with your assessment. Please let me know if you have any further queries.

Regards

Alan

*Alan Heatley
Network & Structures Manager
Midlothian Council
Road Services
Midlothian House
Buccleuch Street
DALKEITH
Midlothian
EH22 1DN*

*t: 0131 561 5311
f: 0131 654 2797
e: alan.heatley@midlothian.gov.uk*

From: Homoncik, Sally [mailto:sally.homoncik@aecom.com]
Sent: 12 January 2017 12:48
To: Alan Heatley
Subject: Sheriffhall Junction

Alan,

I was given your name by a colleague as I'm looking for any flooding information that you hold for the area in the vicinity of the Sheriffhall roundabout. I am working on the Stage 2 DMRB assessment of the water environment for transport Scotland who are progressing options for redeveloping the junction. The main waterbody of concern is the Dean Burn (Park Burn) but any information you hold for the local area would be useful.

Consultation Response from Historic Environment Scotland (HES) – 2016



By email: jill.irving@aecom.com

Ms Jill Irving
AECOM
Citypoint 2
25 Tyndrum Street
GLASGOW
G4 0JY

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
HMC consultations@hes.scot

Our ref: AMN/3/23
Our Case ID: 201604628
06 December 2016

Dear Ms Irving

Transport Scotland
A720 Sheriffhall Roundabout – DMRB Stage 2 Stakeholder Consultation

Thank you for your consultation on stage 2 of your options assessment for the above. We have reviewed the details provided in the context of our historic environment interests. This covers scheduled monuments and their settings, category A listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields, and World Heritage Sites.

If you have not done so already, I recommend that you consult both City of Edinburgh and Midlothian Councils' archaeological and conservation advisors. They will also be able to offer advice on potential impacts on the historic environment. This may cover both the heritage assets identified above, and the wider historic environment, such as unscheduled archaeology, and category B and C listed buildings.

As you are aware, we have previously commented on Stage 1 of the options assessment. I note that options have now been reduced to three of those previously presented. There has been no alteration to the individual options.

We have no further comments or advice to offer at this stage. As the options themselves remain unchanged, and the baseline in this area for our interests has not altered, we consider our previous comments to remain valid. We would of course be happy to review any alterations or more detailed proposals as they become available.

I hope that this letter is helpful to you. If it raises any issues which you would like to discuss further, please contact me directly, on 0131 668 8657 or ruth.cameron@hes.scot.

Yours sincerely

Ruth Cameron

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH
Scottish Charity No. **SC045925**
VAT No. **GB 221 8680 15**

Consultation Response from Historic Scotland (Now Historic Environment Scotland – 2015)



By email: jill.irving@aecom.com

Ms Jill Irving
AECOM
Citypoint 2
25 Tyndrum Street
GLASGOW
G4 0JY

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Direct Line: 0131 668 8657
Switchboard: 0131 668 8600
Ruth.Cameron@scotland.gsi.gov.uk

Our ref: AMN/3/23
Our Case ID: 201406961
12 March 2015

Dear Ms Irving

Transport Scotland A720 Sheriffhall Roundabout

Thank you for your letter of 6 February 2015, regarding junction improvements for Sheriffhall Roundabout. We have reviewed the details provided, and our comments here focus on our historic environment interests. This covers scheduled monuments and their settings, category A listed buildings and their settings, inventory gardens and designed landscapes (GDLs), and inventory battlefields.

I recommend that you also consult with the local authority archaeology and conservation services regarding these details. They will also be able to comment on potential impacts on the historic environment, and this may include issues beyond our interests, such as unscheduled archaeology and category B and C listed buildings.

The Proposed Development

I understand that the project relates to junction improvements for Sheriffhall Roundabout on the A720 Edinburgh City Bypass. I note that the Stage 2 Scheme Assessment for this is to be delivered in autumn 2015, recommending the preferred junction layout.

Historic Scotland's Interest

There are a number of heritage assets in the vicinity of the junction at Sheriffhall. Whilst none of the suggested layouts appear to involve direct impacts on these assets, the locations of the following assets should be identified in constraint mapping:

- Elginhaugh, Roman camp, native fort and palisaded enclosure 600m NE of (Scheduled Monument, Index No. 6202)
- Elginhaugh, Roman fort, annexe and bathhouse 200m NE of (Scheduled Monument, Index No. 5684)
- Melville Grange, homestead and pit alignments 600m ESE of (Scheduled Monument, Index No. 4592)
- Dalkeith Park, King's Gate, Walls And Lodge (Category A listed building, HB Num 1437)
- Dalkeith House (Palace) GDL

It appears unlikely at this stage that any of the proposed schemes would have a significant impact on the settings of these heritage assets. It is possible, however, that minor changes to some of the proposed options could result in direct impacts, in particular to Elginhaugh



www.historic-scotland.gov.uk

Roman Camp, and care should be taken to ensure that all elements of the scheme avoid this. There is also the possibility for direct impacts on Dalkeith House GDL, and if alterations to the scheme suggest this would be the case (for example, impacting boundary walls or planting within the designated area), we would welcome the opportunity to comment further.

It may also be necessary to consider mitigation to ensure that there is no accidental damage to these heritage assets, or any others in the immediate vicinity of any construction works. We would be happy to comment on any such proposals.

I hope that this letter is helpful to you. If it raises any issues which you would like to discuss further, please feel free to contact me directly using the details given above.

Yours sincerely



Ruth Cameron
Senior Heritage Management Officer, EIA

Consultation Response from Landscape at Midlothian Council – 2015

Myles Thompson, MA (HONS) LArch CMLJ

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From: Ellen McCalman [<mailto:Ellen.McCalman@midlothian.gov.uk>]

Sent: 24 August 2015 14:17

To: Thompson, Myles

Cc: Neil Wallace; McOlelland, Zoe; Devenny, John

Subject: RE: A720 Sheriffhall Roundabout Viewpoint Consultation

Hi Myles,

Thank you for sending through the additional information.

I've had a brief look on site today and without a ZTV to guide the viewpoints I have the following comments:

Especially Option 8A has the potential for having significant adverse landscape visual impact on a fairly large area whereas Option 1A and Option 6A could more readily be incorporated into the landscape with appropriate mitigation measures. Option 8A would likely be prominent when viewed from as far out as the Pentland Hills but without a ZTV this can be accurately assessed.

I find that the number of viewpoints clustered around the Melville Nurseries will not give much different results and viewpoint 8 needs to be moved further south-east to where the A7 feeds into the Melville roundabout when driving north.

There should additionally be a viewpoint from the new railway cycle/walkway looking east/north-east from where the path crosses over Lasswade Road (south-west of Melville Grange (Viewpoint 6)) and from the south side of Newton House (Newton House is located immediately west of the A68/A720 junction).

Please don't hesitate to get in touch if you have any queries with any of the above.

Regards

Ellen Krog McCalman
Landscape Officer
Education, Communities and Economy
Midlothian Council
0131 271 3340
0131 271 3537
www.midlothian.gov.uk

Please note that I work a 2.5 day week;
my work days are Mon, Tues & Weds (morning)

Consultation Response from Lothian Buses – 2016

A720 Sheriffhall Roundabout Consultation

Lothian Buses response

Background

Lothian Buses is the main provider of bus services in Edinburgh, Midlothian and East Lothian operating over 50 routes some of which have night bus and limited stop variants. It operates ten principal services between Midlothian and Edinburgh and these cross the A720 at all junctions between Sheriffhall and Lothianburn. In addition, Lothian Buses uses the A720 for off-service movements between its Longstone Depot, Marine Depot (Portobello) and locations where buses will start or end service. As a result Lothian Buses has gained a lot of experience over the years as to how the A720 and its adjacent road network operates in practice. This response is based on that experience and aims to assist in maximising the benefits that can be gained with the grade separation of Sheriffhall junction.

Summary of Services

Junction	Service	Serving	Total buses/hour (inter-peak)	Comments
Sheriffhall	33 49	Edinburgh City Centre Royal Infirmary of Edinburgh Sheriffhall Park & Ride Dalkeith, Gorebridge, Rosewell	16	Significant delays southbound during pm peak with queuing back to Sheriffhall Park & Ride
Gilmerton	3 29	Edinburgh City Centre Dalkeith, Mayfield, Gorebridge	20	
Lasswade	31	Edinburgh City Centre Bonnyrigg, Polton	12	Significant delays (up to 15 mins) northbound during morning peak with queuing back from A720 on-slip to Bonnyrigg High St
Straiton	37 47 67	Edinburgh City Centre Edinburgh University Loanhead Straiton Park & Ride Bush Campus and Science Park Roslin, Penicuik	18	Peak delays minimised by presence of bus lanes on A701
Lothianburn	4 X15	Edinburgh City Centre Morningside Hillend Snow Centre Bush Campus and Science Park Penicuik	12	Northbound delays in am peak due to queue of traffic from A720 westbound on-slip; Southbound delays in pm peak due to stream of traffic from A720 eastbound off-slip blocking southbound exit from Biggar Road

The total number of buses per hour is the number of buses using the junction irrespective of service or direction; additional buses operate during the peaks increasing the number by up to 15%.

Consultation Response from Planning at Midlothian Council – 2015

From: Neil Wallace [<mailto:Neil.Wallace@midlothian.gov.uk>]

Sent: 13 March 2015 16:06

To: Irving, Jill

Cc: Peter Arnsdorf; Joyce Learmonth; Ellen McCalman; Lindsay Haddow; James Gilfillan

Subject: A720 Sheriffhall Roundabout

Dear Jill,

Midlothian Council welcomes the opportunity to comment on the ongoing work and assessment of grade separation project options at Sheriffhall roundabout.

It has been the position of Midlothian Council for some time that the grade separation of this key junction is essential for the effective delivery of proposed developments in the existing Local Plan and emerging Local Development Plan. However, notwithstanding the Council's support for the principle of grade separation of this busy junction, a number of environmental designations and planning policy constraints apply to the existing site and to each of the options. These constraints will have a bearing on the project assessment and selection process as well as on the planning application process and any mitigation requirements arising as a result.

As indicated in my previous phone conversation, the Council's online interactive local plan and proposals map indicate the nature and extent of these policy constraints and issues. The online map can be viewed at the attached link - <http://www.planvu.co.uk/mc/>.

General comments - all options

The following comments and observations represent the views of officers in Transport, Development Management and the Planning Policy team:

- ↳ It is not clear from the information distributed if any micro-simulation or other form of traffic modelling has been undertaken to demonstrate and compare the potential performance of each of the proposed junction designs. Clarification on this matter would be appreciated;
- ↳ While the options/design may be at an early stage, clarification of whether SUDS requirements have been factored in terms of the location and amount of land required would be helpful;
- ↳ No details regarding the trunk road and local road network drainage solution and/or the proposed adoption and maintenance responsibilities have been identified. Early clarification on these matters would be appreciated;
- ↳ There is an action in the SESplan Action Programme to deliver Tram Line 3 extension to Dalkeith. The Midlothian Local Development Plan Proposed Plan (to be published on 14 May 2015) contains policy support for this action. Confirmation of what, if any consideration has been given to the impact any or all of the preferred options might have on delivering such a proposal in the future would be appreciated;
- ↳ At the moment Sheriffhall is not the most pedestrian or cyclist friendly road traffic junction. Any replacement design should incorporate safer facilities and safer access for these groups. Confirmation of what approach is being taken in this regard would be appreciated.
- ↳ Recent accident cluster analysis shows Sheriffhall roundabout to be our worst accident cluster location with 13 accidents in 3 years (this only includes ¾ of the roundabout as the rest is with Edinburgh City boundary);
- ↳ Bus operators were asked to rate the designs in relation to their services. The results were as follows –

Option	First Bus	Perrymans	Lothian Buses
1A	2 nd	=	2 nd
2A	1 st	=	/
6A	/	1 st	1 st
8A	/	=	/

- ↳ Options 1 and 6 may result in a loss of economic land proposed as part of the expansion of Shawfair Park (site EC1 in the Proposed Midlothian Local Development Plan) and equally option 8 may result in the loss of economic land at Sheriffhall South (site e32). These are considered to be prime economic locations and the Council would be keen to avoid any unnecessary loss of such land if possible (please see attached maps). The Council intends publishing the replacement Proposed Midlothian Local Development Plan on 14 May 2015;
- ↳ Grade separation will involve level changes in terms of built design and where that level change is above existing ground level there will be increased visual impact of the scheme on the local environs. It would appear that in each case it is proposed that the A7 is carried over the A720. The risk of adverse visual impact would be significantly reduced if the local road network were to go under the A720. While it may be possible to mitigate the impact of the final solution there are a number of planning policy constraints that will apply and will influence project assessment;
- ↳ While there are no designations such as AGLV or Designed Landscape directly impacted on although there will be some impact on the neighbouring designed landscape of Dalkeith Palace by the proposals especially any associated light pollution.
- ↳ Is it possible to confirm to what extent, if any, the ground stabilisation works associated with Borders Rail have had on the opportunities for the short listed options.

Specific comments – preferred options

Preferred option 1A

Cycling and Pedestrian Access

- ↳ Roundabouts are a concern for cycle safety and not ideal for pedestrians. Are continental style roundabouts (TRL trials) or other features such as over / underpasses being considered? Would approach roads feature segregated cycleways?
- ↳ Are facilities for pedestrians to cross slip roads included?

Bus Access Routes

- ↳ Operators concerned about the manoeuvring of buses round two small roundabouts also concerned about priority with no signals and subsequent delay.
- ↳ Bus stops on A7 North would require to be relocated and bus stops on A6106 may also require relocation.

Planning/Detail

- ↳ May provide alternative access to expanded Shawfair Park
- ↳ May act as a catalyst to release site E2 and/or possible expansion of this site
- ↳ What are the levels of the proposed roundabouts?
- ↳ May provide least visual impact
- ↳ Results in the loss of economic land from proposed Shawfair Park extension. Up side is that land on east side of realigned A6106 could be allocated as economic. Alternatively second access from A6106 could be supported to compensate for the loss?

Landscape

- ↳ Will have some impact on the existing vegetation associated with the A720 but this could easily be remedied by incorporating replacement planting into the design. The main landscape visual impact would be in connection with the raised roadway of the A720 and the slip roads (especially the eastbound off slips) and the views in and out towards the Pentland Hills as well as towards the Dalkeith Palace ground.

Preferred option 2A

Cycling and Pedestrian Access

- ↳ Does bridge over A7 include width for segregated cycleway?
- ↳ Roundabouts are a concern for cycle safety and not ideal for pedestrians albeit smaller number of approaches are an improvement on option 1A.
- ↳ Are features such as over / underpasses being considered for cyclists and pedestrians?
- ↳ Would approach roads feature segregated cycleways (particularly along dual carriageway section)?

Bus Access Routes

- ↳ Sheriffhall P&R usage may be effected (this could be mitigated by a P&R in the vicinity of the Gilmerton junction)
- ↳ Whilst journey times would be improved over the Sheriffhall section, the disadvantage caused at the Gilmerton section would outweigh this benefit.
- ↳ Bus stops relocations would be required.

General Traffic

- ↳ Concern about access to the bypass (A720) from Dalkeith town centre, Shawfair and from the A7 (Bonnyrigg, Newtongrange and Scottish Borders)
- ↳ A720 traffic do not have easy access to Sheriffhall P&R or ERI (hospital). The P&R issue would be of less concern if a P&R at the

Gilmerton junction was forthcoming

- ☞ Would T junction at A7/A6106 be traffic controlled

Planning/Detail

- ☞ Results in loss of economic land from proposed extension to Shawfair Park
- ☞ May provide alternative access to expanded Shawfair Park
- ☞ May act as a catalyst to release site E2 and/or possible expansion of this site
- ☞ May provide opportunities to incorporate elements of A7 urbanisation scheme
- ☞ Inclusion of full grade separation at Gilmerton is welcomed but not required as a consequence of development in Midlothian
- ☞ Minimal disruption to surrounding countryside – only one new roundabout and a bridge over the bypass
- ☞ Linking the Gilmerton junction into the scheme would result in the re-routing of the southbound carriageway, require a new stretch of approach road, a new slip road, relocation of roundabout and loss of Green Belt/Countryside and prime agricultural land
- ☞ At Sheriffhall a new bridge over the A720 is proposed which would be a new and potentially significant visual impact in the landscape. The land on the south side of the existing roundabout is at a lower level than the current carriageway. Would the levels remain the same or would the land require to be raised? This would increase the visual impact of the feeder roundabout.
- ☞ Is there any work proposed to the A7 link and Gilmerton Road roundabout? Both are highlighted in red. Need to know what that involves and need to ensure any work does not preclude the implementation of measures as part of the A7 urbanisation scheme.

Landscape

- ☞ There will be significant landscape and visual impacts as a result of these proposals due to the large area of new roadway being proposed from the roundabout at Dobbies to the proposed new roadway on the northern side of the Gilmerton junction. This option furthermore requires the removal of woodland to accommodate the new roundabout and the new section of the A772 Gilmerton Road. This new piece of roadway would scar the landscape as it cuts across the fields to link up with the new and larger roundabout on the southern side of the Gilmerton junction. There are extensive views to and from the Pentland hills at this point.

Preferred option 6A

Cycling and Pedestrian Access

- ☞ Are features such as over / underpasses being considered for cyclists and pedestrians?
- ☞ Would approach roads feature segregated cycleways?
- ☞ Are there pedestrian / cycle signalised crossings (if no under/over passes)

Bus Access Routes

- ☞ This is the favourite option for buses as the current routes are largely unaffected however there is a concern about priority and delay if the roundabout is not signalised.
- ☞ No bus stops relocations would be required.

General Traffic

- ☞ Is roundabout signalised (full or part-time)?

Planning/Detail

- ☞ Minimal requirement for new built development.
- ☞ Not clear if A720 is bridged over the roundabout or if a new roundabout bridge is built over the A720. Need to confirm
- ☞ Results in loss of economic land from proposed extension to Shawfair Park
- ☞ May result in biggest visual impact and therefore require greater mitigation.

Landscape

- ☞ Of the four submitted options this would have the least landscape and visual impact due to the reduced land take and as any loss of vegetation at this point could be readily remedied by replacement planting. The only landscape visual impact concern in connection with this option is in the proposed bridge leading over the Sheriffhall roundabout. In visual impact terms the better solution would be to either lower the roundabout or to have the A720 tunnelling under the junction.

Preferred option 8A

Cycling and Pedestrian Access

- ☞ There is a concern about cycle safety regarding standard roundabouts. Are segregated pedestrian / cycle routes incorporated into the design? Has the possibility of using redundant road for pedestrian / cycle routes been considered?

Bus Access Routes

- ☞ Concern with small roundabouts for manoeuvrability / access.
- ☞ Bus stops relocations would be required (A7 North, A6106 South).

General Traffic

- ☞ Is roundabout signalised (full or part-time)?

Planning/Detail

- ☞ Biggest visual impact and loss of land of all as junction and associated slips move due west from current junction
- ☞ Solution introduces more complicated planning application process because of cross boundary land requirements.
- ☞ Replacement A7 slip on south side is smaller than existing. Does this carry sufficient capacity to stack queuing traffic?
- ☞ Replacement A7 south bound slip results in loss of existing economic land – site E2 (MLP 2008)
- ☞ Replacement A7 south bound slip results in loss of woodland surrounding the economic site - E2. Would increase the visual impact of the road and on the Green Belt.

Landscape

- ☞ There will be significant landscape and visual impacts as a result of these proposals due to the large area of new roadway being proposed including three new roundabouts. The proposed line of the A7 south would also cut through a visually important woodland strip which contains the immediately adjacent economic development. The large areas of new roadway on both sides of the A720

Consultation Response from Planning at City of Edinburgh Council - 2015



jill.irving@aecom.com

Date 24 February 2015

Your ref

Our ref AE

Dear Ms Irving

TRANSPORT SCOTLAND – A720 SHERIFFHALL ROUNDABOUT

Thank you for your letters dated 5 February 2015 regarding the Stage 2 Scheme Assessment work which you are undertaking on behalf of Transport Scotland.

Officers from a number of different Council Services may hold relevant information, have concerns about the proposed improvements or be aware of issues that should be included in the Stage 2 Report and subsequent assessments.

I would therefore suggest that the most efficient way for the Council to contribute to this stage of the process would initially be for relevant Officers from these Services to meet with you to discuss the proposals and any issues arising from them. I would be happy to arrange such a meeting.

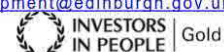
I hope that you find our response helpful.

Yours sincerely

A handwritten signature in blue ink that reads "J. Andrew Easson".

Andrew Easson
Projects Development Manager

Andrew Easson, Projects Development Manager, Services for Communities
Transport, C2, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG
Tel 0131 469 3643 Fax 0131 529 6201 transport.projectsdevelopment@edinburgh.gov.uk



99822_Jill Irving_Transport Scotland_A720 Sheriffhall Roundabout

From: Andrew Smith [<mailto:Andrew.Smith@edinburgh.gov.uk>]
Sent: 02 September 2015 17:42
To: Thompson, Myles
Cc: Gina Bellhouse
Subject: RE: A720 Sheriffhall Roundabout Viewpoint Consultation

Dear Mr Thompson

Although we have no details on the general characteristics of the project, the 3 viewpoints relating to the City of Edinburgh Council's boundary appear to be logical locations from which to assess the visual effects of options for Sheriffhall Roundabout. These would cover both routes and residential receptors i.e. the southern sections of Gilmerton Rd and Old Dalkeith Road. In terms of landscape effects, the land to the northwest of the junction lies within the green belt, which plays a role in maintaining the landscape setting of the City.

Regards
Andrew Smith

Andrew Smith | Planning Officer | Natural Environment | Planning and Building Standards
| Services for Communities | The City of Edinburgh Council | Waverley Court, Level G3, 4 East
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Andrew.smith@edinburgh.gov.uk | www.edinburgh.gov.uk

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Consultation Response from the Road Haulage Association – 2015

From: Chris Campbell FCILT MCIPD <c.campbell@rha.uk.net>
Sent: 11 March 2015 14:47
To: Irving, Jill
Subject: A720 Sheriffhall Roundabout

Hello Jill.

Thanks for sending the information and plans re the Sheriffhall Roundabout.

We have no preference at this stage but happy to gain any improvements from which ever option is selected.

Just for your information, I would like to say that you might (if not already done so) consider the potential changes to vehicle dimensions and other matters in relation to your plans for road designs and layouts. The road freight sector is trialling longer articulated vehicles to some 18.5 metres which may well become standard 'kit' at some stage in the future. Also in the future, the possibility of increased lorry speed limits on single and dual carriageways. In terms of lorry widths vehicles may now be up to 2.6 metres wide (excluding rear view mirrors) bringing the overall width in many cases to over 3.0 metres. I also understand that coach lengths have gone up to 15 metres. The other point is that lorries are not just getting longer, but higher too both factors that which can affect stability and road safety when entering and exiting roundabouts for example.

Anyway, enough of me for now. Happy to meet up if you wish to discuss things.

Regards,
Chris.

Chris Campbell FCILT MCIPD, Policy Manager

Road Haulage Association Ltd
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Consultation Response from Scottish Environmental Protection Agency (SEPA) – 2016



Our ref: PCS/150250
Your ref: 47067662/JI

If telephoning ask for:
Diarmuid O'Connor

06 December 2016

Jill Irving
AECOM
Citypoint 2
25 Tyndrum Street
Glasgow
G4 0JY

By email only to: jill.irving@aecom.com

Dear Madam

Pre-planning enquiry Feasibility Study - Junction Improvements A720 Sheriffhall Roundabout City Bypass Edinburgh

Thank you for your consultation email which SEPA received on 29 November 2016.

As requested we have updated our response of the 28 November 2013 (Our Ref: PCS/129971)

We welcome pre-application engagement, but please note that our advice at this stage is based on emerging proposals and we cannot rule out potential further information requests as the project develops. We would again reiterate at this stage that the proposal is quite general in nature and not in itself very site specific, therefore our comments should be treated as general and as advice at this stage. As the project develops and as more specific proposals are developed and supporting environment reports produced we would wish to be kept informed and offer any appropriate assistance where possible.

We ask that the following issues are addressed prior to any finalised design to avoid unnecessary delay and/or objection from us.

1. Flood Risk

- 1.1 Below we have updated our previous Flood Risk Comments. We have been provided with 4 main road positioning options, our comments should be treated as general. We appreciate that one of the main reasons for the proposed improvements is road safety. However, we will require further details on the flood risk associated with the works prior to supporting any preferred option in the future

Technical Report

- 1.2 We have reviewed the information provided in this consultation and it is noted that the application site (or parts thereof) lies within or immediately adjacent to the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map and may therefore be at medium to high risk of flooding from the Dean Burn. Since our previous flood risk comments in November 2013, the fluvial and coastal Flood Maps have been updated and the surface water Flood Map was released. The Sheriffhall roundabout



Chairman
Bob Downes

Chief Executive
Terry A'Hearn

SEPA Edinburgh Office

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tel 0131 449 7296 fax 0131 449 7277

www.sepa.org.uk - customer enquiries 03000 99 66 99

Consultation Response from Scottish Environmental Protection Agency (SEPA) – 2015

From: OConnor, Diarmuid <diarmuid.oconnor@sepa.org.uk>
Sent: 05 March 2015 10:23
To: Irving, Jill
Subject: A720 Sheriffhall Roundabout

Dear Jill

Thank you for your recent correspondence (06 February 2015) regarding the proposal above. As you are aware we responded to the initial Feasibility Study back in November 2014 (Our Ref PCS/129971) where we outlined in general the various environmental issues which we would wish to be considered during the assessment process.

We now note that the feasibility study has developed to the stage where a number of potential junction options are presented. The proposals are not accompanied by any supporting environmental information but it is outlined that further correspondence may be required with stakeholders during the environment assessment stages.

As a result we do not have any comments to offer at this stage but would highlight that the issues outlined in our previous correspondence should be appropriately considered during the identification of a preferred option.

We will be happy to provide assistance during the various environmental impact assessment stages if required as the project develops.

Regards

Diarmuid O Connor

Senior Planning Officer

Planning Service, SEPA, Clearwater House, Heriot Watt Research Park, Avenue North, Riccarton, Edinburgh, EH14 4AP

Direct line: 0131 2737361 Email: diarmuid.oconnor@sepa.org.uk Web: www.sepa.org.uk

Consultation Response from Scottish Environmental Protection Agency (SEPA) – 2013 (Stage 1)



Our ref: PCS/129971
Your ref: 47067662/JI

Jill Irving
URS Infrastructure & Environment UK Ltd
Citypoint 2
25 Tyndrum Street
Glasgow
G4 0JY
By email only to: jill.irving@urs.com

If telephoning ask for:
Diarmuid O'Connor

28 November 2013

Dear Madam

Pre-planning enquiry Feasibility Study - Junction Improvements A720 Sherrhall Roundabout City Bypass Edinburgh

Thank you for consulting SEPA on the above proposal.

We welcome pre-application engagement, but please be aware that our advice at this stage is based on emerging proposals and we cannot rule out potential further information requests as the project develops. Similarly, our advice is given without prejudice to our formal planning response, or any decision made on elements of the proposal regulated by us, which may take into account factors not considered at the pre-application or planning stage.

We understand at this stage that the proposal is quite general in nature and not in itself very site specific, therefore our comments should be treated as general and as advice at this stage. As the project develops and as more specific proposals are developed we would wish to be kept informed and offer any appropriate assistance where possible.

1. Flood Risk

Technical Report

- 1.1 As part of the road improvements, any alterations to the watercourse or associated floodplain should be detailed through the submission of a Flood Risk Assessment (FRA).
- 1.2 We would expect that where existing culverts or bridges need to be extended or replaced that the capacity and nearby vulnerable receptors are considered. Any extension to such structures should be of the same size, shape, and slope to the existing structure to reduce the risk of surcharging. Replacement structures should be at least of equal size, shape, and slope to the current structure and consideration should be given to the suitability and appropriateness of increasing the capacity of the bridge/ culvert.
- 1.3 We would stress that if consideration is being given to decreasing/ increasing the conveyance capacity of any crossing then an assessment of potential increased flood risk upstream/ downstream of the crossing point should be undertaken. We would recommend that consideration is given to the alignment of the culvert inlet and outlet to ensure there are no changes to channel or culvert conveyance capacity and to limit the impact of erosion.
- 1.4 New culverts or bridges should be designed to convey the 1:200 year design flow unless a different conveyance capacity can be suitably justified. This should incorporate a freeboard



Chairman
David Sigsworth
Chief Executive
James Curran

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www.sepa.org.uk

(Scotland) is designed to be used as a national strategic assessment of flood risk to support planning policy in Scotland.. For further information please visit www.sepa.org.uk/flooding/flood_extent_maps.aspx.

3. We refer the applicant to the document entitled: "*Technical Flood Risk Guidance for Stakeholders*". This document provides generic requirements for undertaking Flood Risk Assessments and can be downloaded from www.sepa.org.uk/flooding/planning_flooding.aspx. Please note that this document should be read in conjunction Policy 41 (Part2).
4. Our Flood Risk Assessment checklist should be completed and attached within the front cover of any flood risk assessments issued in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist our review process. It can be downloaded from www.sepa.org.uk/flooding/planning_flooding/fra_checklist.aspx
5. Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

2. Drainage

- 2.1 In terms of "enhancing the local environment", any future investigations should determine whether there is scope for installing SUDS for any new hard-standing areas or indeed retrofitting SUDS for larger areas of existing roadway (ref "SUDS for Roads" document, published by the SUDS Working Party). There may furthermore be an opportunity to combine soft landscaping with treatment features described in CIRIA 697, e.g. bioretention areas.
- 2.2 We do not have any record of 'diffuse pollutants associated with urban run-off' as a pressure associated with W.B. I.D. 3807 - North Esk – Glencorse Burn confluence to Elginhaugh. Notwithstanding this the project should be aware of and address such issues as the project develops. Furthermore information in relation to such requirements is provided below.
- 2.3 We would ask that SEPA are consulted on any proposed method of work far enough in advance of works commencing (e.g. 21 days) to influence how any engineering in / in the vicinity of inland waters (if proposed) is to be carried out.

3. Pollution prevention and environmental management

- 3.1 One of our key interests in relation to major developments is pollution prevention measures during the periods of construction, operation, maintenance, demolition and restoration. The construction phase includes construction of access roads, borrow pits and any other site infrastructure.
- 3.2 We advise that the applicant should, through the EIA process or planning submission, systematically identify all aspects of site work that might impact upon the environment, potential pollution risks associated with the proposals and identify the principles of preventative measures and mitigation. This will establish a robust environmental management process for the development. A draft Schedule of Mitigation should be produced as part of this process. This should cover all the environmental sensitivities, pollution prevention and mitigation measures identified to avoid or minimise environmental

to reduce the risk of blockage and should also include, if appropriate, the volume lost through burying of the culvert invert. As with replacement structures, the culvert inlet, outlet, slope, and alignment should be considered.

- 1.5 Land-raising to facilitate new roads or widening of existing roads would also require compensatory storage to replace the volume of floodplain lost on a like for like basis. The suitability of dry culverts should also be considered to reduce the impact of land-raising.
- 1.6 Any temporary or permanent diversions/ realignments of the Dean Burn (or any small watercourses) should be suitably sized to convey design flows as any change to a channel can have a range of consequences. Any lengthening/ shortening or narrowing/ widening of the channel should be assessed to ensure any changes in capacity and velocity will not affect sediment erosion and deposition which could affect bridges/ culverts, nearby infrastructure, and property. Minimising sharp bends and changes to slope will also affect velocities in the channel.
- 1.7 We note that the indicative Borders Railway line is shown on the Study Area Plan. Any works to the roundabout should be done in consultation with BAM Nuttall, Network Rail, and their consultants, e.g. Atkins, to ensure there is continuity between the different infrastructures.
- 1.8 We regards to the DMRB – Volume 4, section 2, Part 1 (Drainage of Natural runoff from natural catchments), parts of this are not fully up to date e.g. design return periods still refer to just one way of estimating a design flood (e.g. IH 124) for a particular situation.
- 1.9 We would recommend that contact is made with your Flood Prevention Authority to glean any information/ local knowledge that they may possess.
- 1.10 External guidance documents which the applicant may wish to consider:
 - CIRIA C624 Development and Flood Risk – Guidance for the Construction Industry.
 - CIRIA C689 Culvert Design and Operation Guide.
 - CIRIA C551: Manual on Scour at Bridges and Other Hydraulic Structures.

Summary

- 1.11 In summary we would wish to receive clarification on the following points as the project develops.
 - A detailed FRA should be submitted which shows the proposed improvements and evidence that flood risk to the existing/ proposed infrastructure and vulnerable receptors elsewhere is not altered.

Caveats & Additional Information for Applicant

2. The Indicative River & Coastal Flood Map (Scotland) has been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km² using a Digital Terrain Model (DTM) to define river cross-sections and low-lying coastal land. The outlines do not account for flooding arising from sources such as surface water runoff, surcharged culverts or drainage systems. The methodology was not designed to quantify the impacts of factors such as flood alleviation measures, buildings and transport infrastructure on flood conveyance & storage. The Indicative River & Coastal Flood Map

effects. Details of the specific issues that we expect to be addressed are available on the Pollution Prevention and Environmental Management section of our [website](#).

- 3.3 A Construction Environmental Management Document is a key management tool to implement the Schedule of Mitigation. We recommend that the principles of this document are set out in the ES outlining how the draft Schedule of Mitigation will be implemented. This document should form the basis of more detailed site specific Construction Environmental Management Plans which, along with detailed method statements, may be required by planning condition or, in certain cases, through environmental regulation. This approach provides a useful link between the principles of development which need to be outlined at the early stages of the project and the method statements which are usually produced following award of contract (just before development commences).

4. Engineering activities in the water environment

- 4.1 In order to meet the objectives of the [Water Framework Directive](#) of preventing any deterioration and improving the water environment, developments should be designed to avoid engineering activities in the water environment wherever possible. The water environment includes burns, rivers, lochs, wetlands, groundwater and reservoirs. We require it to be demonstrated that every effort has been made to leave the water environment in its natural state. Engineering activities such as culverts, bridges, watercourse diversions, bank modifications or dams should be avoided unless there is no practicable alternative. Paragraph 211 of SPP deters unnecessary culverting. Where a watercourse crossing cannot be avoided, bridging solutions or bottomless or arched culverts which do not affect the bed and banks of the watercourse should be used. Further guidance on the design and implementation of crossings can be found in our [Construction of River Crossings Good Practice Guide](#). Other best practice guidance is also available within the water [engineering](#) section of our website.
- 4.2 A site survey of existing water features and a map of the location of all proposed engineering activities in the water environment should be included in the ES or planning submission. A systematic table detailing the justification for the activity and how any adverse impact will be mitigated should also be included. The table should be accompanied by a photograph of each affected water body along with its dimensions. Justification for the location of any proposed activity is a key issue for us to assess at the planning stage.
- 4.3 Where developments cover a large area, there will usually be opportunities to incorporate improvements in the water environment required by the Water Framework Directive within and/or immediately adjacent to the site either as part of mitigation measures for proposed works or as compensation for environmental impact. We encourage applicants to seek such opportunities to avoid or offset environmental impacts. Improvements which might be considered could include the removal of redundant weirs, the creation of buffer strips and provision of fencing along watercourses. Fencing off watercourses and creating buffer strips both helps reduce the risk of diffuse water pollution and affords protection to the riparian habitat.

5. Air quality

- 5.1 The local authority is the responsible authority for local air quality management under the Environment Act 1995, and therefore we recommend that Environmental Health within the local authority be consulted.

- 5.2 They can advise on the need for this development proposal to be assessed alongside other developments that could contribute to an increase in road traffic. They can also advise on potential impacts such as exacerbation of local air pollution, noise and nuisance issues and cumulative impacts of all development in the local area. Further guidance regarding these issues is provided in Scottish Planning Specific Advice (2004) available on the Scottish Government's Planning website entitled [Air Quality and Land Use Planning](#).

6. Regulatory advice for the applicant

- 6.1 Details of regulatory requirements and good practice advice for the applicant can be found on our website at www.sepa.org.uk/planning.aspx. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the operations team in your local SEPA office at:

SEPA Edinburgh
Clearwater House
Heriot Watt Research Park
Avenue North
Riccarton
Edinburgh
EH1 4AP

Tel: 0131-4497296

If you have any queries relating to this letter, please contact me by telephone on 01698-839341 or by e-mail to planning.se@sepa.org.uk.

Yours faithfully

Diarmuid O'Connor
Senior Planning Officer
Planning Service

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at the planning stage. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. If you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found in [How and when to consult SEPA](#), and on flood risk specifically in the [SEPA-Planning Authority Protocol](#).

Consultation Response from SESplan – 2015

26 March 2015

Jill Irving
AECOM
Citypoint 2
25 Tyndrum Street
Glasgow
G4 0JY

URS

CONTRACT NO.

DATE RECD 08 APR 2015

NAME	ACTION	CC

SESplan
The Strategic Development Planning Authority
for Edinburgh and South East Scotland

Dear Jill

Sheriffhall Roundabout Stage 2 Scheme Assessment

Thank you for the opportunity to respond to Stage 1 Assessment Report and for our comments to feed into the Stage 2 Scheme Assessment. SESplan welcome this study. Sheriffhall has been identified as a major hotspot on A720 which is significantly over capacity. Conditions have been shown to worsen via Transport Appraisal of the adopted Strategic Development Plan (adopted June 2013). This will hamper future economic potential in the region. Therefore we wish to make the following comments to feed into the Stage 2 Assessment.

There is a significant scale of development planned in northern Midlothian, East Lothian and Southern Edinburgh. The delivery of major employment sites is also planned. The congestion and delay at Sheriffhall will hamper connectivity between these developments. Whilst design of new development should seek to minimise additional traffic and promote modal shift, the volume of new development in the area will have an impact on the junction.

Given the level of development proposed and the importance of the A720 in the strategic road network, is just considering the Sheriffhall junction in this study a missed opportunity? Could the study have looked at the entire A720 as conditions at one junction can have significant flow implications for the rest of the A720 and associated connecting roads. Any redesign will have impacts on other A720 junctions.

The A720 and Sheriffhall roundabout has been identified as a major barrier to active travel between Midlothian and southern Edinburgh. Any redesign must include safe dedicated solutions to allow crossing of A720. There is significant potential for modal shift to cycling from Midlothian to



Civic Centre 2nd Floor, Livingston,
West Lothian. EH54 6FF Tel 01506 282883
contactus@sesplan.gov.uk www.sesplan.gov.uk

- 2 -

Edinburgh. Active travel and public transport options require further consideration in the options. Neither should be treated as secondary objectives in the study. Any redesigned should also be future proofed to factor in capacity for Intelligent Transport Systems, Managed Motorways, the Orbital Bus and Ramp Metering.

Any redesign would require significant capital expenditure. A720 improvements are set out in STPR and Sheriffhall is specifically referenced in NPF3. However, there no mention in current Scottish Government Infrastructure Investment Plan. Any future work should also consider funding sources for any improvements.

Thanks again for the opportunity to feed into the process. Please can you keep SESplan informed of the next steps of the process. Should you require any further information please do not hesitate to contact me.

Yours sincerely



Graeme Marsden

Planner

01506 282881

Graeme.Marsden@sesplan.gov.uk

Consultation Response from South East Scotland Transport Partnership (SEStran) – 2015

A720 Sheriffhall Roundabout

SEStran comments on Stage 2 options

There are several issues that we feel should be considered when looking at the options

- **The potential for bus priority through the junction**

To encourage residents in Midlothian and beyond to use public transport when travelling to and from Edinburgh, it is important that there is a realistic ability for buses to gain priority through the junction. There is also the need to consider the bus and car linkages to the Orbital Bus proposals.

- **Cycle links**

SEStran is currently carrying out study looking at missing links in the strategic cycle network especially cross boundary links. Initial findings are that there is a missing link in this area across the bypass. The study is being carried out by PBA and is due to be completed by end of March 2015 (contact Sarah Ryan, SEStran, 0131 524 5166 for more details).

- In our initial response we put forward the viewpoint that the balance of congestion has to be considered, i.e. the congestion is not just transferred from Sheriffhall Roundabout to another location. Improving the efficiency of bus linked to park and ride and cycle links across the bypass will help to reduce the impact of increased ease of access by car to and from Edinburgh.
- Looking at the options and based on the simplicity of design, Option 6 or 6a seems to provide the best solution, but obviously the ability to accommodate priority bus lanes and segregated cycle links is of prime importance.

Thank you for giving us the opportunity to put forward comments at this and we look forward to further consultation as the proposals are progressed.

Consultation Response from Scottish Government Rural Payments and Inspections Directorate (SGRPID) – 2013 (Stage 1)

From: Thomas.Fleming@scotland.gsi.gov.uk [<mailto:Thomas.Fleming@scotland.gsi.gov.uk>]
Sent: 24 December 2013 11:26
To: Reilly, Monica
Subject: FW: Request for Information- A720 Sheriffhall Roundabout

Monica

I trust you are familiar with the M.L.U.R.I. land capability mapping system (Ranging from 1 – 7 with 1 being the highest level) and refer to this in my response to your request for information:

The land in and around Sheriffhall roundabout is considered to be very good quality land and is mapped as land classification 2. The land extending east along the leg of your highlighted area towards Millerhill Junction is considered even higher and is mapped as land classification 1.

You will thus gather that almost all of the land in your highlighted area is very capable land from an agricultural point of view. The only exception would be a very thin sliver on the south east of the area highlighted running in the general direction of the Millerhill Junction. This is confined to the edge of the river Esk and part of the wooded area. This thin sliver is considered to be in land classification 5.2 due to the natural water run-off to the lower area near the river.

I hope this information is of some assistance.

Regards

Tom Fleming.

Tom Fleming
Senior Agricultural Officer
SGRPID
Galashiels
01896 892400

From: Ferguson F (Fiona)
Sent: 18 December 2013 11:54
To: Fleming TG (Thomas)
Subject: FW: Request for Information- A720 Sheriffhall Roundabout

Tom

Please see the attached as sent to the office mailbox last Thursday. Sorry for the delay in passing this on!

Fiona

From: Reilly, Monica [<mailto:Monica.Reilly@urs.com>]
Sent: 12 December 2013 09:22
To: SGRPID Galashiels
Cc: Miller, Catriona
Subject: Request for Information- A720 Sheriffhall Roundabout

Dear Sir/Madam,
A720 SHERIFFHALL ROUNDABOUT REQUEST FOR INFORMATION
URS Infrastructure & Environment have been employed by Transport Scotland to carry out a Geotechnical Preliminary Sources Study Report on improving the A720 Sheriffhall Roundabout and are in the processes of studying the area in the enclosed plans.

We wish to know if you could provide us with the classification of agricultural land within this area.

We thank you for your co-operation in this matter and would be grateful for an early response.

Kind regards,

Monica Reilly

Monica Reilly BSc (Hons) FGS
Graduate Geologist
URS Infrastructure & Environment UK Limited

Citypoint 2, 25 Tyndrum Street, Glasgow, G4 0JY, Lanarkshire

Direct: +44 (0)141 354 5647
Monica.Reilly@urs.com
www.ursglobal.com

Consultation Response from Scottish Natural Heritage – 2016

From: Malcolm Fraser <Malcolm.Fraser@snh.gov.uk>
Sent: 08 December 2016 14:36
To: Irving, Jill
Subject: A720 Sheriffhall Roundabout - DRMB Stage 2 Stakeholder Consultation - SNH Response

Ms Irving,

Thank you for your Stage 2 consultation on the above proposal.

In our response to the Stage 1 consultation we raised issues relating to:

1. Access – how the scheme will accommodate active travel or non-motorised users; and
2. Protected species – that work will have to be done to assess any impacts upon protected species.

Separately we also discussed assessment of landscape and visual impacts with one of your colleagues, Myles Thompson, via email.

At this point in the consultation process we maintain our advice that these are the three most relevant topics within our remit that should be considered in this project.

I hope this short email is sufficient for your purposes. Please continue to consult with us on the later stages of this project when we will be able to give specific advice in response to your assessments.

All the best.

Malcolm Fraser
 Operations Officer - Forth
 Scottish Natural Heritage
 Silvan House, 3rd Floor East, 231 Corstorphine Road, Edinburgh, EH12 7AT
 Tel: 0131 316 2629

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Tha am post-dealain seo agus fiosrachadh sam bith na chois dìomhair agus airson an neach no buidheann ainmichte a-mhàin. Mas e gun d' fhuair sibh am post-dealain seo le mearachd, cuiribh fios dhan manaidsear-siostaim no neach-sgrìobhaidh.

Consultation Response from Scottish Natural Heritage – 2015

**Scottish Natural Heritage**
Dualchas Nàdair na h-Alba

All of nature for all of Scotland
Nàdar air fad airson Alba air fad

Jill Irving
AECOM
Citypoint 2, 25 Tyndrum Street
Glasgow, G4 0JY

Email: jill.irving@aecom.com

19 February 2015
Our ref: CPA135212 / A1539022

Dear Ms Irving

A720 Sheriffhall Roundabout

Thank you for your letter of 06 February 2015 asking for comments on the Stage 2 Report for the above scheme.

Access

I note from the Stage 1 Report that non-motorised users will "benefit from all junction options". We welcome your commitment to improve active travel provision across the A720. We recommend that the Stage 2 Report highlights whether there are any differences in active travel outcomes between the four options that are being taken forward. Or whether they will all result in the same level of provision.

I note that a core path crosses Sheriffhall roundabout from the A7 in the north onwards to the A6106 in the south. We also recommend that you consider whether access along this core path can be maintained during the works. If not, the report should explore whether it is feasible to put an alternate active travel route in place.

Species and designated sites

We recommend that you obtain up-to-date species records from the local biological records centre. This will help to inform whether you need to plan for the presence of protected species in the project area. See: <http://www.wildlifeinformation.co.uk/>

We anticipate no impacts on nearby nature conservation designated sites.

Please note that unless there is a material change to the proposal, or it requires EIA, then further formal consultation with us is not required.

I hope these comments are useful, if you would like to discuss them you can contact me at malcolm.fraser@snh.gov.uk / 0131 316 2629.

Yours sincerely

[by email]
Malcolm Fraser
Operations Officer
Forth



Scottish Natural Heritage, Silvan House, 3rd Floor east, 231 Corstorphine Road, Edinburgh EH12 7AT Tel. 0131 316 2600 Fax 0131 316 2690 email: forename.surname@snh.gov.uk www.snh.gov.uk

From: Malcolm Fraser [<mailto:Malcolm.Fraser@snh.gov.uk>]
Sent: 25 August 2015 09:30
To: Thompson, Myles
Subject: RE: A720 Sheriffhall Roundabout Viewpoint Consultation

Myles,

Thank you for contacting us regarding the landscape and visual assessment for the Sheriffhall roundabout proposal.

We agree with your initial assessment that the majority of the impacts are likely to arise in a very small area around Sheriffhall. Your list of viewpoints looks thorough and appropriate, if anything we would suggest you could delete some of them without losing much from the assessment.

I hope these comments are useful.

Best wishes

—

Malcolm Fraser
Operations Officer - Forth
Scottish Natural Heritage
Silvan House, 3rd Floor East, 231 Corstorphine Road, Edinburgh, EH12 7AT
Tel: 0131 316 2600

Consultation Response from Scottish Natural Heritage – 2013 (Stage 1)



Jill Irving
URS Infrastructure & Environment UK Limited
Citypoint 2, 25 Tyndrum Street
Glasgow
G4 0JY

Email: jill.irving@urs.com

13 November 2013
Our ref: GEN127480 / A1114887
Your ref: 47067662/JI

Dear Ms Irving

A720 Sherriffhall Roundabout

Thank you for the opportunity to provide early input into this feasibility study.

Protected sites

The eastern section of the study area comes within 150m of the boundary of Dalkeith Oakwood Site of Special Scientific Interest (SSSI). This is a nationally-important nature conservation site. You can read more about this SSSI on our SiteLink website: http://gateway.snh.gov.uk/sitelink/siteinfo.jsp?pa_code=487

One of the special features protected by the SSSI designation is the range of lichen species found at Dalkeith Oakwood, including many rare species. Lichens are particularly sensitive to airborne pollution. Emissions from vehicles travelling on the A720 have been identified as a source of pollution affecting the SSSI. As such we welcome any measures which will improve air quality in this area.

For the purposes of the feasibility study it would be useful for us to understand the impacts of any improvement options upon air quality. This should take into account in-combination effects from nearby relevant projects, including Millerhill Zero Waste Project.

Protected species

Protected species may be present within the study area. Otter may be using watercourses such as the Dean Burn. Badger may be using the countryside for feeding. You can read more about Scotland's protected species on our website: <http://www.snh.gov.uk/protecting-scotlands-nature/protected-species/>

All wild birds are protected, and their nests are also protected during the breeding season. This should be borne in mind should any of the improvement option require the clearance of vegetation.

For the purposes of the feasibility study it will be important to note the potential presence of protected species, and the requirement for appropriate ecological survey work to be

Scottish Natural Heritage, Silvan House, 3rd Floor east, 231 Corstorphine Road, Edinburgh EH12 7AT Tel. 0131 316 2600 Fax 0131 316 2690 email: forename.surname@snh.gov.uk www.snh.gov.uk



carried out should any of the improvement options be taken forward. Most ecological surveys can only be carried out at particular times of year so it is important to plan for these well in advance.

You may wish to contact the local biological records centre to find out if they hold any records of protected species within the study area. They can be contacted via their website:

<http://www.wildlifeinformation.co.uk/about.php>

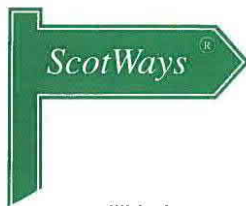
I hope these comments are useful.

Yours sincerely

[by email]

Malcolm Fraser
Operations Officer
Forth

Consultation Response from Scottish Rights of Way and Access Society (ScotWays) – 2016



Safeguarding public access in Scotland since 1845

Jill Irving
Principal Engineer
AECOM Infrastructure & Environment UK Limited
Citypoint 2
25 Tyndrum Street
Glasgow
G4 0JY

08/12/2016

Dear Ms Irving,

**Your ref: Transport Scotland
A720 Sheriffhall Roundabout
DMRB Stage 2 Stakeholder Consultation**

Thank you for your letter of 23rd November, received 28th November 2016. As we were unable to provide a response for your Stage 1 DMRB options assessment, we are keen to contribute on this occasion. However, as this is particularly busy time of year for us, this is of necessity only an outline response providing basic information from our records alongside additional comments.

The National Catalogue of Rights of Way shows signposted right of way LM97 lies in the vicinity of the remaining junction Options 1A and 8A. A map is enclosed showing right of way LM97 highlighted in green. As there is no definitive record of rights of way in Scotland, there may be other routes that meet the criteria but have not been recorded as they have not yet come to our notice.

Whether or not right of way LM97 is directly affected by the changes in junction layout decided upon, the Society is concerned to know how access to LM97 will be maintained during both construction and operation of the chosen revised junction layout.

You will no doubt be aware that there may now be general access rights over any area of land under the terms of the Land Reform (Scotland) Act 2003. It is our assumption that you will have already consulted the Core Paths Plans, prepared by Midlothian and City of Edinburgh Councils as part of their duties under this Act.

A related area of interest for our membership is being able to access the countryside in order to enjoy the general right of access under the above Act. Transport infrastructure such as bypasses and railway lines, whilst providing invaluable communication links, can simultaneously impose a significant restriction on public access by acting as a barrier, whether this be physical or perceived. The Society wishes to see detail as to how access will be improved for non-vehicular users of the road network, cyclists in particular, travelling from the city to its hinterland beyond the bypass and vice versa. We anticipate that relevant

The Scottish Rights of Way and Access Society 24 Annandale Street Edinburgh EH7 4AN (Registered Office)

Tel/Fax 0131 558 1222 e-mail: info@scotways.com web: www.scotways.com

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Company Registration Number: SC014243 Scottish Charity Number: SC015460 VAT Number: 221 6132 56

organisations such as Spokes (Lothian Cycle Campaign), Cycling Scotland and SEStran will have been consulted.

You may be interested in our book: *Access Rights and Rights of Way – A Guide to the Law in Scotland* by Prof R Paisley. Copies can be purchased from us for £6.80*, which includes P&P.

Neither the Society nor its individual officers carries professional indemnity insurance and in these circumstances any advice that we give, while given in good faith, is always given without recourse.

As a small charity, it is usual for ScotWays to charge a consultation fee as a contribution towards its expenses. In this case, we have not done so and have instead met the costs incurred from our core funds. As we are dependent upon membership subscriptions and donations to fund our work, all contributions are gratefully received.

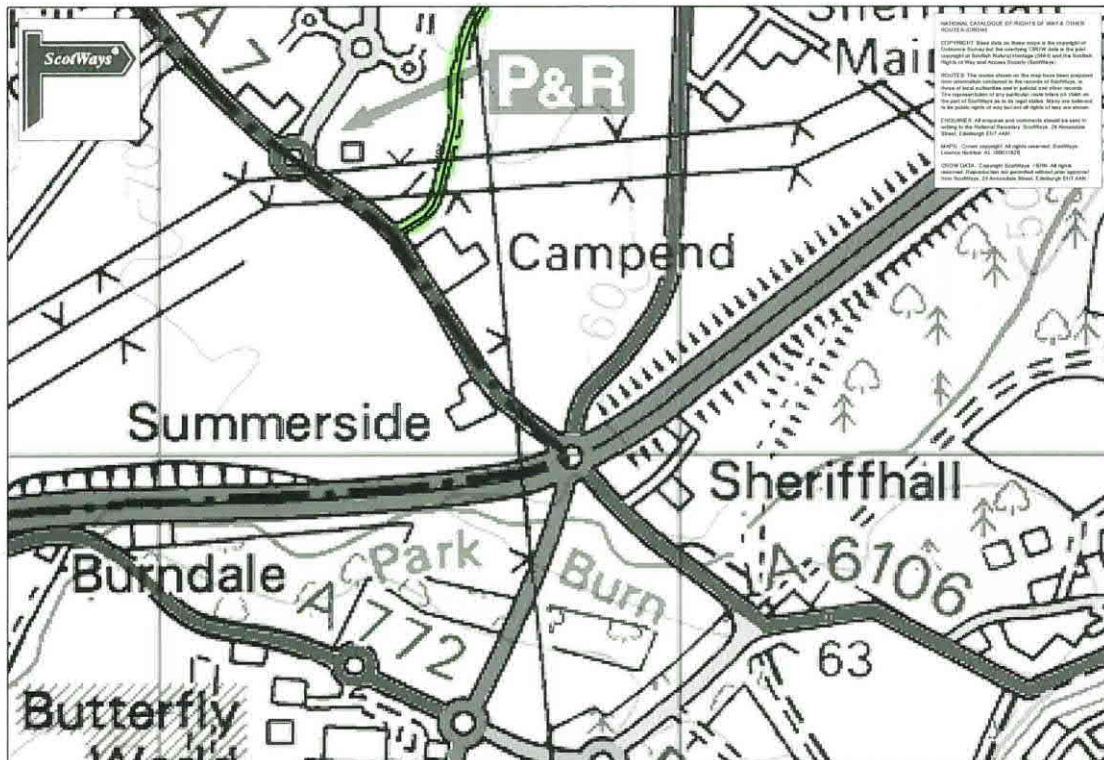
I hope the information provided is useful to you. If you have any further queries, please do not hesitate to contact us.

Yours sincerely,



Eleisha Fahy
Senior Access Officer

* For a limited period we are offering our book, *Access Rights and Rights of Way - A Guide to the Law in Scotland*, at a discounted rate of £5 (rrp £10) + £1.80 p&p.



Consultation Response from Sustrans – 2016

Sherriffhall Stage 2 Options assessment, Sustrans Scotland Comments

We have assessed the options using [Cycling by Design](#)¹. Transport Scotland requires consultants and contractors working on trunk road projects to follow the guidance within Cycling by Design.

In terms of the [Hierarchy of measures](#), we agree that off-carriageway facilities need to be provided for walking, cycling and other non-motorised users as part of the redesign, given the speed and volume of traffic at Sheriffhall roundabout.

We understand that manual counts undertaken at have Sheriffhall roundabout found very low levels of walking and cycling through the junction. We feel this is a reflection of the very poor provision for these modes of transport at the site currently. We feel demand for walking and cycling is suppressed by current conditions, therefore it is important that new paths are included across and around the junction linking all the roads leading to/from it (with the exception of the A720, on which cycling and walking are prohibited). This will enable people to make local journeys across the junction on foot and by bike, reducing the severance caused by the A720. There are many potential active travel journeys which require a safe crossing of Sheriffhall roundabout. For example major employment sites at Edinburgh Bioquarter and Royal Infirmary are only 4 miles from Dalkeith. This is a practical distance for most people to cycle, if conditions for cycling were improved at and around Sheriffhall roundabout.

We have assessed the 3 options presented (A, B and C) against the five [Core Design Principles](#) in Cycling by Design; safety, coherence, directness, comfort and attractiveness (see table below). Many of these design principles will also help make maximise the usefulness of the paths for people walking and for other non-motorised users.

Core Design Principles	Option A	Option B	Option C
Coherence: routes should be continuous linking origins and destinations and easy to navigate.	Paths connects the 4 roads leading to/from the junction	Paths connects the 4 roads leading to/from the junction	Paths connects the 4 roads leading to/from the junction.
Directness: routes should be as direct as possible and minimise delays at crossings and junctions.	Links across the junction are relatively direct, however links around either side are less so. Most journeys across the junction will involve crossing at least 4 carriageways, which will cause significant delay	Links across the junction are very indirect. Most journeys will involve crossing multiple carriageways, causing delays. Links around the junction however are more direct than for option A or C.	Links across the junction are relatively direct, however links around the around either side of the junction are less so. Only one at-grade road crossing, so delays will be minimised in this option.

¹ Please note, Cycling by Design is currently being revised and the latest version should be referred to for guidance.

<p>Comfort: surfaces /routes should be smooth, uninterrupted of adequate width and with gentle gradients. They should avoid the need for complex manoeuvres.</p>	<p>Paths likely to be relatively flat, however interruptions to paths at junctions reduces comfort</p>	<p>Paths likely to be relatively flat, however interruptions to paths at junctions reduces comfort</p>	<p>Requires height gain to cross the junction using a bridge, however there is space available to make ramps of gentle gradient and avoid the need for complex manoeuvres.</p>
<p>Attractiveness: routes should make cycling an attractive option. Lighting, personal security, aesthetics, environmental quality and noise should all be considered</p>	<p>Paths are adjacent to the roads, therefore likely to be well lit, however will expose users to noise and air pollution. This option is likely to be best in terms of providing a feeling of personal security 24/7, as all paths are overlooked by the adjacent roads.</p>	<p>Paths adjacent to the roundabout, likely to be well lit, however will expose users to noise and air pollution. Remote nature of paths and underpass west of junction likely to make users feel insecure and deter use. Underpasses are generally poor for personal security.</p>	<p>Paths are away from the road, minimising exposure to noise and air pollution. Potential for them to pass through attractive greenspace. However users may feel insecure as most of the paths are not overlooked and this option includes an underpass.</p>
<p>Safety: infrastructure should minimise actual and perceived dangers for users.</p>	<p>Multiple at-grade crossings of main roads increases risk of collisions between path users and motor vehicles, even more so if signalised crossings are not provided. All paths are overlooked, likely to increase users feelings of personal security</p>	<p>Multiple crossings of main roads increases risk of collisions between path users and motor vehicles, even more so if signalised crossings are not provided. Underpass and remote nature of some paths is poor for personal security. The underpass route is so indirect people may walk under the bridge around the roundabout, putting themselves at increased risk!</p>	<p>At-grade crossings of main roads are minimised by inclusion of a bridge and underpass, reducing risk of collisions between path users and motor vehicles compared with other options. However users may feel insecure as most of the paths are not overlooked and this option includes an underpass.</p>

Considering these design principles, **we feel strongly that option C is the best for active travel** (walking, cycling and non-motorised users). This is primarily because it is the most direct in terms of both distance and time and also likely to be the safest option for users. Option C is also likely to be the most attractive for users, albeit steps must be taken to make sure that user's feelings of personal security are maximised.

The main problem with option A is the multiple at-grade crossings which, even if they are made safe through signalisation, will introduce excessive delays making it less likely people will make journeys on foot and by bike through the area.

Option B is the least good as paths are indirect both in distance and time and still requires multiple at-grade road crossings.

Even though we consider option C is the best outline design, it is still important that the following are included in the detailed design to create the best facilities for walking and cycling:

- More direct paths around the junction should be provided (linking Old Dalkeith Road with Millerhill Road and linking the 2 roads south of the junction)
- Given the relatively remote nature of some of the paths, steps must be taken to make sure that user's feelings of personal security maximised.
- Long straighter ramps should be provided either side of the bridge, on the desire lines, in preference to "zig-zag" arrangements which are less user-friendly
- A signalised crossing is necessary across Millerhill Road
- Care is especially needed in the design of the underpass, which should be as wide and welcoming as possible, and users should be able to see all the way through from each side.
- The opportunity should be taken to improve biodiversity on land around the paths, which will also make the paths more attractive to users, though not at the expense of personal security.
- It is important that the paths are well maintained, especially given they are away from the main road

Sustrans Scotland are keen to discuss the designs of active travel infrastructure in the Sheriffhall project with AECOM and Transport Scotland, as it progresses towards construction.

Finally, for reference here are two examples of provision for active travel at grade-separated junctions near to Sheriffhall.

- 1) Quite good provision in the form of a bridge over the M9 at Newbridge:

<https://goo.gl/maps/KhYHBRayKen>

- 2) Very poor provision in the form of shared use paths around the A720 Straiton junction with uncontrolled crossings, including one of an on-ramp to the A720:

<https://goo.gl/maps/ydHo87XvduB2>

Consultation Response from Transport at East Lothian Council – 2015

Irving, Jill

From: Greenshields, Marshall <mgreenshields@eastlothian.gov.uk>
Sent: 19 March 2015 10:54
To: Irving, Jill
Cc: Baxter, Stuart; Forsyth, Peter; Talac, Grant; Redpath, Callum
Subject: Transport Scotland - A720 Sheriffhall Roundabout - MG 19 March 2015

Jill,

I refer to your letter, dated 6 February 2015, relating to the A720 Sheriffhall Roundabout. Firstly I apologise for the delay in getting back to you.

In terms of comments specifically on the schemes proposed, we do not have a strong view either way on these, in relation to the physical proposals. However we do have concerns on the potential impacts on the A720/A1 junction to the north/east at Old Craighall. The improvement works at Sheriffhall junction will naturally result in more free flowing traffic on the A720 which would potentially result in more traffic arriving in a constant flow at the A720/A1 Old Craighall Junction. It could also be argued that the works could also positively encourage driving as a modal choice therefore increasing overall traffic numbers (i.e. as a result of works reducing localised congestion and delays at Sheriffhall)!

This would be a particular issue during the peak periods (especially PM!). The concern we have is that there could be potentially less gaps in traffic for drivers approaching (and arriving at) the junction from the western approach (i.e. from Edinburgh direction) as the A720 traffic heading north and east would be more of a constant flow and hold this up!

This could potentially result in increased queuing and therefore queue lengths back onto the ELC section of the A1. This would be a real concern for us with the potential for rear end collisions here.

Can you therefore ensure that this is modelled and potential impacts (as highlighted above) mitigated against particularly on the ELC section of the A1?

Best Regards,

Marshall Greenshields
Transportation Planning Officer
01620 827732

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Consultation Response from Transport Scotland – 2015

Subject: RE: A720 Sheriffhall Roundabout

From: John.McDonald@transportscotland.gsi.gov.uk [mailto:John.McDonald@transportscotland.gsi.gov.uk]

Sent: 23 March 2015 11:05

To: Irving, Jill

Cc: Amy.Phillips@transportscotland.gsi.gov.uk; Stuart.Wilson@transportscotland.gsi.gov.uk;

Adam.Priestley@transportscotland.gsi.gov.uk; jason.gillespie@jmp.co.uk

Subject: A720 Sheriffhall Roundabout

Jill,

Many apologies for not quite making the mid-March date for comments.

Most of the development management issues in and around Sheriffhall have not changed since the Stage 1 Report was published. You are aware of the Millerhill Road permanent closure issues which lie with Midlothian Council to clarify. Most matters where pre-application discussions have been taking place will have been captured within development planning including Newton Farm (proposed connection to A68 junction) and other emerging proposals in around Craighall.

Regards,

John McDonald

Development Management

Network Operations

Trunk Road and Bus Operations

T: 0141 272 7386

M: 07825 406157

F: 0141 272 7350

Transport Scotland

Buchanan House

58 Port Dundas Road

Glasgow

G4 0HF

For agency and travel information visit our [website](#)



Transport Scotland, the national transport agency
Còmhhdhail Alba, buidheann nàiseanta na còmhhdhail

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Consultation Response from the Valuation Office Agency (VOA) – 2014

From: Peel, Graham <graham.peel@voa.gsi.gov.uk>
Sent: 10 January 2014 13:38
To: Miller, Catriona
Subject: PROTECT - Re Mineral Valuer Consultation

Hello Catriona

We have had problems in our Leeds office with Outlook being off line and now our telephones are experiencing problems. I tried to contact you earlier by phone but unsuccessful.

Site at Berriedale Braes adjacent to A9 - No mining of any kind within or near to the site.

A720 Sheriffhall Roundabout - This site is only affected by coal mining. There are numerous coal seams beneath the entire highway show on your site plan and importantly disused mine shafts. Geological faulting is also present under the site. Extensive oil shale mining and to a lesser extent limestone mining has taken place to the west of the site but would not affect it.

I understand you have made contact with the Coal Authority regarding this which may be satisfactory for your purposes. I will give you a call when the phones are up and running.

Kind Regards Graham

Graham Peel

Graham Peel | National Specialists Units Caseworker | Valuation Office Agency (VOA) National Specialists Unit | 2nd Floor | 42 Eastgate | Leeds | LS2 7LE | 03000 500771 | graham.peel@voa.gsi.gov.uk Mineral Valuer: The mining, minerals, waste management and contaminated land specialists of the Valuation Office Agency

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Consultation Response from Visit Scotland – 2015

From: Manuela Calchini [<mailto:Manuela.Calchini@visitscotland.com>]
Sent: 18 February 2015 16:25
To: Irving, Jill; McClelland, Zoe
Subject: Consultation on Sheriffhall Roundabout

Hello,

Thank you very much for asking VisitScotland to comment on the proposed changes to the Sheriffhall Roundabout. As the national tourism body, we are by no means experts on road lay outs and alleviation of congestions, but we are pleased to see from your DMRB Stage 1 Scheme Assessment Report, that you are already including the following items as part of your scheme objectives:

- Minimising intrusion of the new works on the natural environment, cultural heritage and people whilst enhancing the local environment where opportunities arise
- Facilitate integration for different modes of transport along and across the A 720 corridor between Gilmerton Junction and Dalkeith Northern Bypass.

We also note that you are aware of the Borders Railway project

In terms of access to Edinburgh from the A 720 and to East and Midlothian from Edinburgh/A 720, we would suggest that clear directional signage is a key component and some consideration should be given if there is opportunity for tourism signage that does not distract from the main directional signage and traffic regulation signage.

If we can assist in any other way, please do not hesitate to get in touch.

Kind regards,

Manuela Calchini

Regional Partnerships Director - South of Scotland
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For visitor information – www.visitscotland.com
For information on VisitScotland - www.visitscotland.org
For business tourism information - www.conventionscotland.com
For information on the work of EventScotland - www.EventScotland.org

2015 is Scotland's Year of Food and Drink, celebrating our exceptional natural larder, the role food and drink plays in shaping our economic success and the people, landscapes and culture that make our food heritage so unique. We invite you to come and experience the Land of Food and Drink.

On Twitter? Follow @VisitScotNews and join in the conversation using #TasteScotland

Get involved:
Twitter- <https://twitter.com/visitscotland> (use the hashtag #brilliantmoments)
Instagram - <http://instagram.com/visitscotland> (use the hashtag #brilliantmoments)
Ideas for your own brilliant moments - <http://www.visitscotland.com/campaign/brilliant/>

Appendix 4.1 – Gazetteer of Cultural Heritage Assets

- Appendix 4.1.1 - Scheduled Monuments within 2km of the Options
- Appendix 4.1.2 - Listed Buildings (Category A) within 2km of the Options
- Appendix 4.1.3 - Listed Buildings (Category B & C) within 1km of the Options
- Appendix 4.1.4 - Entries in the Inventory of Gardens and Designed Landscapes within 2km of the Options
- Appendix 4.1.5 - Conservation Areas within 2km of the Options

A4.1.1 - Scheduled Monuments within 2km of the Options

Ref. Number	Name	Coordinates	Type	Description	Statement of National Importance	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
SM6202	Elginhaugh, Roman camp, native fort and palisaded enclosure 600m NE of	332100, 667600	Prehistoric domestic and defensive: fort (includes hill fort and promontory fort); palisaded enclosure, Roman: camp	<p>The monument comprises the remains of a Roman temporary camp, a prehistoric fort and palisaded enclosure and associated features, all represented by cropmarks visible on oblique aerial photographs. The site lies above the N bank of the River North Esk immediately E of the excavated 1st Century AD Roman fort at Elginhaugh. The Roman temporary camp is represented by a rectangular cropmark with rounded corners measuring approximately 110m NNW-SSE by 70m. It occupies an area otherwise characterised by numerous ill-defined cropmarks. To the NW of the camp are a series of linear cropmarks which may represent other, larger camps or enclosures associated with the adjacent Roman fort.</p> <p>Some 40m N of the camp are the remains of an oval palisaded enclosure measuring some 40m E-W by 30m. In the extreme S of the site lies the remains of a multi-vallate promontory fort defined by a broad curving ditch with two concentric outer palisades and a slight, poorly-defined, external ditch. The fort and enclosure appear to represent native settlement of the later prehistoric period.</p> <p>The area to be scheduled encompasses the visible features and an area around them in which traces of associated activity may be expected to survive. It is irregular in shape with maximum dimensions of 500m N-S by 420m E-W as marked in red on the accompanying map.</p>	The monument is of national importance because of its potential to add to our understanding of the relationship between Roman and native populations in southern Scotland and because of the information it contains relating to prehistoric economy and settlement in the pre-Roman and Roman periods. Its importance is greatly enhanced by its association with the excavated Roman fort of Elginhaugh.	Y	Y	Y
SM5684	Elginhaugh, Roman fort, annexe and bathhouse 200m NE of	331900, 667200	Roman: annexe; bathhouse; fort	<p>The monument comprises the remains of part of a Roman fort and annexe together with the remains of an associated bathhouse. These features lie on a south-facing slope, south of the remainder of the fort and annexe, above the modern Gilmerton Road and Elginhaugh Bridge. They survive as vegetation marks, visible on aerial photographs.</p> <p>The installation defended the crossing point over the River North Esk, forming a key part of the Roman military network in northern Britain. The remains date to the 1st century AD, with evidence for earlier native settlement in the vicinity. Extensive excavations were carried out on the fort and annexe, to the N of the area proposed for scheduling, in the 1980s in advance of development.</p> <p>The annexe was found to contain extensive evidence for several phases of occupation. The location of the bathhouse was confirmed by trial excavations after its initial identification in aerial photographs. The area to be scheduled encompasses the southern part of the annexe, the entire bathhouse, and any southern defensive ditches or other outworks which may be associated with the fort.</p> <p>It also encompasses an area around these features in which traces of</p>	The monument is of national importance as part of the first permanent Roman military presence in Scotland. It is a key site for studies of the development of Roman military installations in northern Britain and to studies of the Roman occupation of southern Scotland. The importance of the surviving remains is enhanced by their association with the excavated parts of the site. They form an important resource for the application of future research procedures and methodologies which could, in turn, enhance the value of the previously excavated evidence.	Y	Y	Y

Ref. Number	Name	Coordinates	Type	Description	Statement of National Importance	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
				associated activity may be preserved. It is irregular in shape, measuring a maximum of 400m NW-SE by 110m as marked in red on the accompanying map.				
SM4592	Melville Grange, homestead and pit alignments 600m ESE of	331000, 667400	Prehistoric domestic and defensive: homestead; house; palisaded enclosure; pit alignment; posthole setting	<p>The monument comprises the remains of a palisaded homestead of the Iron Age, some 2500 years old, delineated by two concentric palisade trenches, enclosing a sub-rectangular area measuring 44m N-S, by 40m transversely, and a series of prehistoric land boundaries marked by alignments of quarry pits, visible on aerial photographs. Within the enclosure are the remains of a single circular house about 16m in diameter. The lines of quarry pits form a regular pattern of fields and it is likely that they are broadly contemporary with the palisaded enclosure.</p> <p>Two areas are to be scheduled. The northern area includes the palisaded settlement and an area around it in which traces of activities associated with its use will survive and measures 90m N-S by 80m transversely, the southern includes sections of 4 pit alignments and their junctions with each other, the area to be scheduled measuring 70m square.</p>	<p>The monument is of national importance as a palisaded homestead of the Iron Age which has the potential, through excavation, to enhance considerably our understanding of settlement in prehistory. The site is unusual in having a double palisade, which is a relatively uncommon feature. The pit alignment system is of particular importance because of its apparent completeness; it is very rare for a section of prehistoric field system to survive in lowland arable areas.</p> <p>Taken together the palisaded homestead and the pit alignment system have the potential to enhance considerably our understanding of prehistoric economic systems and of the development of the prehistoric landscape.</p>	Y	Y	Y
SM5441	Newton Church, church, enclosures and field system	333400, 669000	Ecclesiastical: church; tower, Secular: enclosure; field system	<p>The monument consists of the remains of the 17th century tower of Old Newton Kirk also called St Mary's, its surrounding graveyard which is situated within a group of three contiguous sub rectangular enclosures of medieval date, and an adjacent rig and furrow field system. The enclosures and field system are only visible in aerial photographs.</p> <p>The roofless church tower (height c.10.5m) is built of rough cast rubble with ashlar dressings. It has had five storeys with a crenellated parapet. The upper storeys above the horizontal string course set at third floor level appear to have been rebuilt shortly after 1915. The tower is oblong on plan, measuring 5.1m N-S by 4.8m E-W. The rest of the gabled church is no longer extant. It appears to have been constructed at a subsequent date to the tower and would have been built against its N wall. The entrance from the N wall of the tower to the body of the church has been blocked up, other blocked entrances are in the N and W walls on the first floor. In the S wall of the tower is a semi-circular headed doorway and a small window in the E wall. The wooded burial ground has been fenced off. The rectangular area</p>	-	Y	Y	Y

Ref. Number	Name	Coordinates	Type	Description	Statement of National Importance	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
				<p>measures 28m NW by 18.5m NE. In it are three eighteenth century table tombs. The church and burial ground occupy the NE end of a large sub rectangular enclosure which is contiguous with two smaller enclosures of similar shape. In the NE enclosure there are a group of post holes which indicate the position of at least one rectangular building. The area of these enclosures which appear as crop marks is 140m NW by 80m NE. To the NW of the enclosures is an area of rig and furrow which is probably of contemporary date. This feature has been truncated by the Edinburgh City bypass.</p> <p>The area to be scheduled is an irregular pentagon, it includes the church tower, surrounding enclosures and a sample of the associated field system. The N boundary is defined by the line of the overhead electricity cable on the S side of the Edinburgh City bypass, the S boundary is defined by the wall of Dalkeith Park. The area measures a maximum of 280m E-W by 160m N-S, as marked in red on the accompanying map.</p>				
SM5729	Newton, pit alignment 150m NE of	333400, 669900	Prehistoric domestic and defensive: pit alignment	<p>The monument comprises part of a pit alignment of prehistoric date, represented by cropmarks visible on oblique aerial photographs. The visible remains comprise a single line of closely spaced pits running N-S for a distance of approximately 300m. The individual pits appear to be approximately 2m in diameter. The alignment continues to the S across the district boundary into Midlothian.</p> <p>The area to be scheduled encompasses the visible features together with an area around them in which traces of associated activity may be expected to survive. The area to be scheduled is bounded on the S by the boundary between East Lothian and Midlothian. The area measures a maximum of 320m N-S by 60m E-W as marked in red on the accompanying map.</p>	The monument is of national importance because of its potential to add to our understanding of prehistoric field systems and land management regimes. The site may also be expected to yield evidence relating to prehistoric economy and environment. Its significance is enhanced by its spatial association with a number of other prehistoric settlements and field systems in the area.	Y	Y	Y
SM5704	Newton, pit alignment 150m E of	333500, 669600	Prehistoric domestic and defensive: pit alignment	<p>The monument comprises part of a pit alignment, probably a boundary of prehistoric date, represented by cropmarks visible from oblique aerial photographs.</p> <p>The visible remains comprise a single line of closely spaced pits, each approximately 2m in diameter. The alignment runs approximately N-S incorporating minor deviations. The length of this portion of the alignment is 250m. To the N of this it continues across the district boundary into East Lothian.</p> <p>The area to be scheduled is irregular in shape with maximum dimensions of 280m N-S by 75m E-W, as marked in red on the accompanying map. The original scheduling was amended in 2009 to include the following exclusions: the post and rail fence between NGR NT 33505 69645 and NT 33518 69702 together with all ground to the east of that fence.</p>	The monument is of national importance because of its potential to add to our understanding of prehistoric field systems and land management regimes. The site may also be expected to yield information relating to prehistoric economy and environment. Its significance is enhanced by its spatial association with a number of prehistoric settlements and other field systems in the area.	Y	Y	Y

Ref. Number	Name	Coordinates	Type	Description	Statement of National Importance	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
SM5705	Newton, pit alignment 600m SE of	333700, 669200	Prehistoric domestic and defensive: pit alignment	<p>The monument comprises part of a pit alignment, probably an agricultural boundary of prehistoric date, represented by cropmarks visible on oblique aerial photographs.</p> <p>The visible remains comprise a single line of closely spaced pits running approximately N-S for a distance of 460m. The alignment appears to continue to the N across the district boundary into East Lothian.</p> <p>The area to be scheduled encompasses the visible features together with an area around them in which traces of associated activity may be expected to survive. The area has maximum dimensions of 520m N-S by 60m E-W, as marked in red on the accompanying map. This original scheduling was amended in 2009 to include the following exclusions: the corridor of the A68 road lying between NGR NT 33730 69433 and NT 33788 69416 to the north and NGR NT 33727 69398 and NT 33786 69380 to the south and the post-and-rail fences that bound the road corridor in this location.</p>	The monument is of national importance because of its potential to add to our understanding of prehistoric field systems and land management regimes. The site may also be expected to yield evidence relating to prehistoric economy and environment. The site's significance is enhanced by its spatial association with a number of prehistoric settlements and other field systems in the area.	Y	Y	Y
SM5706	Newton, pit alignment 500m E of	333700, 669700	Prehistoric domestic and defensive: pit alignment	<p>The monument comprises part of a pit alignment, probably an agricultural boundary of prehistoric date, represented by cropmarks visible on oblique aerial photographs.</p> <p>The visible remains comprise a single line of closely spaced pits running NS for a distance of approximately 30m. The alignment appears to continue to the S across the district boundary into Midlothian.</p> <p>The area to be scheduled encompasses the visible pits together with an area around them in which traces of associated activity may be expected to survive. The area is irregular in shape with maximum dimensions of 50m N-S by 30m E-W as marked in red on the accompanying map.</p>	The monument is of national importance because of its potential to add to our understanding of prehistoric field systems and land management regimes. The site may also be expected to yield evidence relating to prehistoric economy and environment. Its significance is enhanced by its spatial association with a number of prehistoric settlements and other field systems in the area.	Y	Y	N
SM5707	Castlesteads Park, ring ditches	334000, 669700	Prehistoric domestic and defensive: house	<p>The monument comprises the remains of two ring ditches, representing the remains of prehistoric houses, which are visible as cropmarks on oblique aerial photographs.</p> <p>The larger of the two ring ditches is approximately 15m in diameter and is defined by an annular ditch of variable width with no visible entrance. The second ring ditch lies approximately 60m E of the first and is approximately 10m in diameter, defined by a ditch some 2m wide and with no visible entrance. A number of faint, irregular marks in the vicinity of the ring ditches suggest that surviving sub-surface remains may be extensive.</p> <p>The area to be scheduled encompasses the visible cropmark features together with an area around them in which traces of contemporary activity may survive. It is rectilinear in shape measuring 210m NW-SE by 130m NE-SW, as marked in red on the accompanying map.</p>	The monument is of national importance because of its potential to contribute to our understanding of prehistoric domestic settlement. The ring ditches have the potential to provide evidence for prehistoric house construction as well as for prehistoric agricultural settlement, economy and environment.	Y	Y	N

Ref. Number	Name	Coordinates	Type	Description	Statement of National Importance	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
SM6038	Home Farm, enclosure 300m ENE of	330300, 670100	Prehistoric domestic and defensive: enclosure (domestic or defensive, rather than ritual or funerary)	The monument comprises the remains of an enclosed settlement of prehistoric date represented by cropmarks visible on oblique aerial photographs. The remains lie on gently sloping arable land. Although not on the highest point in the vicinity the site commands extensive views to the N and W. The monument is defined by a narrow ditch, approximately 2-3m wide, forming an oval enclosure measuring approximately 60m N-S by 40m E-W. There are no definite signs of an entrance or of internal features, although experience of comparable sites has shown that archaeological deposits will survive below the ploughsoil. The area to be scheduled encompasses the visible features together with an area around them in which traces of associated activity may be expected to survive. It is irregular in shape with maximum dimensions of 160m N-S by 90m as marked in red on the accompanying map.	The monument is of national importance because of its potential to contribute to our understanding of prehistoric defended settlement. The ditches may be expected to contain evidence for the construction of the enclosure and, together with internal features, evidence relating to prehistoric economy and environment.	Y	N	Y
SM6203	Thornbank House, enclosure 200m N of	334300, 667900	Prehistoric domestic and defensive: enclosure (domestic or defensive, rather than ritual or funerary)	The monument comprises the remains of an enclosed settlement of prehistoric date represented by cropmarks visible on oblique aerial photographs. The monument lies in arable land on a terrace some 500m E of the River South Esk at around 50m OD. The enclosure is sub-rectangular with an entrance in the centre of its NW-facing side flanked by expanded ditch terminals. The NW side is approximately 30m long while the NE and SW sides are at least 30m in length but fade from view towards the SE. The SE side of the enclosure is not visible as a cropmark. The surrounding area is rich in the remains of prehistoric settlement and sites associated with the Roman military occupation of southern Scotland. The area to be scheduled encompasses the visible features and an area around them in which traces of associated activity may be expected to survive. It is circular with a diameter of 80m as marked in red on the accompanying map.	The monument is of national importance because of its potential to add to our understanding of prehistoric settlement and economy. Its importance is greatly enhanced by its association with the wider landscape of prehistoric and Roman remains in the valley of the South Esk.	Y	Y	Y
SM1188	Dalkeith, choir of Collegiate Kirk of St Nicholas, parish church	333200, 667400	Ecclesiastical: church	The choir (in ruin) situated within the Kirkyard of the Parish Kirk of the Dalkeith formerly known as the Collegiate Kirk of Saint Nicholas now as Saint Nicholas Parish Kirk on the west side of High Street, Dalkeith, at the northeast end of the present Kirk, 120 yards northeast of the junction of said street with Edinburgh Road and 130 yards south southeast of the River North Esk at its nearest point.	-	Y	Y	Y
SM1190	Newbattle Abbey, abbey church, cloisters and associated	333300, 666000	Ecclesiastical: abbey; burial ground, cemetery, graveyard; chapel; cloisters;	The monument comprises the remains of Newbattle Abbey, a Cistercian establishment, surviving as buried structural foundations and deposits. The abbey was founded in 1140 by David I as a daughter house of Melrose Abbey. Newbattle fell into secular hands in the 16th century and the upstanding remains of the abbey were	The monument is of national importance because it has an inherent potential to make a significant contribution to our understanding of the past, in particular of medieval	N	N	Y

Ref. Number	Name	Coordinates	Type	Description	Statement of National Importance	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
	buildings		grange/farm - secular buildings associated; well	<p>largely dismantled. Above-ground elements of the eastern range were retained, however, and are preserved within the present house. The monument is located on the north bank of the River South Esk, at a height of around 45m above sea level. The monument was first scheduled on 11 October 1960 and is being rescheduled to improve the associated documentation and mapping and to extend the scheduled area to cover all of the remains.</p> <p>Excavations in the late 19th century revealed the buried foundations of the abbey church, cloister and associated ranges, allowing the plan of the main abbey complex to be reconstructed. The abbey church, situated at the north of the cloister, comprises an aisled structural nave of ten bays, crossing and two transepts. Each transept has two eastern chapels and a square-ended and aisled eastern arm or structural choir. The length of the church, from ESE-WNW, is 80m. The nave measures 22m ENE-WSW by up to 45m over the transepts and is 48m long, with a central aisle around 7m wide and side aisles 2.8m wide. The choir and presbytery are one and a half bays, with two large piers 3.7m in diameter. The crossing has four similar piers which supported a tower. Burials have been noted to the north and east of the abbey church, some in stone coffins, within an enclosing wall; at least two graves are recorded from within the wall at the NW end of the nave. The cloister enclosure, oriented ENE-WSW by ESE-WNW, measures around 37m by 38m and was entered on the west side. The east range, measuring around 60.5m by up to 20m, comprised the sacristy, chapter house, workroom, a large hall and lavatories. The south range, linking the east and west ranges, measures around 40m ENE-WSW by 12m transversely and comprised a kitchen and dining hall. The west range, measuring around 70.5m by 11m transversely, comprised lavatories for the lay brothers, cellars or workshops, a possible porter's room, the entrance to the cloisters and more cellars. The area to be scheduled is irregular on plan, to include the remains described and an area around them within which evidence relating to the monument's construction, use and abandonment may survive, as shown in red on the accompanying map. On the south side, the scheduling extends up to and includes a wall that has a medieval foundation. Specifically excluded are the above-ground elements of the main college building (which is a category A listed building), but not the underlying foundations and ground. The 1960s residential block and its footprint, at the north end of the main college building, are entirely excluded from the scheduled area. Also specifically excluded are the above-ground elements of Unit 25 and Unit 27, Newbattle Abbey College Annex. Also excluded from the scheduling are the top 30cm of areas of hard standing and paving, the top 30cm of all modern path and road surfaces, and the above-ground elements</p>	<p>ecclesiastical foundations and, more specifically, Cistercian establishments. The monument was the largest religious house in the Lothians, with connections to lands across central Scotland and pioneering land management and exploitation activities. The monument is a rare survival, with high potential for the good preservation of buried features and deposits, including architectural remains and burials. The monument is associated with many important historical people, including several members of royalty, the Douglas family and the Earls of Lothian, and with significant historical events, such as the Declaration of Arbroath, the 'Rough Wooing' and the Reformation. The monument is located in parkland, which itself retains several features likely to relate to the monument and has high potential for the survival of other buried remains, including buildings. The lack of active development within the surrounding area since the Reformation is unusual and enhances the archaeological potential of the monument. The loss or damage of the monument would diminish its potential to contribute to our understanding of ecclesiastical history in central Scotland and beyond. There is great potential at Newbattle to study the establishment of a religious order, the effect this had on the surrounding lands, the way in which the community lived and died, the structures that were created, and the impact of the Reformation and the subsequent demise of a way of life.</p>			

Ref. Number	Name	Coordinates	Type	Description	Statement of National Importance	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
				of all existing fences and telegraph poles to allow for their repair and maintenance.				
SM5673	Lasswade old parish church	330100, 666100	Ecclesiastical: burial ground, cemetery, graveyard; church, Secular: mausoleum	<p>The monument consists of the remains of the former parish church of Lasswade, dedicated to St Edwin and built in the 13th century.</p> <p>The church has been rebuilt on several occasions, but still retains original architectural features. The church was a single rectangular chamber, 6.2m by 18m externally, and orientated E-W. Two side aisles were added in the 17th century, and appear to post-date a tower at the W end. The latter collapsed in 1866. A chancel may have been added at the E end at some date, but this is obscured by later building work.</p> <p>Most of the S and W walls are reduced to foundations, while the E and N walls are partly incorporated in a series of burial enclosures. The best-preserved portions are the NE aisle, now a mausoleum, and the added 17th century mausoleum, which lies to the W of the N aisle, built for the poet William Drummond of Hawthornden (d. 1649).</p> <p>The latter is rubble built but incorporates a round-headed doorway and a medieval finial cross. Two further mausolea, of Victorian date, lie to the E of the remains of the nave, and may obscure an earlier chancel. A number of fine gravestones, of 17th-19th century date, lie near to, and within, the ruins of the church and its attendant mausolea.</p> <p>The area to be scheduled is approximately rectangular, 40m E-W by 25m N-S, to incorporate the church and mausolea. It is bounded on the N and S by gravel paths, which are not themselves included in the scheduling. The area is marked in red on the accompanying map.</p>	<p>The monument is of national importance as a fine example of a medieval church dating from the 13th century which has undergone a variety of modifications up to, and beyond, its disuse for parish worship. The structure offers the potential to examine the development of the church, and archaeological excavation and analysis may reveal more of the history of this complex and important parish church, thus contributing to our understanding of ecclesiastical and architectural development.</p>	Y	Y	Y
SM6335	Hardengreen, enclosure 300m WSW of	332100, 665500	Prehistoric domestic and defensive: enclosure (domestic or defensive, rather than ritual or funerary)	<p>The monument comprises the remains of an enclosed settlement of prehistoric date represented by cropmarks visible on oblique aerial photographs.</p> <p>The monument lies in arable farmland at around 70m OD on locally high ground. It comprises a sub-circular enclosure of approximately 110m in diameter, with a ditch some 8-10m wide. A dark, circular cropmark some 50m in diameter, located slightly off-centre within the enclosure, may indicate the survival of archaeological deposits and structures.</p> <p>The area to be scheduled encompasses the visible features and an area around them in which traces of associated activity may be expected to survive. It is sub-circular with a maximum diameter of 130m as marked in red on the accompanying map.</p>	<p>The monument is of national importance because of its potential to contribute to our understanding of prehistoric settlement and economy. The enclosure ditches may be expected to contain material relating to the economy and environment of the site. The dark area inside the enclosure may be expected to yield information relating to prehistoric house techniques and domestic activities.</p>	Y	Y	Y

A4.1.2 - Listed Buildings (Category A) within 2km of the Options

Ref. Number	Name	Coordinates	Description	Statement of Special Interest	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
LB1410	DALKEITH PARK, CONSERVATORY	333818, 668175	William Burn, 1832-34. Symmetrical dodecahedral conservatory with rich Jacobean detailing, on raised dais over heating chamber. Ashlar. Bays divided by engaged roman Doric Columns. Large window in each bay; door to S, extended from window. Moulded architraves with decorative modillion at centre. Base, lower part of columns and central chimney stack strapworked. Jacobean motifs to capitals and Greek Doric entablature. Shaped strapworked motifs over bays at parapet level. Columns originally surmounted by spiked vases. Originally small-pane glazing pattern in 3-light sash and case windows, 24-pane with 16-pane side-lights; glazing now missing, some astragals remaining and frames largely intact.	The Conservatory was conceived as the centrepiece of W S Gilpin's parterre design, little trace of which now remains. The heating system consisted of two hot-water boilers and furnaces located in the vaulted cellar; the furnaces were directly connected to the main flue within the central chimney. The strapwork is probably derived from Wendel Dietterlin's ARCHITECTURA. The conservatory is currently in a dilapidated condition (1990). A Group - see DALKEITH PARK.	Y	Y	Y
LB1411	DALKEITH PARK, DALKEITH HOUSE, WITH RETAINING WALL AND LAMP STANDARDS	333325, 667905	James Smith, 1702-11, incorporating parts of 15th century and 16th century castle; later additions by James Playfair, 1786, and William Burn, 1831. 3-storey and basement irregular U-plan Classical mansion, including 2-storey and basement pavilions, and with 2-storey service blocks adjoined to S forming U-plan service wing. Variegated sandstone rubble; ashlar dressings. Base course. Rusticated quoins. String courses between floors, and moulded eaves cornice to principal elevation. Moulded lugged architraves to principal elevation, raised surrounds to remaining elevations. Gibbsian surrounds to basement windows, many blinded. Some relieving arches. Formerly harled.	James Douglas, 1st Earl of Morton, substantially enlarged the early castle in the later 15th century. It was sold to Francis Scott, 2nd Earl of Buccleuch in 1642. Anne Scott, Duchess of Buccleuch, commissioned James Smith to build the house in 1701; Smith incorporated the L-plan tower-house to the S and sides of the courtyards into his design. The ashlar sandstone was obtained from Culross and Queensferry quarries, and the house cost ?15,225 to build. The masonry work was executed by James Smith, James Smith and Gilbert Smith. William Morgan and Isaac Silverstynne carved the enriched mouldings of the principal rooms; the exterior carving was either by them, or by the Smiths. Grinling Gibbons supplied 8 or 9 chimneypieces; the marble staircase was probably installed by Richard Neale. James Adam made some repairs to the house in 1762. James Craig drew up plans for remodelling the house and adding wings in 1776, but these were never executed. Some minor alterations were made by James Playfair, who added the bow window on the E elevation in 1786. William Burn drew up a scheme for enlarging the house in an Elizabethan Revival style in 1831, which was never executed, and made some minor alterations to the interior; he may also have been responsible for blocking the principal door and building the porch. Interior restoration was undertaken by W Schomberg Scott in 1973. Dalkeith House ceased to be the principal residence of the Buccleuchs after the first World War. Pictures, furniture and fittings were gradually removed, but the house was finally cleared in 1970. The house is now leased for business and educational use. A Group -	Y	Y	Y

Ref. Number	Name	Coordinates	Description	Statement of Special Interest	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
				see DALKEITH PARK.			
LB1412	DALKEITH PARK, DARK WALK, GATEWAY AND WALLS	333840, 667660	<p>18th century. Depressed-arched gateway and gates; low walls adjoined to N and S of gateway, curved slightly to E, and truncated at each end.</p> <p>GATEWAY: wrought-iron. Depressed arch surmounted by decorative scroll-work. 2-leaf gates.</p> <p>WALLS: rubble: flat ashlar coping. Dies flanking gateway. Tall wrought-iron spearhead railings, continuous from gateway.</p>	The survival of ironwork of this quality is very rare. A Group - see DALKEITH PARK.	Y	Y	Y
LB1437	DALKEITH PARK, KING'S GATE, WALLS AND LODGE	332192, 667700	<p>William Burn and David Bryce, 1852. Gateway to Dalkeith Estate from Old Dalkeith Road (A68), with screen walls, and lodge to NE.</p> <p>KING'S GATE: tripartite gateway; 2 taller gatepiers at centre linked to 2 outer piers by screen walls, each with pedestrian gateway. Ashlar. Base course. Bracketted cornice to nailhead rusticated piers; surmounted by large floreated urns. Lugged architraves to pedestrian gateways, with coroneted shield inscribed "BQ"; moulded coping to screen walls. Highly decorative wrought-ironwork to 2-leaf semicircular-arched gates at centre, surmounted by decorative scroll-work, and to pedestrian gates.</p> <p>QUADRANT WALLS: tall walls, curved to SE and SW. Stugged ashlar; moulded coping. Base course. Chamfered pier to each side, with bracketted cornice and massive ball finials. Saddleback-coped squared and coursed rubble wall beyond piers.</p> <p>LODGE: single storey and attic, with raised basement to E on falling ground, asymmetrical gabled lodge. Cream sandstone ashlar. Deep base course. Moulded reveals and chamfered cills to ashlar transomed and moulioned bipartite windows to W, N and S. Chamfered reveals to single light windows to E. Mannered buckle quoins. Overhanging eaves; scrolled bargeboarding to W and N with kingposts.</p>	-	Y	Y	Y
LB1440	DALKEITH PARK, MONTAGU BRIDGE INCLUDING CAULD	333363, 668120	CAULD: low man-made weir stretching width of River North Esk.	Montagu Bridge crosses River North Esk. James Adam completed the bridge on the death of Robert Adam. A Group - see DALKEITH PARK. The cauld, shown in the Soane Museum drawings, formed an integral part of the design, heightening the picturesque effect of the bridge in the landscape. Upstream, the cauld produces a calm and tranquil effect, reflecting the bridge in the water. Viewed from downstream, the bridge is seen against the noisy tumult of white water. These	Y	Y	Y

Ref. Number	Name	Coordinates	Description	Statement of Special Interest	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
				contrasting views are important to the original conception of the bridge as an ordered classical structure in a "wild" and romantic setting.			
LB1441	DALKEITH PARK, ST MARY'S EPISCOPAL CHAPEL, WITH LAMP STANDARD	333489, 667727	William Burn and David Bryce, 1843; chapel and transept Arthur W Blomfield, 1890. Early English gothic church. Nave running E-W, chancel to E and chapel and transept to NE. Stugged sandstone ashlar. Moulded coping to base course. Chamfered cill course. String course below parapet. 2-light lancet windows. Moulded and hoodmoulded surrounds; staff-leaf capitals to nook-shafts. Gablet capped set-off buttresses, including angle buttresses, with small gargoyles. Moulded gablet-coped skewers. Grey slates; broad grey slates to S pitch of nave and to vestry; leaded roof to chapel and to N pitch of chancel.	Ecclesiastical building in use as such. St Mary's Chapel was commissioned by Walter Francis, 5th Duke of Buccleuch as a private chapel. The design was by Burn, and Bryce superintended the building from 1844-54. Benjamin Ferrey superintended the carving of the capitals and bosses. The Chapel was consecrated and opened for worship in 1854. The Chapel, which could accommodate 250, was used by the Buccleuch family and servants of the Estate, and was also open to Episcopalians in the area. In 1958 it was transferred to the congregation. St Mary's Episcopal Church features the last remaining water driven combined organ and bells system in Scotland. St Munn's Church, Kilmun is the only other remaining water driven organ in Scotland made by Norman and Beard in 1909.	Y	Y	Y
LB1442	DALKEITH PARK, STABLES AND COACH HOUSE	333779, 668134	William Adam, 1740, with later additions and alterations. 2 2-storey opposing ranges, 1 U-plan, enclosing rectangular courtyard, with minimum of classical detailing. Rubble; ashlar dressings. Eaves course. Raised margins. Smaller windows at eaves level at 1st floor.	The building is currently used in part as kennels (1990). A Group - see DALKEITH PARK.	Y	Y	Y
LB1445	GLENESK RAILWAY VIADUCT	332372, 667136	James Jardine, 1829-31. Railway bridge, on N-S axis. Single span with semicircular arch. Channelled bull-faced ashlar. Smooth ashlar channelled voussoirs. Railway track removed.	Glenesk Viaduct (also known as Glen Arch) spans River North Esk. It was built for the Edinburgh & Dalkeith Railway. It was later widened by the addition of steel walkways, and a steel frame inserted in the arch in 1968 to secure it against possible mining subsidence. The line was closed in 1969. The steel work was removed during a programme of consolidation completed in 1993. The view formerly held that the bridge was an 1847 replacement of an earlier timber structure has been dscredited by Mr Paxton's research, which identified it as one of the earliest major railway bridges in Scotland. Upgraded B to A January 1994	Y	Y	Y
LB7394	MELVILLE CASTLE		James Playfair, 1786-91 with later alterations and additions. 3-storey, symmetrical 3-bay square-plan castellated mansion, (formerly a hotel), with circular angle towers, battlements and late 19th century square plan entrance porch; 2 storey, 3-bay wings with chamfered, square angle piers (half piers at junction with main block) and Soanian terminal drums; single storey, 5-bay office block to W. Stugged and droved ashlar sandstone with polished and droved dressings. Base course; moulded cills to 1st floor widows; chamfered surrounds to windows; hood moulds to ground and 1st floor windows and to 2nd floor of towers; cill	Built by James Playfair for Henry Dundas, 4th son of Robert Dundas of Arniston. Henry Dundas was created 1st Viscount Melville in 1800. Not only is the castle an important piece of architecture of its time, but Henry Dundas was an extremely important political figure in late 18th/early 19th century. He was dubbed the uncrowned King of Scotland, a title earned by such appointments as Solicitor General for Scotland, Lord Advocate, Treasurer of the Navy and Keeper of the Signet and Privy Seal. The Melville Monument in St Andrew Square was erected in his honour after his death in 1811. The castle replaced the earlier Melville Castle which had belonged to David Rizzio, and which Mary, Queen of Scots had visited. Its	Y	Y	Y

Ref. Number	Name	Coordinates	Description	Statement of Special Interest	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
			course to 1st and 2nd floors; eaves course; battlements.	situation in a beautifully wooded clearing beside the River North Esk had been celebrated by Sir Walter Scott who dubbed it Melville's beech grove. Melville's new Gothic fortress, reminiscent of Inveraray Castle, was sobered by its classically symmetrical proportions, its incised Soanian terminal drums, similar to those of Soane's Langley Park gateway designs, and the classical interior detail. The previously fine interior was noted for its grandeur. A full-height 3-storey stair well was terminated by a ceiling painted with putti. Decorative banisters and friezes continued up to an Ionic colonnade. The bow-ended dining and drawing rooms benefited from views over parkland down to the river. The house is now a shell with little more than the cantilevered stair remaining. The entrance porch was added in the late 19th century. Formerly a hotel which closed in the 1980s. A Group with Chestnut House, East Lodge, Esk Cottage, Garden Cottage, Garden Farmhouse, Walled Garden and Lodge, South Driveway Bridge, South Lodge, Walled Garden Steading, and Willie's Temple.			
LB12940	MELVILLE CASTLE, WILLIE'S TEMPLE	330539, 666850	<p>Circa 1760. Single storey, circular-plan, domed hilltop summerhouse, (possibly also a wellhead?). Polished ashlar sandstone. Arranged as 4 arched openings with Gibbsian surrounds; 4 intermediate piers, each with tall, blind arched panel, framed by panelled pilaster strips stopped by a convex moulding at foot, terminating in a scrolled console (only 1 survives). Moulded cornice; stone, bell-cast roof, crowned by stone pineapple finial (recently collapsed, circa 1994).</p> <p>INTERIOR: possibly originally plastered, stone domed ceiling; small, round-headed niches set in ingoes of arched openings.</p>	An important focus within the designed landscape at Melville, this temple, known as 'Willie's Temple', is sited on a hilltop reputed to be a medieval lookout point. The Estate Plans clearly demonstrate changing focus in landscape design with the role of this temple; in 1764 formal avenues led downhill from the building and to the E past a canal to England's Hill, a hilltop plantation to the N. By 1790 the canal (sited to the W of the present Garden Cottages) had disappeared. A Group with Melville Castle, Chestnut House, East Lodge, Esk Cottage, Garden Cottage, Garden Farmhouse, Walled Garden and Lodge, South Driveway Bridge, South Lodge, and Walled Garden Steading.	Y	Y	Y
LB14184	DANDERHALL MINERS' CLUB, WOOLMET HOUSE GATEWAY AND BOUNDARY WALL	330715, 669917	<p>Circa 1686. Renaissance entrance gateway. Triumphant arch flanked by high classical piers. Ashlar with later random rubble walls flanking. Later stone lion.</p>	Woolmet House was built around two sides of a courtyard. The house had never been modernised or restored but it had to be abandoned after fissures and rents were discovered due to subterranean mine workings. It was set in its own gardens and parklands, some of which survive. Woolmet was described as being in a dilapidated condition at the beginning of the 20th century, and was given over to the National Trust in 1947. The house was demolished in 1954, although parts of the interior are now said to be in the Castle of Mey, Caithness and Northfield House, Preston. The surviving gateway now forms the entrance to Danderhall Miners' Social Club and Recreation ground. It is now a focal point for the modern community. Woolmet-Edmonstone (both names of sizeable houses now gone) used to be a village, but has become even smaller due to people moving to more modern accommodation in the Danderhall area.	Y	Y	Y

Ref. Number	Name	Coordinates	Description	Statement of Special Interest	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
(LB14564) Descheduled	NEWBATTLE ABBEY POLICIES, MAIDEN BRIDGE	333673, 666590	Later 15th century. Single span, arched bridge over the River South Esk. Sandstone rubble with ribbed soffit; hoodmoulds; buttresses; coped parapet (probably rebuilt); cobbled and gravel road surface. Narrow slit opening with stone cill in NE buttress; doorway in SE parapet wall.	A-Group with Newbattle Abbey, Newbattle Abbey Policies Fernery, Grotto and Ice House, Lothian Burial Ground, Monkland Wall, North and South Sundials, Port Lodge, Newbattle Road and Abbey Road Wall and Gatepiers, Lamb s Nursery, Archbishop Leighton s House, 1-5 Riverside Cottages, Old Bridge, Newmills Road, Dalkeith Lodge in Dalkeith Burgh and The King s Gate in Cockpen Parish. A bridge appears on Bleau s 1654 map connecting the Abbey to East Mills, (later Easthouses) and the name first appears on Knox s 1812 Map. Outstanding early and largely complete medieval hump-backed bridge presumably built to connect the monastic estate to Dalkeith. Possibly named after the Abbey s dedication to St Mary or after Princes Margaret s visit to Newbattle Abbey in 1503 whilst meeting her bridegroom King James IV. The monument was scheduled 09/05/1935 and descheduled on 11/04/2016.	Y	N	Y
LB24339	CROFT STREET, FAIRFIELD HOUSE, HOT HOUSE	333211, 667040	Earlier-mid 19th century. Fine rectangular-plan lean-to curved glass house. Adjoined to N retaining wall of Fairfield House (see separate listing); brick heated wall shaped above glass house, with row of ventilators above. Cast-iron base with moulded panels. Door to E and W. 6-bay arcaded cast-iron framework to interior; decorative cusping to semicircular arches; fluted piers.	Fairfield House and outbuildings listed separately below. This hot house was built sometime between 1835 and 1853.	Y	Y	Y
LB24355	ESKBANK ROAD, ST DAVID'S CHURCH (ROMAN CATHOLIC), WITH BOUNDARY WALLS AND GATEPIERS	332822, 666921	Joseph Aloysious Hansom, 1853-54. Early English Gothic church with side aisles, chancel and chapels linked to later additions and modern presbytery. Cream sandstone, squared and snecked rubble; ashlar dressings. Base course. Coped set-off buttresses. Chamfered reveals. Hoodmoulds with block label stops to principal openings. Predominantly pointed-arched windows with plate tracery in 2-light cradling oculus form. Diamond-pane leaded windows. Steeply pitched grey slate roof with fish-scale bands. Decorative ridge tiles to nave. Bracketted coped skews with gablets. Variety of stone cross finials. Gabled bellcote at crossing with cross finial, cusped opening and bell (Gabrial, 1855). Some original rainwater goods.	Ecclesiastical building in use as such. St David's Church was commissioned by Cecil, Marchioness of Lothian. Holy Souls' Altar, S side aisle and the burial vault were commissioned by Walter Kerr in 1877. The Church provided 500 sittings in 1882. The Church was extensively redecorated in 1894. The Chapel House was demolished in the late 1960s and replaced by the new presbytery in 1969. St David's was liturgically reorganised and repainted by Sean Cullen in 1971-72. Listed category A for the quality of the interior.	Y	Y	Y
LB24375	14 GLENESK CRESCENT, ESKBANK HOUSE, WITH BOUNDARY WALLS AND	332559, 666872	1794. 2-storey and basement, 5-bay rectangular-pan Georgian villa. N elevation broadly droved ashlar, rusticated at ground; remaining elevations squared and coursed rubble, random at basement. Ashlar dressings. Band courses between basement and ground floors on N, W and E elevations, and between ground and 1st floors on N elevation. Eaves cornice. Rusticated quoins to ground and	Eskbank House was built in 1794 by the Rev James Brown, Minister of Newbattle.	Y	Y	Y

Ref. Number	Name	Coordinates	Description	Statement of Special Interest	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
	GATEPIERS		1st floors. Raised cills on E elevation and at 1st floors of N elevation. Flush margins and droved tails on S, W and E elevations. Windows tallest at ground, smallest at basement.				
LB24377	HIGH STREET, OLD KIRK (CHURCH OF SCOTLAND, FORMERLY EAST CHURCH (ST NICHOLAS)), WITH GRAVEYARD WALLS AND WATCH HOUSE	333258, 667442	15th century, Late Gothic church; partly remodelled in restoration by David Bryce, 1851-4; steeple rebuilt 1888. Cruciform plan: side aisles, N and S transepts, chancel to E and steeple to W; roofless choir to E and sacristy to NE, abandoned 1592.	<p>Ecclesiastical building in use as such. The choir is a Scheduled Monument. The church has been variously known as the Collegiate Church of St Nicholas, Dalkeith Kirk, the Parish Church, the Old Parish Church, the East Parish Church, St Nicholas and the Old Kirk. The choir is an important example of Late Gothic, and the church shares features with contemporary Collegiate churches in the Lothians, eg Seton and Dunglass.</p> <p>The Chapel of St Nicholas was probably in existence by the later 14th century. In 1406 it was raised into a Collegiate Church and endowed by Sir James Douglas, 1st Lord of Dalkeith, who made contributions to the enlargement of the building between 1390 and 1420. Dalkeith was established as a parish in 1592, and St Nicholas became the Presbyterian Parish Kirk. The choir was partitioned off at this time and subsequently fell into disrepair, with the stone roof collapsing in circa 1770.</p> <p>An octagonal steeple was erected in circa 1762. A number of Incorporated Trades Lofts were erected and enlarged between 1660 and 1838.</p> <p>By the mid 19th century, the church was in need of expansion and extensive repair. The newly constructed West Church (1840) eased the accommodation problem, and the congregation of St Nicholas worshipped there whilst restoration work was carried out at St Nicholas for 3 years from Autumn 1851, to the specifications of David Bryce. The original walls of the 1420 church were incorporated in the new building, the exterior being refaced and the windows altered. An 85ft high steeple was constructed, and the lofts were removed. The building was re-roofed, and a sunken pavement was formed around the church. The church re-opened in Spring 1854. The cost of restoration was ?4160, and 760 sittings were provided after restoration.</p> <p>In 1885 a fire destroyed the steeple and gallery; they were rebuilt in 1888, and the vestry was restored. Following the union of the Church of Scotland and the United Free Church in 1929, the church was renamed the Church of St Nicholas. The chancel was restored by Thomas Aikman Swan in 1936. The removal of the 1851 pulpit revealed the piscina set in the original wall.</p> <p>The congregations of Old Kirk and West Church united in 1979 to form St Nicholas Buccleuch Church; both churches continued to be used alternately. When West Church closed in 1989, Old Kirk became the</p>	Y	Y	Y

Ref. Number	Name	Coordinates	Description	Statement of Special Interest	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
				parish church. Listed Building Consent has been granted for the organ, stained glass window and internal wall plaques from West Church to be relocated in Old Kirk (1991).			
LB24417	176-180 (EVEN NOS) HIGH STREET, DALKEITH TOLBOOTH	333323, 667436	Mid 17th century in origin; re-worked, probably in 18th century. 2-storey, 7-bay (3-1-3) simple classical Tolbooth. Ashlar; E and S elevations harled. Rusticated quoins. Heavily repaired in parts with cement render; some concrete cill repairs. Base course. Moulded cornice to W and S elevations, with remains on E elevation.	De-scheduled 12.2.2001. B Group with Nos 168-172, and 182 High Street. The panel inscription refers to Francis, 2nd Earl of Buccleuch and his wife, Margaret (Leslie), Countess of Buccleuch. The Tolbooth ceased use as a jail in 1841. The Tolbooth was used as a meeting place by Dalkeith Scientific Association and the Baptist Church. The Tolbooth was given to St Mary's Episcopal Chapel and endowed by Miss V I Kemp in March 1966 (from plaque in former court-room); the building was entirely refurbished by Armstrong and Thomas, Kirkcaldy, in January 1966 as a church hall, for which it is still used. Gibbet stones can be seen on the street in front of the door; the second last public hanging in Scotland apparently occurred here in 1827.	Y	Y	Y
LB24422	200 HIGH STREET AND 61 ST ANDREW STREET, CORN EXCHANGE	333399, 667526	David Cousin, dated 1853. Jacobean-style hall bridging between 2 streets, comprised of 2 blocks; symmetrical twin-gabled to lower High Street block and a massive gabled elevation to St Andrew Street (Exchange Hall). Random, variegated, stugged sandstone ashlar to main elevations, random rubble side elevations; ashlar dressings. Moulded Tudor-arched surrounds to 2-leaf doors. Mullioned windows, some with transoms. Chamfered reveals. Delicate relieving arches above 1st floor windows.	B Group with Nos 153 and 155, 161 and 163, 165-169, 186 and 188, 190-194, 196 and 198, 212 and 214, and 216 and 218 High Street. The Corn exchange was opened on 10 August 1854, having been built largely by public subscription at a cost of over ?3800. It was the biggest indoor grain market in Scotland at that date. It functioned as the "Empress Dance Hall" in the mid 20th century, and then as a factory. It is currently used for storage by an electrical firm. David Cousins also designed Kelso Corn Exchange, 1856, in a similar style.	Y	Y	Y
LB24443	12 MELVILLE ROAD, LINSANDEL HOUSE, WITH OUTBUILDING S, BOUNDARY WALLS, GATES AND GATEPIERS	332463, 666773	Knox and Hutton, dated 1884. 2-storey asymmetrical Italianate villa with Greek details, L-plan with 3-stage entrance tower in SW re-entrant angle. W and S elevations stugged squared and coursed masonry, N and E elevations stugged squared and snecked; polished ashlar dressings. Base course. Moulded timber eaves course. Cill courses to ground and 1st floors. Band course between floors, continuous around tower. Broad course below lintel level at eaves. Red column-mullions to bipartite windows at 1st floor to S and W. Moulded lintels. Tall narrow windows at ground. Elaborate segmental-arched bargeboarding to gables and dormerheads.	This building is called Netherby on the OS Map 1892-93. The house is constructed of Gunnerton stone; red Dumfries-shire stone was used for the mullions and baluster detailing.	Y	Y	Y
LB24452	NEWMILLS ROAD, DALKEITH	333379, 667047	Mid 19th century. Asymmetric gothic gateway and adjoining 3-storey and attic lodge tower, with steeply pitched gables. Stugged squared and snecked masonry; ashlar dressings.	This lodge was built after 1853. The lodge gateway and wall are continuous with the policy wall of Newbattle Estate to the W, and with the boundary wall of No 28 Newmills Road, Eskside House (see	Y	Y	Y

Ref. Number	Name	Coordinates	Description	Statement of Special Interest	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
	LODGE (NEWBATTLE ABBEY WEST LODGE), WITH GATEWAY AND ADJOINING WALL		String course between ground and 1st floors on lodge. Cusped windows with double-chamfered rectangular margins and hoodmoulds. Decorative wrought-iron brackets to doors and gates. Saw-tooth coping to gables, gablets and merlons.	separate listing), to the E. Carrick refers to "the beautiful Gothic gateway . . . a direct copy of a gateway in Rome".			
LB28052	GILMERTON, THE DRUM WITH SUNDIAL	330071, 668943	William Adam for Lord Somerville, 1726-34. Palladian mansion with pavilion to W incorporating part of earlier house by John Mylne 1584-5 (E pavilion intended but not built), with later 19th century additions at rear of pavilion. House set in landscaped grounds originally laid out by William Adam. Compact 3-bay pedimented centre block, 2-storey over basement, cream polished ashlar, channelled basement, ground and 1st floor rusticated, Gibbs surrounds to openings, base course, band course, cill courses, deep entablature, dentilled cornice, pedimented advanced central bay breaking stone balustrade with urns. Sides and rear harled with polished ashlar dressings, wing piend-roofed with simple frieze and cornice, harled. Timber sash and case windows throughout with predominantly 18-pane glazing pattern.	James Somerville, born 1698, became Lord Somerville in 1722 and in 1724 married a widow and heiress, Anne Rolt (nee Bayntun). They returned to Scotland in 1726, pulled down the old house of Drum and erected a new house to the design of William Adam, incorporating the remarkable vaulted ground floor of an earlier house, built by Mylne for Hugh Somerville in 1584-5 in the West pavilion. This house was described as being "in the form of a church" (MEMORIE OF THE SOMERVILLES (1815), quoted in COUNTRY LIFE (9th Oct 1915 and was burnt out twice. The stone supporting column and beam in the kitchen may have been added by Adam when the ground floor of the earlier house was incorporated into the pavilion. The Adam house can be dated by the arms on the pediment of the S front are those of Lord Somerville and his first wife, whereas those inside over the mantel in the Hall are of the Somervilles and the Rotherhams, the arms of his second wife whom he married in 1736 (see H More Nisbet THE DRUM OF THE SOMERVILLES p18). The estate was sold in lots between 1800-1806, and had several changes of ownership until it was purchased by Mr John More Nisbett who also bought back most of the policies, and has remained in the ownership of the More Nisbetts since. The ambitious design of the main front and its slightly muddled use of classical elements has been attributed to Adam's inexperience as an architect (Bolton & Gifford, McWilliam & Walker). However, Gow's reappraisal of the house, particularly the internal planning around the 1st floor grand state apartments explains the need for external emphasis of the piano nobile with the Ionic order and Venetian window. Although the house was sobered to some degree in the 19th century, and was painted white in the 20th century (gilding has been detected beneath the paint in the dining room), the exuberant magnificent stucco work of Clayton and Calderwood has survived intact. The surrounding landscape was originally laid out by Adam, the present layout is largely that shown in a plan of 1808 for Robert Cathcart. Most of the estate buildings; Stables, Steading, East Lodge, Ice House and Walled Garden are circa 1800 and are listed separately under Gilmerton, The Drum. See also Old Dalkeith Road, Drumbank, and Gilmerton, Ferniehill Drive, North Gatepiers, all form	Y	Y	Y

Ref. Number	Name	Coordinates	Description	Statement of Special Interest	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
				<p>part of the Category A group. A look-out tower erected by William Adam in 1741 to the N has not survived. The facsimile of Edinburgh's Mercat Cross (the original was once sited at the S end of the main avenue) is sited near the stables (listed separately). Tait also refers to other built structures terminating avenues which have now been lost, although the vistas have been maintained, and there is evidence for a canal to the east of the house, now silted (see Inventory p74) there is a small overgrown stone building nearby, possibly a curling house. There is some debate over the date of the sundial (included in listing); the INVENTORY and original 1966 listing date it to the 17th century, however, Gifford, McWilliam and Walker contend that it is a 20th century replica. Some of the policies have been lost to housing and land-fill in the late 20th century.</p>			

A4.1.3 - Listed Buildings (Category B & C) within 1km of the Options

Ref. Number	Name	Coordinates	Type	Description	Statement of Special Interest	Within 1km of Option A	Within 1km of Option B	Within 1km of Option C
LB1414	DALKEITH PARK, HERMITAGE	333037, 668437	B	18th century. Small barrel-vaulted chamber. Rubble.	Hermitage is apparently a folly in keeping with the ideal 18th century classical landscape tradition. Dalkeith Park includes remnants of architectural features, including ashlar bridge piers and rubble wall to N of Hermitage. A Group - see DALKEITH PARK.	Y	Y	Y
LB1431	19 LUGTON BRAE OLD PARSONAGE, WITH BOUNDARY WALL AND GATEPIERS	332679, 667653	B	Early 19th century, doubled in size in mid 19th century (circa 1843-1852). 2-storey, asymmetrical gabled house. Stugged squared and snecked rubble, N and E elevations painted harl; ashlar dressings. Painted margins to N. Crowstepped gables. Base course to S.	This house was enlarged to serve as the parsonage for St Mary's Episcopal Chapel, which was constructed from 1843-54.	Y	Y	Y
LB1432	6 LUGTON BRAE, LUGTON HOUSE, WITH BOUNDARY WALLS AND RAILINGS	332792, 667716	C	Early 19th century. 2-storey, 3-bay house, made 4-bay by later sympathetic addition. Sandstone rubble, contrasting red sandstone to addition; S elevation squared and coursed, addition stugged ashlar; E elevation harled. Base course. Lintel course at eaves level. Raised margins.	-	Y	Y	Y
LB1433	LUGTON WALLED GARDENS, HEAD GARDENER'S HOUSE	332842, 667807	B	Mid-later 19th century. 2-storey, with 1st floor breaking eaves, asymmetrical gabled house with Tudor details. Bull-faced grey ashlar polished dressings. Hoodmoulded openings. Moulded reveals and chamfered cills. Bipartite windows, transomed at ground floor.	A-Group with Lugton Walled Gardens (formerly to Dalkeith House), Dalkeith Park, Dalkeith House and other estate ancillary buildings (see separate listings). This building is not shown on the OS Map 1852-53 although the style is reminiscent of work 30 years earlier. Lugton Garden House is in the style of William Burn. It was converted to provide educational and office accommodation in 1989. The brick wall of Dalkeith Estate's former walled garden is situated to the E.	Y	Y	Y
LB1443	GILMERTON ROAD, GLENARCH, SUMMERHOUSE	332317, 667115	C	Circa 1890. Picturesque, rustic single storey summerhouse, in Arts and Crafts style, built into garden wall to the river to E of Glenarch House. Four tree trunk columns support loggia with timber-framed central gable. Central open area below with window to river, flanked by 2 rooms each with canted fronts, leaded pane windows incorporating stained glass roundels. Complex roof structure, red tiles, leaded flats over loggia at either side, ashlar coped rear wall, large ball finials to end gables adjoining garden wall, with doorway to river at right.	Sited in the garden of Glenarch House. This is a good example of a transient type of structure.	Y	Y	Y

LB1444	GILMERTON ROAD, GLENARCH, LODGE AND GATEPIERS	332314, 666994	C	Mid-late 19th century. Gateway to Glenarch House from Gilmerton Road, with lodge to SE. LODGE: single storey, 3-bay lodge. Rendered and lined. Consoled canopies to door and windows. Decorative cast-iron window boxes to windows. GATEPIERS: 3 ashlar gatepiers; corniced, chamfered and panelled with Gothic detail; finials missing (1991). Cast-iron driveway and pedestrian gates.	-	Y	Y	Y
LB1446	1 LUGTON BRAE, GREENACRES	332865, 667657	B	Post 1932. 2-storey, asymmetrical Lorimerian Arts and Crafts house. Harled; ashlar dressings. Variegated random rubble base course. Eaves course. Raised ashlar cills.	This house was built between 1932 and 1949. The detailing is too severely executed for the house to be attributed to Robert Lorimer, but the style is pure Lorimer/Kinross Arts and Crafts, and it may be by T Aikman Swan who continued to work in this vein on leaving Lorimer's office.	Y	Y	Y
LB1447	17 LUGTON BRAE	332699, 667679	C	G L Cadell, 1951-2. Single storey, 3-bay (grouped towards centre) cottage. Painted harl; concrete dressings. Crowstepped gables. Eaves course.	This building replaces an earlier cottage on the same site shown on the OS Map 1892-93. The property described on plan as the Gardener's Cottage to the Old Parsonage. G L Cadell ARIBA, ARIAS, trained at Pembroke College, Cambridge, and was a close friend of the well-known architect to the National Trust, Walter Schomberg Scott.	Y	Y	Y
LB7393	ELGINHAUGH BRIDGE, RIVER NORTH ESK	332142, 667108	B	Dated 1797. Triple segmental-arched bridge with tapered buttresses between arches. Arch to centre over river with 2 flanking smaller arches over banks and curved ashlar abutments. Corniced rectangular date panel above centre arch to NE. Cream sandstone rubble with polished ashlar parapets; stugged ashlar voussoirs, soffits and abutments; tapered, channelled, buttresses to piers; triangular-plan cutwaters flanking central arch; further buttressed piers flanking outer arches; terminal pier to N end; cavetto-moulded string course over archings; band course below parapet; square ashlar cope above.	According to the Minute Book, on 6th June 1794, the Trustees declared that there was enough money in their coffers to "build a bridge at Elginhaugh". Now carries the A7 road over the River North Esk.	Y	Y	Y
LB7397	MELVILLE CASTLE, CHESTNUT HOUSE, (FORMERLY COACH HOUSE AND STABLES)	330922, 666894	B	Possibly James Playfair, late 18th-early 19th century. 2 storey, 7-bay Gothick U-plan former stable and coach house block with 3 ranges around a courtyard; slightly advanced square-plan, 2-bay blocks to each angle. Dressed ashlar sandstone with polished dressings, (coursed, squared rubble to courtyard elevations). Base course; raised cills to windows; string course to ground floor, continuous as hood moulds over ground floor windows; eaves course; tapered square channelling to raised quoins. Cobbled yard.	Classical, regular proportions have been applied to this Gothick accompaniment to Melville Castle which lies to the NE. Attention to detail is shown in the tapering of the square channelling to the quoins, enhancing the overall Gothick impression. Recently converted, it is now a substantial dwelling. A Group with Melville Castle, East Lodge, Esk Cottage, Garden Cottage, Garden Farmhouse, Walled Garden and Lodge, South Driveway Bridge, South Lodge, Walled Garden Steading, and Willie's Temple.	Y	Y	Y

LB12934	MELVILLE CASTLE, EAST LODGE INCLUDING GATEPIERS AND QUADRANT WALLS	331812, 667355	B	Earlier 19th century with gatepiers possibly late 18th century. Single storey, asymmetrical 3-bay L-plan lodge in the style of William Burn with crowstepped gables. Later addition to rear re-entrant angle and garage to outer left. Cream ashlar sandstone with polished ashlar dressings to front; grey ashlar sandstone to rear addition. Base course; cornice and blocking course to canted bay to left; hood moulds to door and windows; strip quoins.	The Estate Plan of 1790 shows two lodges at the East Gate, linked by quadrant walls to gatepiers. These piers have possibly survived, but the two lodges appear to have been replaced by this present lodge which first appears on the 1831 Estate Plans. A Group with Melville Castle, Chestnut House, Esk Cottage, Garden Cottage, Garden Farmhouse, Walled Garden and Lodge, South Driveway Bridge, South Lodge, Walled Garden Steading, and Willie's Temple.	Y	Y	Y
LB12935	MELVILLE CASTLE, GARDEN COTTAGE	330467, 667086	C	Circa 1800. Single storey, 5-bay cottage to W of garden farmhouse. Random rubble with ashlar dressings.	Recently (since 1990) restored. Also, see Melville Castle, Garden Steading, listed separately. A Group with Melville Castle, Chestnut House, East Lodge, Esk Cottage, Garden Farmhouse, Walled Garden and Lodge, South Driveway Bridge, South Lodge, Walled Garden Steading, and Willie's Temple.	Y	Y	Y
LB12936	MELVILLE CASTLE, GARDEN FARMHOUSE WITH GATEPIERS	330499, 667098	C	Late 18th century. 2 storey, 3-bay farmhouse sited to N of walled garden, renovated (1990). Squared and coursed stone-cleaned cream sandstone rubble with ashlar dressings; quoins.	The farmhouse first appears on Melville Estate plans in 1810 (see notes for Melville Castle, Garden Farmhouse). It does not feature on J Wilson's survey of 1790 (RHP 2095). It was probably associated with the now ruinous steading adjoining the E of the walled garden, formerly known as Easter Melville (RHP 2088). The single storey cottages to the W (listed separately) are roughly contemporary; plans suggest expanded use of walled garden area. A Group with Melville Castle, Chestnut House, East Lodge, Esk Cottage, Garden Cottage, Walled Garden and Lodge, South Driveway Bridge, South Lodge, Walled Garden Steading, and Willie's Temple.	Y	Y	Y
LB12938	MEVILLE CASTLE, WALLED GARDEN STEADING	330724, 666995	C	Substantially earlier 19th century, incorporating mid-late 18th century buildings on site. Courtyard plan steading, much altered with 2 ranges remaining.	Formerly known as Easter Melville, sited in the SW corner of the Cowpark. Estate plans show a courtyard here from the mid 19th century which changes on each resurveyed plan. The W cartshed and granary range first appears in its present form in 18180, and probably incorporates an earlier building (see 1790 plan); this is reinforced by the masonry of the S bay. The courtyard was expanded again in 1810 and 1831, together with the S range; the N and E ranges of this period have gone. The lodge does not appear on the 1831 Estate Plan by James Hay but is shown on the plan of 1841. This lodge served a N drive through the park to Melville castle, no longer in use. A Group with Melville Castle, Chestnut House, East Lodge, Esk Cottage, Garden Cottage, Garden Farmhouse, Walled Garden and Lodge, North Lodge, South Driveway Bridge, South Lodge, and Willie's Temple.	Y	Y	Y
LB12941	ELGINHAUGH FARMHOUSE AND COTTAGES	331854, 667089	B	Late 18th century with later alterations and additions. 2-storey, 3-bay symmetrical farmhouse with lower 2-storey, 3-bay kitchen addition set back to right, built on a raised terrace. Gable-ended range of 3 single-storey cottages with 2 similar cottages, formerly stables, extending to E. Ruined mill complex by	The estate plans show a large mill complex with a horse mill on this site; a ruinous structure beside the river to the S of the house along with another, smaller, ruined structure to the E, appear to be all that remains. According to the 1st edition OS map, Elginhaugh Mill is sited as a corn mill, and would have been one of the two in Lasswade mentioned in the New Statistical Accounts. The farmhouse and cottages are in good condition, and the ruined mill acts as a	Y	Y	Y

			riverbank to S with ruined auxiliary building to E. Squared cream sandstone rubble with droved ashlar margins to openings; droved quoins.	picturesque curiosity in the garden.				
LB13509	MELVILLE CASTLE, WALLED GARDEN	330608, 667042	B	Late 18th-early 19th century. Very large walled garden, approximately 160m x 110m, with lean-to 3-bay (boarded door to centre, flanked by timber sash and case windows) potting sheds to outer face at N wall, (rubble, with slated roofs). Brick-lined rubble walls with flat ashlar coping.	The walled garden is shown in its present form on the above Estate Plan of 1810, densely planted, but it is not shown on the 1790 plan, where a smaller garden adjoining the steading to the E appears. The garden is currently in use as pasture and the potting sheds to the N are derelict. A Group with Melville Castle, Chestnut House, East Lodge, Esk Cottage, Garden Cottage, Garden Farmhouse, Walled Garden Lodge, South Driveway Bridge, South Lodge, Walled Garden Steading, and Willie's Temple.	Y	Y	Y
LB14178	CHALFONT, FORMERLY NEWTON MANSE	332157, 669591	B	1804. 2-storey with attic, 3-bay rectangular former manse with single storey pavilions flanking, now with modern additions. Pointed and vermiculated sandstone to main elevation, coursed rubble to sides, pavilions and rear; projecting ashlar margins and cills. Skew-gabled. Banded with iron and tension screws at 1st floor, eaves and parapet level. (See Notes).	Situated on a track named "The Backs" which is a right of way from The Cockatoo public house to Harelaw. It was built as a replacement for the original 1749 manse. The Minister, Reverend Thomas Scott, accepted it in 1803. It consisted of the house and its own 7-acre glebe valued at ?5 per acre. The minister started cultivating the glebe and discovered a coal seam, which he started to use. Mr Wauchope, who owned rights to coal in the area decided this rivalled his own business and took the minister to court so he could obtain rights to the manse's coal. The legal case, SCOTT V. WAUCHOPE, set a precedent in Scotland and was widely publicised for reference. The court found in favour of Scott, who eventually sold his rights to the coal to Wauchope for ?2,500 at 5% annual interest, giving the minister an annual income of ?125, which was nearly double his annual salary. Like the houses at nearby Millerhill, the manse has iron bands held together by tension screws at first floor and eaves level. This was to protect the structure when the coal seams were being extracted from under the properties in the late 1930's. The manse remained in use by the ministers of Newton Parish Church until 1968, when a newer replacement was built on land adjacent to the church itself. The older manse then became named Chalfont and passed into private hands. Since then, the original plan has been lost due to modern alterations and extensions to the single storey wings. The multi-faced sundial that stood near the entrance is no longer there.	Y	N	Y
LB14183	SHERIFFHALL FARMHOUSE INCLUDING STEADING AND WALLED GARDEN	332034, 667906	B	Late 18th century. 2-storey, 4-bay rectangular farmhouse adjoining walled garden and range of traditional farm buildings. Skew gabled, rubble built farmhouse with polished ashlar long and short quoins, rubble garden walls, steading and cottage adjoining later harled farm building.	The farm is built near the site of Sheriffhall House, a large mansion set within a grass park, part of which still survives in the form of a dovecot, listed separately. Originally the lands belonged to the Abbey of Dunfermline and were occupied by a family named Gifford before the Reformation. The land, near Dalkeith, passed to the family of Buccleuch in 1642, and the farm is sited on part of the estate that formed the pleasure grounds for Dalkeith Palace. This part of the estate was home to the Sheriffhall Colliery, which was wrought for many years. The mining underneath eventually led to the instability of Sheriffhall House, which was demolished in 1830. The farm was owned by the Buccleuch estate and let to a tenant farmer on a 14-year lease. The then Duke had a passion for husbandry, and bred short horns and	Y	Y	Y

				Leicester sheep in the park. The farm is a good example of a traditional steading, most farms in the area are improvement steadings. The farm is found between the city bypass and Old Dalkeith Road.				
LB14185	OLD DALKEITH ROAD, DRUM HOUSE, EAST LODGES WITH QUADRANT WALLS, GATEPIERS AND GATES	330608, 669252	B	Late 18th century. Pair of classical single storey lodges to Drum House, linked by quadrant walls with paired rusticated ashlar gatepiers and gates.	A-Group with The Drum, Gardener's Cottages, Icehouses, Mercat Cross, Stables, Steading, Walled Garden and West Lodges. Listed separately, they are situated within the City of Edinburgh boundaries. This pair of Lodges were the E entrance for the House of Drum Estate, built in the earlier 18th century. It was a Palladian mansion designed by William Adam for James, Twelfth Lord Somerville (1698-1765).	Y	N	Y
LB14186	OLD DALKEITH ROAD SUMMERSIDE FARMHOUSE, STABLES AND COTTAGE RANGE	331612, 668064	B	Circa 1780 with drawing room wing added early 19th century and 2 further additions. 2-storey and attic 3-bay farmhouse. Rubble with roughly tooled dressings, harled S gable. 2-pane sash windows. Straight skews, slate roof, rebuilt brick stacks. Drawing room wing single-storey 2 windows with piended roof.	Transferred from City of Edinburgh District to Midlothian District Boundary Amendment Order 1985. Transferred back to City of Edinburgh as result of Local Authority reorganisation (April 1996).	Y	Y	Y
LB14201	NEWTON PARISH CHURCH, NEWTON CHURCH ROAD, NEWTON VILLAGE	331507, 669343	B	1742, altered 1890; circa 1748 exterior stairway. T-plan with adjoining Session House. Doved coursed rubble, later smooth ashlar porches. Long and short rusticated quoins and moulded cornice. Skew gabled.	B-Group with Watch House, Kirkyard Boundary walls and gatepiers. The church was built as a replacement for the older Kirk to the S of the parish. The colliers of the area had to submit a new petition to the Kirk to allow them to worship here. They paid money towards the gallery built in the W arm, which was accessed by steps from the exterior. The loft door from the original Kirk was fitted. This has a small hole at eye level with a cover that swings from side to side. A long wooden pole could be inserted and used to prod inattentive listeners to the sermon or those who had fallen asleep. The Kirkyard has many aged gravestones and tombs, and a tree believed to have been planted as a sapling when the church was built. A new manse and church hall was built adjacent in 1968, to replace the older building now called Chalfont and listed separately. 1973 saw the original bell restored, and this date has been carved into the bellcote wall near the church's original date. Scheduled Monument	Y	Y	Y
LB19674	SHERIFFHALL DOVECOT	332047, 667924	B	Early 17th century. 4-stage square dovecot created from stair tower of former mansion. Red sandstone and basalt. String courses and crenellated angles.	Originally this was the stair tower of Sheriffhall House, demolished in the 1830s. It had many famous residents, Thomas Tod the Provost of Edinburgh and David Crichton. Latterly, the house was owned by James Buchan, whose son George was the author of the HISTORY OF SCOTLAND. His study was housed in the upper portion of the mansion, and he used the dovecot stairs to access it. The house's final owners were the Buccleuch family, but the structure became undermined by one of their own coalpits. Like nearby Old Newton Kirk Tower, the converted dovecot was used as an eyecatcher for the pleasure grounds of Dalkeith Palace. The once derelict dovecot has undergone major repairs and it now in good condition. It is part of Sheriffhall Farm, listed separately.	Y	Y	Y

LB24325	2 AVENUE ROAD, STRATHESK, WITH BOUNDARY WALLS AND GATEPIERS	332553, 666788	B	Earlier-mid 19th century. 2-storey, 3-bay villa. Ashlar E elevation, remaining elevations squared and snecked rubble. Base course. Cill course at 1st floor on E elevation; raised margins.	B Group with Nos 40, 42, 44, 46 and 48 Eskbank Road, and No 1 Avenue Road. The principal elevation of this building faces onto Eskbank Road. This villa was built sometime between 1835 and 1852. A much-altered former stable block is adjoined to the S of the later wing at rear.	N	N	Y
LB24330	2 BRIDGEND, THE NEUK, WITH OUTBUILDINGS	332981, 667625	C	Later 18th century, with later additions to E, forming 2-storey L-plan end house in irregular terrace (2 or 3 former houses combined). Random rubble, harl pointed; E gable harled, N elevation harled and painted. Painted margins.	B Group with Nos 4, 6, and 8 Bridgend. This building combines with Nos 4, 6 and 8 Bridgend (see separate listings) to form an informal and picturesque grouping of buildings in a conspicuous position. This building is the earliest of the group in date and comprised of 2 or 3 cottages at right angles. The sundial to the SW angle adds particularly to the interest.	Y	Y	Y
LB24331	4 BRIDGEND, CRAIGIEVAR	332973, 667622	C	Later 18th century. 2-storey, 3-bay house in irregular terrace. Random rubble; rear elevation harled and painted. Raised cills.	B Group with Nos 2, 6 and 8 Bridgend. (This building combines with Nos 2, 6 and 8 Bridgend (see separate listings) to form an informal and picturesque grouping of buildings in a conspicuous position.	Y	Y	Y
LB24332	6 BRIDGEND, TOWER HOUSE	332961, 667617	C	Early 19th century. 2-storey (3-2) house in irregular terrace with octagonal stair tower to centre bay. Random rubble, heavily repointed; canted window rendered and lined; ashlar dressings. Cill courses at ground and 1st floors of canted windows. Eaves cornice to tower. Low ashlar coped rubble retaining wall to S.	B Group with Nos 2, 4 and 8 Bridgend. This building was presumably altered in 1853, incorporating details of 18th century work; the stair tower is shown on the 1835 Plan of the Town of Dalkeith (SRO RMP 9543/1). This building combines with Nos 2, 4 and 8 Bridgend (see separate listings) to form an informal and picturesque grouping of buildings in a conspicuous position	Y	Y	Y
LB24336	CEMETERY ROAD, BRIDGE	332771, 666951	B	Mid 19th century. Narrow bridge, on N-S axis. Saddleback coped stugged ashlar piers; wrought-iron plate girder. Massive cast-iron parapets; 11-bay, with inverted nailhead panels divided by panelled pilasters and raised semicircular blocks.	This bridge was built after 1853. This bridge crosses the dismantled North British Railway.	N	N	Y
LB24338	CEMETERY ROAD, WATER TOWER	332745, 666996	B	James Leslie, dated 1879. Octagonal polychrome brick water tower, converted to a dwelling. 5-stage with jettied timber upper stage. Red brick; cream brick detailing and ashlar dressings. Ashlar margins and raised bracketed cills. Band cornice between 5th stage and bracketed balcony.	The Water Tower was constructed for the Town Council by James Leslie, Engineer of Edinburgh Water Company In order to improve the water supply, the Town Council obtained a loan of £6000 to erect the tower and provide the other facilities required to convey the new water supply from Edinburgh. The later provision of reservoirs led to the disuse of the Tower. The metal water tank was originally at the uppermost stage with timber louvered cladding. The tower originally contained a circular stair and a 25ft water-depth gauge. The tower was converted into a dwelling in circa 1987.	Y	N	Y
LB24333	8 BRIDGEND, ROSECOT, WITH RAILINGS	332951, 667615	C	Early 19th century. 2-storey, 2-bay end house of irregular terrace. Random rubble, heavily repointed; W elevation rendered, lined and painted.	B Group with Nos 2, 4 and 6 Bridgend. This building is listed because it combines with Nos 2, 4 and 6 Bridgend (see separate listings) to form an informal and picturesque grouping of buildings in a conspicuous position.	Y	Y	Y

LB24347	EDINBURGH ROAD, GRANNIES PARK, DALKEITH MILLS	333025, 667561	B	Collection of 3 mill buildings, of late 18th and early and mid 19th century dates. Rubble, some with ashlar dressings. Crowstepped gables and dormerheads. 3-storey and loft former flour mill with later cartshed range forming L-plan. W end of N range late 18th century, N range lengthened between 1822 and 1835, and S cartshed range post 1852.	B Group with Former Skinnery, Grannies Park. The first building described here was labelled as a Flour Mill on the maps of 1822 and 1852-3. Fire destroyed another mill building (built between 1822 and 1835) in the 1960s; one wall is retained as the W wall of a modern mill building (now used as a sign makers' workshop). The kiln was removed from the complex circa 1985. The complex includes a former skinnery building to the E (see separate listing).	Y	N	Y
LB24348	EDINBURGH ROAD, GRANNIES PARK, FORMER SKINNERY	333041, 667495	C	Late 18th century, heightened in 19th century. 2-storey and attic block. Rubble.	B Group with Dalkeith Mills, Grannies Park. This building is labelled as a skinnery on Wood's map 1822. A forestair is shown on the W elevation on the OS Map 1852-53. 3 remaining mill buildings in the complex at Grannies Park are listed separately.	Y	N	Y
LB24349	EDINBURGH ROAD, LUGTON BRIDGE	332958, 667573	B	Dated 1765, remodelled 1816. Road bridge, on N-S axis. Single span with low segmental arch. Buttress to left to S. Rubble. Ashlar voussoirs and intrados. Squared rubble parapet; ashlar dressings. Mutuled course below parapet; recessed panel detail to parapet. Parapet raised to sides and centre. Panels in tablets at centre, inscribed "Lugton Bridge. Built 1765. Widened and improved 1816" to N, and "Lugton Bridge. Built 1765. Widened - the approaches improved 1816" to S.	Lugton Bridge carries Edinburgh Road (A68) over River North Esk. Constructed in 1765, this bridge was widened and the approaches improved in 1816.	Y	Y	Y
LB24361	47 ESKBANK ROAD, BELMONT, WITH BOUNDARY WALLS, GATES AND GATEPIERS AND FORMER COACH HOUSE	332731, 666846	B	Dated 1856. 2-storey, asymmetrical gabled villa. Stugged squared and snecked masonry; ashlar dressings. Eaves cornice. Moulded reveals and chamfered cills. Transoms to principal windows.	-	N	N	Y
LB24362	49 ESKBANK ROAD, THE BIRKS, WITH BOUNDARY WALLS AND GATEPIERS	332677, 666823	B	Later 19th century. 2-storey, 3-bay villa. W and N elevations finely stugged ashlar, remaining elevations rubble; ashlar dressings. Base course. Eaves course, cornice and felted blocking course to W. Raised long and short quoins. Stop-chamfered reveals.	-	N	N	Y
LB24366	38 ESKBANK ROAD, WITH BOUNDARY WALLS AND GATEPIERS	332658, 666899	C	Earlier-mid 19th century. 2-storey, 3-bay villa, made 4-bay and rectangular-plan by later, barely perceptible addition. E and N elevations stugged ashlar, S and W elevations squared and snecked rubble. Base course. Eaves	This villa was built sometime between 1835 and 1853. This building is called Collessie Bank on the OS Map 1892-93.	Y	N	Y

course. Raised margins. Nook-shaft detail to angles of canted windows.

LB24369	44 ESKBANK ROAD, WOODVILLE	332585, 666795	B	Earlier-mid 19th century. 2-storey, 3-bay villa. E elevation stugged, squared and snecked rubble, remaining elevations random; ashlar dressings. Base course. Eaves cornice and blocking course. Raised margins and angle margins.	B Group with Nos 40, 42, 46 and 48 Eskbank Road, and Nos 1, and 2 Avenue Road. This villa was built sometime between 1835 and 1853. It was used as a commercial premises by the Bank of Scotland from circa 1897-1927.	N	N	Y
LB24370	46 ESKBANK ROAD, BEECHMOHR, AND 1 AVENUE ROAD, DUNMOHR, WITH BOUNDARY WALLS AND GATEPIERS	332540, 666747	C	Late 19th-early 20th century. 2-storey, mirrored pair of 2-bay houses. Cream squared and snecked bull-faced ashlar: W elevation rubble. Polished red sandstone dressings. Stop-chamfered reveals. Band course between floors to E. Moulded eaves course and eaves guttering in centre bays and on half-piend roofs on E elevation.	B Group with Nos 40, 42, 44 and 48 Eskbank Road and No 2 Avenue Road. This building was built sometime between 1893 and 1912.	N	N	Y
LB24371	48 ESKBANK ROAD, LANGLANDS LODGE, WITH BOUNDARY WALLS AND GATEPIERS	332525, 666739	B	Earlier-mid 19th century. 2-storey, 3-bay villa. Rubble, squared and coursed on W elevation; ashlar dressings. Base course. Cill course at 1st floor. Eaves cornice and blocking course. Raised angle margins.	B Group with Nos 40, 42, 44 and 46 Eskbank Road and Nos 1, and 2 Avenue Road. This villa was built sometime between 1835 and 1853.	N	N	Y
LB24373	13 AND 15 GLEBE STREET, GLEBE BANK HOUSE, WITH GARDEN AND BOUNDARY WALLS	333039, 667425	B	Earlier-mid 19th century. 2-storey, 5-bay villa with single storey pavilion flanks, now subdivided. S elevation stugged ashlar, remaining elevations squared and snecked rubble; ashlar dressings. Base course. Band course between floors. Eaves cornice. Raised margins.	No 13 occupies the 2 left bays of the villa. This villa was built sometime between 1835 and 1853. The design was originally symmetrical, but the outer left bay was recessed sometime between 1852 and 1892.	Y	N	Y
LB24426	IRONMILLS PARK, IRONMILLS, CARTSHED RANGE	332643, 667077	B	Early 19th century. 2-storey Gothick detailed cartshed with dwelling on 1st floor to N of single storey and loft range abutting to S, further transverse single storey cottage range adjoining this to W. Rubble, stable and cottages squared and snecked. Chamfered margins. Drove quoins and rybats.	B Group with Iron Mill, and Miller's House, Ironmills. Cartshed Range forms part of a group of buildings consisting of Iron Mill (see separate listing) to S, Miller's House (see separate listing) to N and Cartshed, Stable and Cottage range to NE, now all in residential use. The visually attractive group is situated in the centre of Ironmills Park. The site had been used for iron founding since 1648. The iron mill was converted into a corn mill sometime in the early 19th century. In 1913 an engine and pumps were fitted into the property to aid the town's water supply. Water power came from a weir on the North Esk to the W; the mill lade was filled-in in 1963.	Y	N	Y

LB24427	IRONMILLS PARK, IRONMILLS, IRON MILL	332603, 667044	B	Early 19th century. Former iron mill, now converted to residential use, in Ironmills complex (other buildings listed separately). 3-storey and attic block, and block to S; single storey and attic wing to E; single storey wing to N, linked to Miller's House. Some modern additions to S. Rubble; ashlar dressings. Raised margins to 4-centred arched openings, many replaced. Moulded angle margins with corniced detail.	B Group with Cartshed Range, and Miller's House, Ironmills. The Iron Mill forms part of a group of buildings consisting of former iron mill to S, Miller's House (see separate listing) to N and Cartshed, Stable and Cottage range (see separate listing) to NE, now all in residential use; Iron Mill has recently been converted into 2 flats. See listing for Cartshed Range for further NOTES.	Y	N	Y
LB24428	IRONMILLS PARK, IRONMILLS, MILLER'S HOUSE	332608, 667067	B	Early-earlier 19th century. 2-storey, 3-bay house, with later 2-storey addition to N. Squared and snecked rubble; ashlar dressings. Eaves course. Chamfered margins. Drovod rybats.	B Group with Cartshed Range, and Iron Mill, Ironmills. Miller's House forms part of a group of buildings consisting of Iron Mill (see separate listing) to S, Miller's House to N and Cartshed, Stable and Cottage range (see separate listing) to NE, now all in residential use. See listing for Cartshed Range for further NOTES.	Y	N	Y
LB24429	IRONMILLS PARK, MEMORIAL BRIDGE	332679, 667019	B	Charles Henry Greig, 1913. Foodbridge, on E-W axis. Single span with segmental arch. Swept steps up from W; steps down to E. Harled concrete; ashlar coping. Hooped iron balustrade with ball and nailhead detailed newels to bridge and steps. Blocked plinths with raised concave coping. Lined and painted voussoirs. Keystones off-centre to left to N and to right to S.	Memorial Bridge crosses River North Esk. It connects Ironmills Park, which was gifted to the Town Council as a recreation park by the Duke of Buccleugh in 1909, to Cemetery Road.	Y	N	Y
LB24457	OLD EDINBURGH ROAD, WEST CHURCH (CHURCH OF SCOTLAND), WITH BOUNDARY WALLS	332965, 667293	B	William Burn, 1840. Early English gothic church. Cruciform plan; chancel to E, transepts to N and S and steeple to W. Polished ashlar. Moulded, coped base and cill course. String course, overstepping openings hoodmoulds. String course below parapet. Coped gabled set-off buttresses; angle buttresses and pinnacles to all corners, many of the latter now missing. Lancet windows. Moulded and hoodmoulded surrounds; chamfered cills. Nook-shafts to some surrounds. Panelled 2-leaf doors. Moulded gablet-coped skews. Grey slates. Original rainwater heads.	No longer in ecclesiastical use; the church has been unoccupied since December 1989. The church has also been known as Buccleuch Church. The expanding congregation of the old Parish Church (St Nicholas) before the Disruption necessitated the erection of this church. Walter Francis, 5th Duke of Buccleuch, gifted a site, and built and endowed the church. Although built between 1837 and 1840, the church was not used until the congregation of the Old Parish Church were transferred there from 1851-54 while renovation work was carried out on their own church. Having been erected into a parish quoad sacra in 1853, the first minister of West Parish Church was ordained in April 1854. The church could accommodate 950, and the stone was quarried in Fife. A gallery which was depicted on the original plans has never been built. Reconstruction work was carried out by Charles Henry Greig in circa 1906. The congregations of West Church and the Old Kirk united to form St Nicholas Buccleuch Church in 1979; both churches continued to be used alternately for services. When West Church closed in 1989, Old Kirk became the parish church. Listed Building Consent has been granted for the organ, stained glass windows and internal wall plaque to be relocated in Old Kirk (1991).	y	N	Y

LB24458	12 OLD EDINBURGH ROAD, WEST CHURCH MANSE	332965, 667242	B	Later 19th century. 2-storey, asymmetric and gabled house. Squared and snecked rubble; ashlar dressings. Base course. Chamfered reveals, stopped before chamfered cill. Kingpost detail to gables; deep overhanging eaves.	In 1864 a Committee was formed to build a manse for the West Church. The Duke of Buccleuch gave a site and £700, and the Congregation raised £500.	Y	N	Y
LB24473	STATION ROAD, FORMER ESKBANK AND DALKEITH STATION, FOOT BRIDGE, ROAD BRIDGE AND PLATFORMS	332367, 666711	B	Former Eskbank and Dalkeith Station, with platforms, foot bridge and road bridge in cutting to W.	The station was built for the North British Railway, and was opened on 12 July 1847. Originally known as Eskbank, it was renamed as Dalkeith when the short Dalkeith branch was closed to passengers in 1942. The station was closed in 1969 and the building was converted into 4 flats in the late 1980s. The offices and station house were at ground level, with the booking office situated in the S wing. It was a two-platform through station. The road bridge is listed as a representative example of the other 2 road bridges over the railway at Melville Road and Bonnyrigg Road.	N	N	Y
LB47734	NEWTON PARISH CHURCH, WATCH HOUSE, BOUNDARY WALLS AND GATEPIERS	331497, 669299	C	Circa 1828. Single-storey rectangular watch house. Rock faced and droved random sandstone with projecting polished margins, ashlar skewes and chimney quoins. Heavy cut stone ridging. Modern re-pointing to each elevation.	Situated at the Windy Gow, which was once the original entrance to the Kirkyard, the watch house was built to house vigilantes at night to prevent grave robbing. Newly buried bodies were taken from Newton Kirk for use by Dr Knox, the anatomist in Surgeon's Square, Edinburgh. A gravestone in the Kirkyard has a bullet mark in it, showing the length the watchers would go to, to preserve the dignity of the dead. Men hired by Burke and Hare frequently visited looking for fresh corpses, until the end of 1828 when Hare gave evidence against Burke who was hanged. It is now used to house gravediggers equipment.	Y	Y	Y
LB47735	OLD DALKEITH ROAD, CAMPEND HOUSE, BOUNDARY WALLS, GATEPIERS AND GATES	331521, 668399	C	Earlier 19th century with later additions. 2-storey T-plan house with lower parallel gable to rear and single storey outbuilding. Coursed sandstone ashlar with dressed cills and long and short quoins. Coped skew gables with beaked skewputts. Eaves course.	B-Group with Campend Steading (listed separately). The farmhouse is adjacent to a well-preserved example of a crowstepped steading and some farm workers' cottages. Originally the farmhouse appears to have been a rectangular 3-bay structure with a later wings added. The name Campend originates from a Roman fort thought to have stood on or near this site. The farm is now run as Lowe's Fruit Farm.	Y	Y	Y
LB47736	OLD DALKEITH ROAD, CAMPEND STEADING	331521, 668399	C	Earlier 19th century. Single storey crowstepped multi-gabled E-plan improvement farm steading. Coursed and random rubble. Dressed sandstone ashlar crowsteps with beaked skewputts, long and short quoins and sills.	Part of a B-Group with Campend House (listed separately). The steading is a well-preserved example of improvement farm buildings. It is adjacent to Lowe's Fruit Farm. The name Campend is taken from the legendary terminal point of a Roman Fort.	Y	Y	Y
LB49624	LUGTON WALLED GARDENS (FORMERLY TO DALKEITH HOUSE) INCLUDING UPPER WALLED	332943, 667778	C	Sizeable garden complex designed by Charles McIntosh, 1830s. Significant remaining walls to upper walled garden to N, lower walled garden to SE and surviving boundary wall to E.	A-Group with Dalkeith Park, Dalkeith House and other Dalkeith associated estate ancillary buildings (see separate listings) and Lugton Walled Gardens, Head Gardeners House. Although part of the complex has been demolished including the glasshouses and some of the associated ancillary buildings, significant remains of walls survive documenting this important part of Dalkeith House Estate. When built the gardens occupied a 20 acre site, being one of the largest in Britain at the time [C McIntosh]. The garden was designed to the plans of the	Y	Y	Y

GARDEN,
LOWER WALLED
GARDEN,
BOUNDARY
WALL TO E AND
LUGTON BRAE
RETAINING
WALL TO E OF
MAIN
ENTRANCE

then newly appointed head gardener, Charles McIntosh. McIntosh by the time he had taken up his post at Dalkeith was already regarded as eminent in his field; previous works had included his involvement in planting the grounds of the Coliseum in Regents Park, London, and remodelling the gardens at Laeken, Belgium, for his former employer, Prince Leopold of Belgium.

A large range of glasshouses extended from W to E at around the area where the upper garden walls terminate, this would have created a large formal area to the S, directly behind this range ran a line of offices in coursed picked ashlar. To the N of this section within the former enclosed frameyard were numerous glasshouses and hot houses producing a huge variety of produce including figs, cucumbers, cherries, apricots, pineapples etc. McIntosh states that within the gardens there was 5,866 square yards of roofing. This section of the gardens was demolished in the later 20th century in order to accommodate the school (the school closed late 2003).

The N wall of the lower walled garden was originally a boundary wall for the policies. When McIntosh set up the gardens he decided to use the land running down from wall to the river as a market garden. The N wall was heightened and tall walls to the E and W were built enclosing the open space, it is unsure whether there was a wall bordering the riverbank to the S. It was planted with fruit trees, gooseberries and currant bushes, the rest of the garden being set aside for kitchen crops. Some overgrown fruit bushes still remain however most of the area has been cleared and is used as a nursery by Dalkeith Country Park, (2003).

The gardens were designed with a network of paths and drives some of which were only used by the garden workforce, however others linked with the surrounding estate allowing inspection of the gardens to be carried out by carriage if so desired. The formal approach from Dalkeith House to the garden came from the E and the SE, the E route passed through a lawned area with single specimen trees and unusual shrubs, this area is still bounded by its original wall to the E of the upper walled garden. It is of interest to note that many of the trees and shrubs remain having reached full maturity, including fine examples of Scots Pines and Redwoods. The impressive outer boundary wall of the former estate running along the southerly most part of Lugton Brae also importantly serves as a retaining wall to the garden. It is thus listed due to its direct relationship with the garden and the function it provides by banking up the south-west corner. The wall is interrupted by a 20th century opening flanked by square-plan piers with pyramidal caps, the wall continues along Lugton Brae to the W.

LB49659	22 IRONMILLS ROAD, LADE COTTAGE	332698, 667392	C	Early 19th century with possible earlier fabric, asymmetrical 2-storey, 3-bay rectangular-plan traditional house with single storey wing to SW and late 1980s single storey and attic extension to rear (NW). Coursed rubble, brick to rear NW	The house is associated with the remains of a 17th century waulk mill which stands to the adjacent NE, it probably provided offices and living quarters for the mill workers. The principal elevation of the house remains relatively unchanged being a good example of a traditional local building, it is of interest to note that the flight hole in the gable has	Y	Y	Y
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of single storey wing, dressed margins to openings. Pitched roof, raised ashlar skewes and gable apex stacks to house, piended roof to single storey wing, mansard to rear extension, all with red pantiles. Door to principal (SE) elevation offset to right, small window above, regular fenestration to ground and 1st floor in outerbays, irregular fenestration to other elevations, modern conservatory to entire ground floor at rear (NW). Small flight hole with landing ledge set within SW gable. Modern door with 12-pane timber sash and case replacement windows to principal elevation, modern windows and doors elsewhere.

remained. A writer in 1828 described the mill as a handsome building where cloth of all kinds was wrought, wool corded and blankets scoured ? David R Smith. The mill was in ruins by the 1850s and it is reputed that the house was turned into a laundry. The 2nd edition Ordnance Survey map indicates that the mill was rebuilt and was operating as a saw mill in 1908, it is currently used as a garage (2004). The house became derelict in the 2nd half of the 20th century being restored in the late 1980s. Throughout the 18th and 19th centuries the whole area around the house was thriving with local industry including iron, textile and flour mills lining the banks of the River Esk. All these enterprises, including the waulk mill, were water powered by one single lade which ran above the river along the Esk Valley towards Dalkeith, the lade passed directly to the rear of the house. With the closure of the mills along this part of the Esk during the 20th century the lade was dismantled, with only the sluice and operational wheel remaining as a reminder. However stone from the lade was salvaged and was used to build the modern extension to the rear. Originally the single storey wing to the SW was brick, at the time of refurbishment in the 1980s it was rebuilt using salvaged stone from the lade save the NW wall which remains as brick. To the rear of the house in the garden is a spring known as the 'White Spring', [in 1825 it is recorded that the Dalkeith Town Trustees decided to draw water from it and built a stone wellhead (the wellhead subsequently has been slightly raised) ? David R Smith]. An engine in the waulk mill pumped water from the spring into pipes conveying it to the reservoir in Buccleuch Street. The spring no longer serves the mains water supply however it is still very much active.

LB24433	13 AND 15 LASSWADE ROAD, WITH BOUNDARY WALLS	332337, 666684 C	Circa 1909. 2-storey, mirrored pair of 3-bay semi-detached English vernacular style houses, with Tudor details. Ground floor red brick, 1st floor harled; some red sandstone dressings. Painted cills.	No 13 is called Glencaple. These houses were built between 1906 and 1912.	N	N	Y
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A4.1.4 - Entries in the Inventory of Gardens and Designed Landscapes within 2km of the Options

Reference number	Name	Coordinates	Summary description	Statement of National Importance	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
GDL00128	Dalkeith House (Palace)	333825, 668891	Rich in historical association, the design composition of architecture, gardens, parkland, river terraces and woodland is still attractive today and provides a valuable wildlife refuge, as well as the setting for a category A listed building.	<p><i>Work of Art</i> – Value: Outstanding The designed landscape at Dalkeith has been referred to as an outstanding Work of Art in the past and contains important features such as the Montagu Bridge by Robert Adam.</p> <p><i>Historical</i> – Value: Outstanding There is a large amount of documentary evidence about Dalkeith House and there is physical evidence of the early formal designed landscape and the later designs. There are also associations with several historic personalities, particularly the 1st Duchess of Buccleuch.</p> <p><i>Horticultural, Arboricultural, Silvicultural</i> – Value: High The value in this category relates to its past fame and to its associations with Charles McIntosh, William Thomson and other gardening experts who established the plant and shrub collections although these have since been lost.</p> <p><i>Architectural</i> – Value: Outstanding The designed landscape provides the setting for the A listed Dalkeith House, and for several notable buildings and architectural features in the grounds.</p> <p><i>Scenic</i> – Value: High The policy woodlands, walls and entrance gates provide a significant scenic contribution to the surrounding area.</p> <p><i>Nature Conservation</i> – Value: Outstanding The river terraces and ancient mixed woodlands are designated as an SSSI give it outstanding value for Nature Conservation.</p>	Y	Y	Y
GDL00282	Melville Castle	331161, 666835	The lawns, parkland and woodland still provide the setting for a category A listed house, but the 18th century design has been badly eroded.	<p><i>Work of Art</i> – Value: Little The site has only a little value as a Work of Art today.</p> <p><i>Historical</i> – Value: Outstanding The site has outstanding Historical value in its association with the Dundas family of the 18th & 19th century.</p> <p><i>Horticultural, Arboricultural, Silvicultural</i> – Value: Some The site has some value in this category. Many of the trees which are reputed to have provided Horticultural interest have been removed.</p> <p><i>Architectural</i> – Value: Outstanding The castle is listed A and the landscape setting therefore has outstanding Architectural value.</p> <p><i>Scenic</i> – Value: Some Despite the secluded nature of the designed landscape, the woodlands do provide some Scenic value from the surrounding roads.</p> <p><i>Nature Conservation</i> – Value: Some The site has some Nature Conservation value, providing relatively</p>	Y	Y	Y

Reference number	Name	Coordinates	Summary description	Statement of National Importance	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
				undisturbed riverside and woodland habitats.			
GDL00356	The Drum	330226, 668959	A good example of William Adam's formal style of landscape design carried out in the 1700s with the structure still relatively intact today. The parkland avenues provide an impressive setting for the category A listed Drum House.	<p><i>Work of Art</i> – Value: High The Drum has high value as a Work of Art, based on historical accounts and on the significance of the design shown on General Roy's plan.</p> <p><i>Historical</i> – Value: Outstanding The remains of the William Adam designed landscape and its associations with the Somervilles give it outstanding Historical value.</p> <p><i>Horticultural, Arboricultural, Silvicultural</i> – Value: Little There is no plant collection at The Drum but the early cedar plantings give it a little Horticultural value.</p> <p><i>Architectural</i> – Value: Outstanding The designed landscape provides the setting for the William Adam house, listed A.</p> <p><i>Scenic</i> – Value: Some The policy woodlands make a significant contribution to the surrounding scenery.</p> <p><i>Nature Conservation</i> – Value: Little The Drum policies provide a little value for Nature Conservation in contrast to the urban surroundings.</p>	Y	Y	Y
GDL00295	Newbattle Abbey	333371, 665848	<p>This multi-period landscape was an early monastic site developed as a country house at the Reformation, set within a formal landscape from the mid-16th century. This formed the basis of an 18th century landscape park, extended further in the 19th century, and developed with formal gardens, an extensive circuit of picturesque walks and rides.</p> <p>Type of Site Multi-period. An important early monastic site developed as a country house at the Reformation, set within a formal landscape from the mid-16th century. This formed the basis of an 18th century landscape park, extended further in the 19th century. And developed with formal gardens, an extensive circuit of picturesque walks and rides. The designed and estate landscape is a major influence on the rural landscape and its settlement character.</p>	<p><i>Work of Art</i> – Value: Some Due to 20th century changes in land use and development, the landscape at Newbattle Abbey has only some value as a Work of Art.</p> <p><i>Historical</i> – Value: Outstanding Newbattle has outstanding Historical value due to its good documentary evidence from the 12th century onwards and associations with the Earls and Marquesses of Lothian.</p> <p><i>Horticultural, Arboricultural, Silvicultural</i> – Value: Some Good specimen trees give this site some Horticultural value.</p> <p><i>Architectural</i> – Value: Outstanding This site has outstanding Architectural value as the landscape and garden provide the setting for a Category A listed building. In addition there are a number of architectural features which, when considered together, comprise a significant assemblage of estate architecture.</p> <p><i>Scenic</i> – Value: Some Despite the enclosed nature of the landscape, Newbattle provides some Scenic interest due to the importance and extent of its 19th century planting which form a distinct landscape structure to the area south of Dalkeith.</p> <p><i>Nature Conservation</i> – Value: Some The mixed deciduous woodland at Newbattle offers some Nature Conservation value.</p> <p><i>Archaeological</i> – Value: Outstanding Newbattle Abbey is of outstanding Archaeological importance. The major monastic establishment in the Lothians, it had a major influence on the settlement pattern of the area. Its developed into a secular estate is also of</p>	Y	Y	Y

Reference number	Name	Coordinates	Summary description	Statement of National Importance	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
			Main Phases of Landscape Development A 12th-16th century monastic settlement, 16th-mid-18th century formal landscape, late 18th-19th century landscape park, 20th century public parks.	interest, and many earlier, medieval features seem to have been deliberately incorporated into the designed landscape.			

A4.1.5 - Conservation Areas within 2km of the Options

Reference number	Name	Coordinates	Summary description	Within 2km of Option A	Within 2km of Option B	Within 2km of Option C
CA347	Dalkeith House & Park	333159, 668152	The Dalkeith House and Park Conservation Area comprises two main sections. The first is Dalkeith House and its surrounding policies. The second is the adjoining, although visually separate, urban centre of the burgh of Dalkeith.	Y	Y	Y
CA348	Eskbank & Ironmills	332702, 666906	The Eskbank and Ironmills conservation area lies immediately to the southwest of Dalkeith town centre. Eskbank is characterised by substantial 19th century villas while Ironmills reflects the post-medieval industrial development of the North Esk valley, with its grain and cloth mills and iron manufacturing.	Y	Y	Y
CA350	Newbattle	333368, 665835	The conservation area includes the house and grounds. Newbattle Abbey College is an exceptionally complex site, consisting of a former mansion house set in 125 acres of landscaped policies, which contain various other buildings and structures. The original house is of outstanding importance, and is part of an important designed landscape. The house is built on the site of a Cistercian Abbey dating from the 12th century, and some remains of the Abbey are included in the current house. The Abbey was largely demolished at the Reformation, and the house and estate were built and altered from 1580 onwards.	Y	Y	Y
CA352	Lasswade & Kevock	330166, 665981	The Lasswade and Kevock conservation area lies on either side of the river North Esk, two miles southwest of Dalkeith. Characterised by the village of Lasswade and its valley setting and the wooded Kevock area with its large, individual and architecturally significant houses.	Y	Y	Y
CA349	Broomieknowe	330473, 665660	Located in Lasswade.	Y	Y	Y
CA21	Gilmerton	329168, 668517	The Gilmerton Conservation Area Character Appraisal emphasises the predominance of a limited number of building types within the historic core, the strong representation of buildings in the vernacular tradition displaying domestic scale and attractive proportions, and the predominance of traditional materials (stone, wet dash, Scots slate and pantiles) providing a unifying element within the townscape.	Y	Y	Y

Appendix 4.2 – Cultural Heritage Glossary of Terms

Glossary of Terms

Bronze Age: a period of human settlement in the British Isles dating from around 2200BC to 800BC, preceding the Iron Age. Hillforts, hut circles, burial mounds, ritual monuments and ancient field patterns are landscape features from this period which was characterised by the use of bronze, an alloy of copper and tin, to manufacture implements.

Category A Listed Building: the highest category of preservation afforded to buildings or structures of national or international importance, through their architectural or historic interest or being a little-altered example of a particular period, style or building type. The listing is carried out by Historic Environment Scotland on behalf of the government.

Category B Listed Building: the intermediate category of preservation afforded to buildings or structures of regional or more than local importance, through their architectural or historic interest or being an example of a particular period, style or building type, which may have been altered. The listing is carried out by Historic Environment Scotland on behalf of the government.

Category C Listed Building: the lowest category of preservation afforded to buildings or structures of local importance, through their architectural or historic interest or being a lesser example of a particular period, style or building type, which may have been altered. C-listing may also be applied to a lesser building which forms part of a group with A- or B-listed structures. The listing is carried out by Historic Environment Scotland on behalf of the government.

Conservation Areas: areas of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance. In Scotland, these areas are designated by local authorities under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. There are additional planning controls within these areas.

Crowstep: also known as corbiestep, the crowstep is a form of building gable with rectangular, stepped stones that take the place of a sloping cope or skew.

Doo cot (Doo'cot, Dovecot, Dovecote): a pigeon house or loft either in a separate building or incorporated into another building. It is usually associated with a castle or country house, to keep pigeons for their meat and eggs. Doo cots often have a distinctive shape; usually bee-hive doo cots (circular with a domed roof) or lectern doo cots (rectangular with a roof sloping in one direction only). While sometimes built into the roof, gable or eaves of farmsteadings, square towers and octagonal doo cots are rare in Scotland.

Historic Environment Scotland: a government agency charged with the investigation, protection and promotion of Scotland's built heritage, in the form of buildings, landscapes and ancient monuments. Historic Environment Scotland came about through the merger of the former Historic Scotland with the Royal Commission on the Ancient and Historical Monuments of Scotland in 2015.

Iron Age: a period of human settlement in the British Isles, lying between approximately 800BC and 900AD, the Iron Age follows the Bronze Age and precedes the Norse Period.

Inventory of Historic Battlefields: is a heritage register listing nationally significant battlefields in Scotland, maintained by Historic Environment Scotland.

Inventory of Gardens and Designed Landscapes in Scotland: a listing of Scottish gardens and designed landscapes of national artistic and/or historical significance, maintained by Historic Environment Scotland.

Royal Commission on the Ancient and Historical Monuments (RCAHMS): collects, records and interprets information on Scotland's architectural, archaeological, industrial and maritime heritage. This has now merged with Historic Scotland, to form Historic Environment Scotland.

Roman Period: a period of human settlement in the British Isles dating from 43AD to around 450AD, the Roman Period occurs within what is otherwise called the Iron Age. The Romans were in Scotland between 79 AD and c. 200 AD.

Scheduled Ancient Monument: an archaeological monument of national importance that is legally protected under the Ancient Monument and Archaeological Areas Act 1979. Alterations to Scheduled Ancient Monuments must be approved by Historic Environment Scotland.

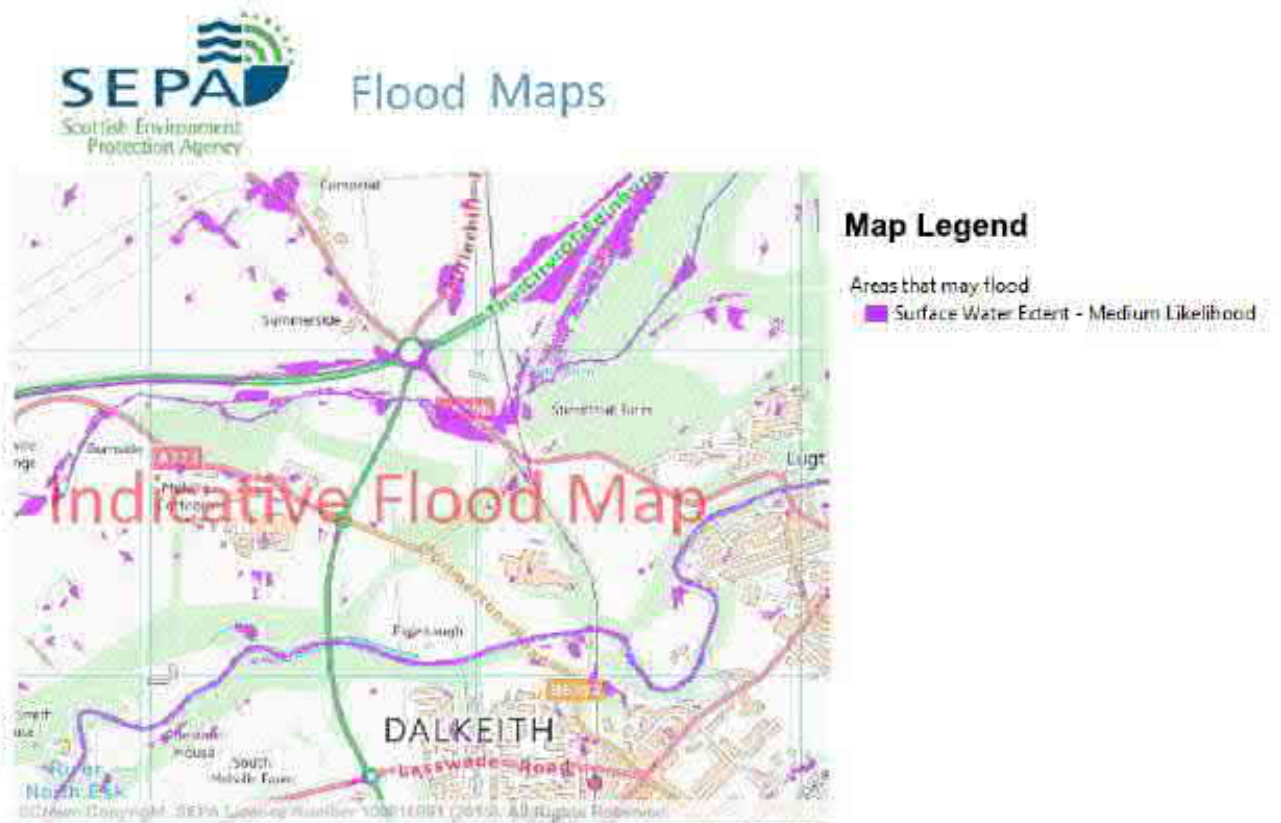
Setting: a term that is generally used in landscape and the historic environment. It relates to how a feature is understood, appreciated and experienced, and this is referred to as its setting. It can often extend beyond the property boundary into a broader landscape context.

Appendix 5.1 - Surface Water, Drainage and Flood Risk

Appendix 5.1.1 - SEPA FRM Maps – River



Appendix 5.1.2 - SEPA FRM Maps – Surface Water

**Disclaimer and Terms and Conditions**

All intellectual property rights are owned by SEPA or its licensors. The maps cannot be used for commercial purposes, by value added resellers or for income generating purpose. A full list of terms and conditions is available from the [flood maps](#) or by contacting flooding@sepa.org.uk.

The maps are indicative and of a strategic nature. Whilst all reasonable effort has been made to ensure that the flood maps are accurate for their intended purpose, no warranty is given by SEPA in this regard. Within any modelling technique there is inherent uncertainty. SEPA has assessed the confidence it has in the maps and has shaded areas where data is not appropriate for use or where no data is available. It is inappropriate for these maps to be used to assess flood risk to an individual property.

Acknowledgements

The maps were developed using data from various sources. Full acknowledgement of data providers and participating parties is from the [flood maps](#).

Maps creation dates

Created: January 2014 This supersedes the Indicative River and Coastal Flood Map (Scotland)

Updated: 3 March 2015

Updated: 2 December 2015

The flood maps reflect the knowledge and data that was available to be incorporated at the time of publication.

For further queries please contact flooding@sepa.org.uk

Appendix 6.1 - Noise and Vibration Terminology

A6.1.1 - Noise

Between the quietest audible sound and the loudest tolerable sound there is a million to one ratio in sound pressure (measured in pascals, Pa). Because of this wide range a noise level scale based on logarithms is used in noise measurement called the decibel (dB) scale. Audibility of sound covers a range of approximately 0 to 140 dB.

The human ear system does not respond uniformly to sound across the detectable frequency range and consequently instrumentation used to measure noise is weighted to represent the performance of the ear. This is known as the 'A weighting' and annotated as dB (A). Table 6A.1 below lists the sound pressure level in dB (A) for common situations. Unweighted levels are annotated as dB or dB(lin) and are commonly used with regard to air overpressure from blasting.

Table A6.6.1 – Sound Pressure Levels for a Range of Situations

Typical Noise Levels dB(A)	Example
0	Threshold of hearing
30	Rural area at night, still air
40	Public library Refrigerator humming at 2 m
50	Quiet office, no machinery Boiling kettle at 0.5 m
60	Normal conversation
70	Telephone ringing at 2 m Vacuum cleaner at 3 m
80	General factory noise level
100	Pneumatic drill at 5m
120	Discotheque - 1m in front of loudspeaker
140	Threshold of pain

The noise level at a measurement point is rarely steady, even in rural areas, and varies over a range dependent upon the effects of local noise sources. Close to a busy road, the noise level may vary over a range of 5 dB(A), whereas in a suburban area this may increase up to 40 dB(A) and more due to the multitude of noise sources in such areas (cars, dogs, aircraft etc.) and their variable operation. Furthermore, the range of night time noise levels will often be smaller and the levels significantly reduced compared to daytime levels.

The equivalent continuous A-weighted sound pressure level, L_{Aeq} , is the single number that represents the average sound energy measured over that period. The L_{Aeq} is the sound level of a notionally steady sound having the same energy as a fluctuating sound over a specified measurement period.

With regards to road traffic noise the parameter L_{A10} is prescribed by the relevant guidance and legislation. L_{A10} is the noise level exceeded for 10% of the measurement period. The $L_{A10,18h}$ is defined in the Calculation of Road Traffic Noise as the arithmetic average of the individual 1 hour $L_{A10,1h}$ levels between 06:00 - 00:00.

A parameter that is widely accepted as reflecting human perception of the ambient noise is the background noise level, L_{A90} . This is the noise level exceeded for 90 % of the measurement period and generally reflects the noise level in the lulls between individual noise events. Over a one hour period, the L_{A90} will be the noise level exceeded for 54 minutes.

Measurements using a sound level meter can be Fast (F), Slow (S), or Impulse (I) time weighted. These weightings date back to when sound level meters had analogue meters and defined the speed at which the meter moved. Fast corresponds to a 125 ms time constant. Slow corresponds to a 1 second time constant. Impulse has a time constant of 35 milliseconds. For the vast majority of environmental noise monitoring situations the standard approach is to use the Fast time weighting.

Human subjects are generally only capable of noticing changes in steady levels of no less than 3 dB(A). It is generally accepted that a change of 10 dB(A) in an overall, steady noise level is perceived to the human ear as a

doubling (or halving) of the noise level. (These findings do not necessarily apply to transient or non-steady noise sources such as changes in noise due to variation in road traffic flows, or intermittent noise sources).

Most environmental noise measurements and assessments are undertaken for 'free-field', away from any existing reflecting surfaces (other than the ground). However, it is sometimes necessary to consider noise levels immediately external to a façade when considering the impact on residents inside properties and this requires the addition of 3 dB(A) to the predicted (or measured) free-field level due to noise reflection from the façade.

A6.1.2 - Vibration

BS 5228-2 advises that vibrations, even of very low magnitude can be perceptible to people. It is often assumed that if vibration can be felt then building damage will occur, however much higher levels of vibration are required to damage buildings. Therefore vibration from construction works can cause anxiety as well as annoyance. Some individual are more sensitive to vibration than others.

Vibration from construction is commonly described in terms of the Peak Particle Velocity (PPV) measured in mms^{-1} . This is a measurement of the maximum ground particle movement speed during a given time interval. If measurements are made in 3-axis then the resultant ppv is the vector sum = the square root of the summed squares of the maximum velocities, regardless of when in the time history those occur.

Appendix 6.2 - Noise Modelling

A6.2.1 - Data Used

- OS mastermap file 'OS Sheriffhall_Sept2016_greyscale (edit to include BR and A6106 MHR).DWG', provided by AECOM Glasgow office on 07/02/2017
- OS addressbase plus land use data files: 'AddressBasePLus_FULL_2016-12-28_001.csv', 'AddressBasePLus_FULL_2016-12-28_002.csv', 'AddressBasePLus_FULL_2016-12-28_003.csv', and 'AddressBasePLus_FULL_2016-12-28_004.csv', provided by AECOM Glasgow office on 18/01/2017
- OS mastermap building heights file: 'BHA_DEC14_Scotland.csv', provided by AECOM Glasgow office on 18/01/2017
- Existing ground heights in the vicinity of the Scheme: files 263041_368107_LiDAR_2m_DTM_EA.elg and 263041_368107_LiDAR_2m_DTM_EA.xyz, provided by AECOM Glasgow office on 17/01/2017
- Existing wider area ground heights file: 'NextMap_2m_Contours.dxf', purchased from emapsite 09/02/2017
- 3D Scheme design files: '17_02_06_A720 Sheriffhall Opt A.dwg', '17_02_06_A720 Sheriffhall Opt B.dwg', and '17_02_06_A720 Sheriffhall Opt C.dwg' provided by AECOM Edinburgh office on 07/02/2017
- Traffic data files: '20170203 A720 Sheriffhall Rb Modelled Flows and Speeds.xlsx' and '20170203 Links with OSGRs.xlsx', provided by AECOM Glasgow office on 03/02/2017

A6.2.2 - Modelling Assumptions

- Ground absorption: 1.0 for wider study area as predominantly vegetated, 0.0 for road surfaces and 0.25 for suburban areas
- Residential building heights generally standardized to 4 m: 1 storey 6 m: 2 storey, 9 m: 3 storey etc. based on initial information from OS building heights. Garages and small outbuildings assumed to be 2m. Non-residential building heights based on provided OS building heights. Some adjustments required to estimate missing and incorrect heights.
- Road surfacing for all scenarios assumed to be low noise surface on the A720 mainline and sliproads throughout the noise model study area. All other roads, including the sections of the A7 and A6106 which are realigned with the scheme are assumed to be standard HRA in all scenarios.
- Road surfacing corrections:
 - Standard HRA speed <75 km/hr -1 dB, speed ≥75 km/hr 0 dB;
 - Low noise thin surfacing speed <75 km/hr -1 dB, speed ≥75 km/hr -3.5 dB.
- 10 m x 10 m grid used to produce noise change contour plots at height of 4 m above ground

Appendix 7.1 - Air Quality Monitoring

A7.1.1 - Monitoring Locations

Table A7.1.1 - Monitoring Locations

#	Site description	Number of tubes	X coordinate	Y coordinate
A	Gilmerton Road	3	330542	667933
B	Melville Grange	3	331202	667630
C	Burnside	3	330820	667778
D	Melville Inn	3	331571	667436
E	Campend	3	331565	668265
F	Summerside	3	331659	668100
G	Sheriffhall Farm	3	331979	667936
H	West End of Dalkeith	3	332507	667630
I	Kingsacre Golf Course	1	330487	667063

Table A7.1.2 – Monitoring Site Information

Site Location and Photo



ID	A
Site Name	Gilmerton Road
Grid Reference	330542, 667933
Site Height	2.55m
Distance from kerb	2.0m
Site Details	A772 roundabout, north of A720



Site Location and Photo

ID	C
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Site Location and Photo



ID	C
Site Name	Burnside
Grid Reference	330820, 667778
Site Height	2.5m
Distance from kerb	2.35m
Site Details	South of A772 Gilmerton Road close to A720

Site Location and Photo



ID	D
Site Name	Melville Inn
Grid Reference	331571, 667436
Site Height	2.7m
Distance from kerb	2.2m
Site Details	South of Gilmerton Road roundabout on A7

Site Location and Photo



ID	E
Site Name	Campend
Grid Reference	331565,668265
Site Height	2.45m
Distance from kerb	1.95m
Site Details	North of A7 carriageway at village of Campend



Site Location and Photo



ID	F
Site Name	Summerside
Grid Reference	331659, 668100
Site Height	2.35m
Distance from kerb	2.05m
Site Details	South of A7 carriageway at village to west of roundabout



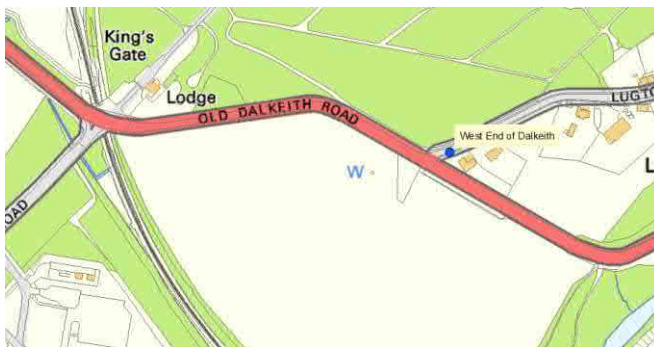
Site Location and Photo



ID	G
Site Name	Sheriffhall Farm
Grid Reference	331979, 667936
Site Height	2.7m
Distance from kerb	-65m
Site Details	East of the A720/A6106 Sheriffhall roundabout



Site Location and Photo



ID	H
Site Name	West End of Dalkeith
Grid Reference	332507,667630
Site Height	2.6m
Distance from kerb	3.15m
Site Details	North of Old Dalkeith Road, east of Sheriffhall roundabout



Site Location and Photo



ID	I
Site Name	Kingsacre Golf Course
Grid Reference	330487, 667063
Site Height	2.7m
Distance from kerb	n/a
Site Details	Urban background site south of A720

A7.1.2 - Period Concentrations

The diffusion tubes were on site for 6 months from April to September 2015. All but the background site had triplicate tubes. The monthly and period mean concentrations are given below in Table A2.

Table A7.1.3 - Monthly and Period Mean Concentrations at Measurement Locations, 2015

ID	NO ₂ concentration (µg/m ³)						
	April	May	June	July	Aug	Sept	Mean
A1	29.2	31.5	35.8	34.5	42.8	42.8	36.1
A2	33.2	24.1	36.4	36.5	38.0	43.0	35.2
A3	26.7	28.1	38.9	37.0	38.1	43.9	35.5
B1	21.9	23.0	-	27.8	31.3	35.7	27.9
B2	19.5	22.6	-	28.1	26.6	29.8	25.3
B3	22.6	-	32.2	31.1	29.5	36.3	30.3
C1	19.4	16.3	18.6	18.7	16.2	25.5	19.1
C2	16.8	14.0	19.8	18.2	15.9	25.2	18.3
C3	19.1	12.9	19.3	18.8	16.2	25.7	18.7
D1	25.3	15.9	30.4	28.9	28.7	36.3	27.6
D2	25.2	18.5	29.8	27.8	29.8	33.8	27.5
D3	27.1	18.9	28.9	27.8	29.2	35.9	28.0
E1	30.8	26.4	33.7	30.3	32.4	39.2	32.1
E2	-	24.2	32.1	30.3	31.5	38.0	31.2
E3	-	20.1	33.4	32.0	32.8	38.6	31.4

ID	NO ₂ concentration (µg/m ³)						
	April	May	June	July	Aug	Sept	Mean
F1	30.7	23.4	35.5	33.8	34.6	44.3	33.7
F2	-	23.1	37.1	32.9	34.8	45.8	34.7
F3	-	24.4	35.2	34.5	35.1	41.6	34.2
G1	22.0	16.5	20.2	16.5	16.8	24.0	19.3
G2	19.4	17.3	19.0	16.0	18.0	23.4	18.9
G3	-	14.8	20.2	15.4	17.3	25.8	18.7
H1	26.2	14.4	28.3	23.9	24.6	32.5	25.0
H2	-	16.9	25.0	24.1	24.3	31.3	24.3
H3	-	17.1	26.5	23.6	23.3	32.8	24.7
I1	13.2	8.8	12.4	10.3	12.4	18.1	12.5

A7.1.3 - Annual Mean Adjusted Concentrations

The average for the monitoring period for each site was annualised to take into account seasonal variation and represent an annual mean using data from local background sites following the method in LAQM.TG16 (Defra, 2016). For this study, the baseline year was 2014, so the annualisation was conducted for this year. Three background sites with a data capture rate of over 90% were chosen from Defra's Automatic Urban and Rural Network (AURN) from Bush Estate, Peebles and Eskdalemuir. The adjustment factor applied was 1.39. The diffusion tubes were then bias adjusted by a factor of 0.83 which was the national bias adjustment factor for 2014 for the laboratory and preparation method used (see Table A3).

Table A7.1.4 - Bias Adjusted and Annualised Annual Mean NO₂ Concentrations, 2014

ID	Site description	Period mean (Apr- Sept 2015)	Bias adjusted mean	Annualised mean (2014)
A	Gilmerton Road	35.6	29.5	41.1
B	Melville Grange	27.9	23.1	32.1
C	Burnside	18.7	15.5	21.6
D	Melville Inn	27.7	23.0	31.9
E	Campend	31.6	26.2	36.4
F	Summerside	34.2	28.4	39.5
G	Sheriffhall Farm	19.0	15.7	21.9
H	West End of Dalkeith	24.7	20.5	28.4
I	Kingsacre Golf Course	12.5	10.4	14.5

Appendix 7.2 - Model Set Up

A7.2.1 - Introduction

For this modelling assessment, the dispersion model ADMS-Roads Extra (v4) was used. This is a Gaussian-based dispersion model that is developed by Cambridge Environmental Research Consultants (CERC). The ADMS-Roads model uses a number of input parameters to simulate the dispersion of emissions, predicting pollutant concentrations at specified receptors and/or across a user-defined area.

A7.2.2 - Input Data

A7.2.2.1 - Model Setup Parameters

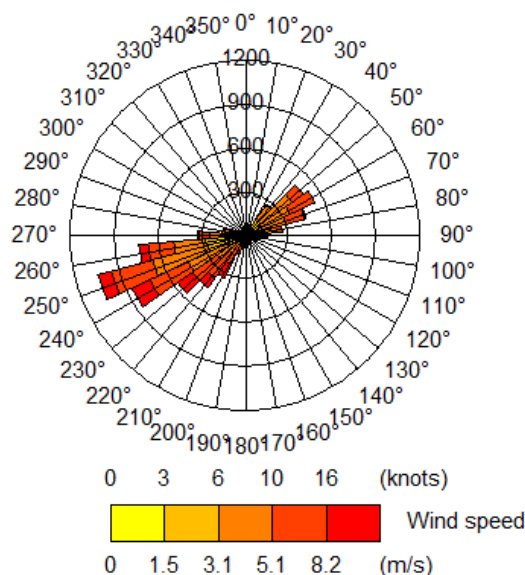
The ADMS-Roads Extra model was set up with the following parameters to represent dispersion:

- Surface roughness of 0.5 metres at the study area site to represent open suburbia
- Surface roughness of 0.2 metres at the meteorological site to represent an open area
- Monin-Obukhov length of 30m to represent mixed urban site
- Surface albedo of 0.23

A7.2.2.2 - Meteorological Data

ADMS-Roads Extra applies hourly sequential meteorological data to calculate atmospheric dispersion. This calculation involves a number of meteorological parameters, including wind speed and direction, cloud cover, relative humidity and near surface temperature. For this study, meteorological data were obtained from Edinburgh Airport for 2014. Figure A7.2.1 provides a wind rose for the site which illustrates that the dominant wind direction is from the south west.

Figure A7.2.1 – Wind Rose Illustrating Speed and Direction, Edinburgh Airport, 2014



A7.2.2.3 - Emissions Data

Within the 500 metre study area, the geometry of each road, including the road width (defined as the kerb-to-kerb measurement in metres), was determined using ArcMap GIS mapping. These data were determined spatially and input into the dispersion model. Terrain mapping was not used in this assessment and the dispersion model has therefore assumed that the terrain is flat. No street canyons were found to exist within the study area.

Traffic data were obtained from the model in the form of AM, PM, inter-period (IP) and off-peak (OP) periods according to the time periods below:

- AM (7am-10am)
- IP (10am-3pm)
- PM (3pm-7pm)
- OP (7pm-7am)

Emission rates for each time period were determined using the latest version of the Emissions Factor Toolkit (v7) for rural roads in Scotland. Emission rates for the base year of 2014 were calculated and for the opening year, emission rates for an intermediate year of 2020 were calculated. This represents a conservative view of future air quality, whereby only some of the improvements assumed by Defra over time are realised.

Model files were setup for the 2014 base for verification purposes, the 2024 base and three separate files for Option A, B and C in 2024.

A7.2.3 - Background Concentrations

As part of the modelling methodology, the contribution from background sources needs to be defined. As detailed in LAQM.TG (16), there are two main ways this can be accounted for.

The first approach is to take the modelled background concentration from Defra's Pollution Climate Mapping (PCM) model provided over 1 km² gridded outputs. For this study, these gridded outputs were obtained for the base year of 2014 and for the year 2020 to represent the opening year of 2024 for Midlothian Council. This intermediate year is the same as that used for the vehicle fleet emissions.

The gridded outputs include the contribution from all sources including roads. In situations where detailed modelling has been conducted, these sources will have been explicitly modelled within ADMS-Roads. Therefore to avoid double counting of emissions, the relevant sources (sectors) need to be removed from the background. In this study, the Trunk A Roads and Primary A Roads were removed from the relevant grid squares using the approach given in LAQM.TG(16). The results of the sector removal are given in Tables A7.2.1 and A7.2.2 below.

Table A7.2.1 - Gridded Background with A Roads Removed, 2014

Grid square co-ordinates	Annual mean background concentration (µg/m ³)					
	NO _x		NO ₂		PM ₁₀	
	Background	Background with sector removed	Background	Background with sector removed	Background	Background with sector removed
331500, 667500	18.1	13.2	13.3	9.9	13.3	13.1
331500, 668500	15.4	13.5	11.4	10.1	14.0	13.9
332500, 667500	15.6	13.9	11.6	10.4	11.9	11.9
332500, 668500	16.5	12.7	12.2	9.5	13.3	13.2

Table A7.2.2 - Gridded Background with A Roads Removed, 2020

Grid square co-ordinates	Annual mean background concentration (µg/m ³)					
	NO _x		NO ₂		PM ₁₀	
	Background	Background with sector removed	Background	Background with sector removed	Background	Background with sector removed
331500, 667500	12.3	10.5	9.2	7.6	12.6	12.6
331500, 668500	10.9	9.8	8.2	7.4	13.4	13.4
332500, 667500	10.9	10.1	8.2	7.6	11.4	11.3
332500, 668500	11.4	9.2	8.6	7.0	12.7	12.7

The second approach is to take the background from an urban background monitoring site in the vicinity. In this study, the diffusion tube from Kingsacre Golf Course is considered a suitable background site. In 2014, the annualised and adjusted annual mean NO₂ concentration at this site was 14.5 µg/m³. This value is higher than the gridded output with the A Road sector removed.

However it was felt that provided a better representation of the local background than the coarser gridded outputs along with being a more conservative approach and this was therefore used in the modelling process.

To represent the future background year of 2020, the reduction in background concentrations for the relevant grid square between the 2014 base and 2020 future year was firstly determined. This reduction factor was then applied to the 2014 measured concentration at the monitoring site. In this case, a reduction factor of 0.74 was applied and the resulting 2020 background concentration was 10.8 µg/m³. For PM₁₀ as there were no nearby monitoring sites, the concentrations from the grid squares as provided in the tables above were used.

Appendix 7.3 - Model Verification

A7.3.1 - Introduction

The comparison of modelled concentrations with local monitored concentrations is a process termed 'verification'. Model verification investigates the discrepancies between modelled and measured concentrations, which can arise due to the presence of inaccuracies and/or uncertainties in model input data, modelling and monitoring data assumptions. The following are examples of potential causes of such discrepancy:

- estimates of background pollutant concentrations;
- meteorological data uncertainties;
- traffic data uncertainties;
- model input parameters, such as 'roughness length'; and
- overall limitations of the dispersion model.

A7.3.2 - Model Precision

Residual uncertainty may remain after systematic error or 'model accuracy' has been accounted for in the final predictions. Residual uncertainty may be considered synonymous with the 'precision' of the model predictions, i.e. how wide the scatter or residual variability of the predicted values compare with the monitored true value, once systematic error has been allowed for. The quantification of model precision provides an estimate of how the final predictions may deviate from true (monitored) values at the same location over the same period.

A7.3.3 - Model Performance

An evaluation of model performance has been undertaken to establish confidence in model results. LAQM.TG(16) identifies a number of statistical procedures that are appropriate to evaluate model performance and assess uncertainty. The statistical parameters used in this assessment are outlined below.

- root mean square error (RMSE);
- fractional bias (FB); and
- correlation coefficient (CC).

A brief for explanation of each statistic is provided in Table A7.3.1 below and further details can be found in LAQM.TG(16). The calculations of these statistics have been carried out prior to, and after adjustment and provide information on the improvement of the model predictions as a result of the application of the verification adjustment factors.

Table A7.3.1 - Model Performance Statistics

Statistical Parameter	Comments	Ideal value
RMSE	<p>RMSE is used to define the average error or uncertainty of the model. The units of RMSE are the same as the quantities compared.</p> <p>If the RMSE values are higher than 25% of the objective being assessed, it is recommended that the model inputs and verification should be revisited in order to make improvements.</p> <p>For example, if the model predictions are for the annual mean NO₂ objective of 40 µg/m³, if an RMSE of 10 µg/m³ or above is determined for a model it is advised to revisit the model parameters and model verification.</p> <p>Ideally an RMSE within 10% of the air quality objective would be derived, which equates to 4 µg/m³ for the annual mean NO₂ objective.</p>	0.01

Statistical Parameter	Comments	Ideal value
FB	FB is used to identify if the model shows a systematic tendency to over or under predict. FB values vary between +2 and -2 and has an ideal value of zero. Negative values suggest a model over-prediction and positive values suggest a model under-prediction.	0.00
CC	CC is used to measure the linear relationship between predicted and observed data. A value of zero means no relationship and a value of 1 means absolute relationship. This statistic can be particularly useful when comparing a large number of model and observed data points.	1.00

The verification process involves a review of the modelled pollutant concentrations against corresponding monitoring data to determine how well the air quality model has performed. Depending on the outcome it may be considered that the model has performed adequately and that there is no need to adjust any of the modelled results. Alternatively the model may perform poorly¹ against the monitoring data, as a result there is a need to check all the input data to ensure that it is reasonable and accurately represented in the air quality modelling process. Where all input data, such as traffic data, emissions rates and background concentrations have been checked and considered reasonable, then the modelled results may require adjustment to best align with the monitoring data. This may be either be a single verification adjustment factor to be applied to the modelled concentrations across the study area or a range of different adjustment factors to account for different situations in the study area.

A7.3.4 - Air Quality Monitoring Data

The air quality monitoring data collected as part of this assessment and detailed in the report was reviewed to determine the suitability of each of the monitoring locations for inclusion into the model verification process. There were three monitoring locations within the defined study area, all located less than 200 metres from the modelled roads. These sites had a data capture rate of greater than 90% over the monitoring period and were considered suitable for inclusion into the verification exercise.

A7.3.5 - Methodology

The verification method applied to this assessment followed the process detailed in LAQM.TG(16). Of the nine monitoring locations in the vicinity of the Sheriffhall Roundabout three (DT1 –DT3) were within the Air Quality Study Area and considered suitable for model verification. The other six monitoring locations were more than 500m from the roundabout and so would not be accounted for in the dispersion model.

The initial verification was undertaken by comparing the modelled versus monitored Road NO_x at the three diffusion tube sites. A bias adjustment factor was calculated in line with the methods outlined in in LAQM TG(16) and applied to the monitoring results. In addition, the road NO_x measured at the diffusion tubes were calculated using the latest Defra NO_x to NO₂ calculator (v5.1 June 2016) as diffusion tubes only measure NO₂ and do not directly measure NO_x. Details of the initial comparison are shown in Table A7.3.2.

Table A7.3.2 - Initial Comparison of Monitored and Modelled Results

Site ID	Monitored NO _x Concentration (µg/m ³)	Total NO ₂ Concentration (µg/m ³)	Monitored NO _x Concentration (µg/m ³)	Total Modelled NO _x Concentration (µg/m ³)	Road NO _x Contribution	Road NO _x Factor
	Bias Adjustment Factor = 1.39					
DT1	21.9		14.4	5.6		2.57
DT2	36.4		45.8	9.5		4.84
DT3	39.5		53.0	10.5		5.04
Average Road NO _x Factor Applied						4.63

The initial comparison of the modelled versus monitored results shown in Table A7.3.2 and Figure 7.2 in the main report (represented by the black crosses) indicated that the model under predicted the annual mean NO₂

¹ The acceptable limits of model verification performance are set out in Defra's Local Air Quality Management Technical Guidance (2016)
DMRB Stage 2 Scheme Assessment Report
March 2017

concentration against the monitored concentrations. To account for the bias, a road NO_x adjustment factor was calculated from the difference between the monitored and modelled results and applied to the modelled road NO_x contributions. The adjusted modelled road NO_x contributions are shown in Table A7.3.3 and Figure 7.1 (represented by the red crosses).

Table A7.3.3 - Adjusted Modelled Road NO_x Results

Site ID	Adjusted Road NO _x Contribution (µg/m ³)
DT1	25.9
DT2	43.8
DT3	48.7

The summary results and model performance statistics defined in LAQM.TG(16) are provided in Table A7.3.4 below. The statistics support the methodology adopted and indicate that adjusting the model improves the RMSE and FB when compared to the unadjusted results.

Table A7.3.4 - Verification Model Performance Statistics

Parameter	Before adjustment	After adjustment
No. of Monitoring Sites	3	3
NO _x Road Adjustment Factor	-	4.63
RMSE	6.6	3.4
FB	0.5	0.0
CC	1	1
No. Sites within +/- 25%	1	2

Appendix 9.1 – Planning Proposals and Applications

There has been ongoing consultation with the planning authorities to supplement and update the below information throughout the Stage 2 assessment.

Table A8.1 below shows economic and residential development allocations both adopted and proposed for City of Edinburgh Council, Midlothian Council and East Lothian Council. These are highlighted in the Figure A 9.1 at the end of this appendix.

Table A9.1 – Economic and Residential Development Allocations

Name	Site Description	Status
City of Edinburgh Council		
Gilmerton Dykes Road Reference: HSG 23	Site area: 2.5 hectares Estimated total capacity: 50-70	Adopted and Consented
Gilmerton Station Road Reference: HSG 24	Site area: 36 hectares Estimated total capacity: 600-650	Adopted and Consented
The Drum Reference: HSG 25	Site area: 6 hectares Estimated total capacity: 125-175	Adopted
South East Wedge South: Edmonstone Reference HSG 40	Site Area: 28 hectares Estimated total capacity: 170-370	Adopted and Planning Permission in Principle given in 2016
Edinburgh BioQuarter	Edinburgh BioQuarter is a partly-implemented urban extension focused on the Edinburgh Royal Infirmary and the associated medical school. Land has been allocated to create the potential for further clinical and teaching development and related commercial research and development - collectively known as life science uses. Part of the LDP's 'special economic areas' (see Policy Emp2 for further information).	Adopted
Midlothian Council		
Hs0 - Cauldcoats	Expected housing contribution up to 2024:: 350 homes	Proposed LDP Contributions to Sheriffhall
Hs1 – Newton Farm	Expected housing contribution up to 2024: 350 with an overall capacity of 480. Development will need to take account of the impact of its location next to the City Bypass, on the setting of Newton House designed landscape, and on the scheduled monuments in the vicinity.	Proposed LDP Contributions to Sheriffhall
Hs2 – Larkfield West, Eskbank	Expected housing contribution up to 2024: 60 homes	Proposed LDP
Hs3 – Larkfield South West, Eskbank	Expected housing contribution up to 2024: 30 – 40 homes	Proposed LDP
Hs4 – Thornybank East, Dalkeith	Expected housing contribution up to 2024: 65 homes	Proposed LDP
Hs 5 – Thornybank North, Dalkeith	Expected housing contribution up to 2024: 30 homes	Proposed LDP
Hs9 – Broomieknowe, Bonnyrigg	Expected housing contribution up to 2024: 55 homes	Proposed LDP
H12 – Former Dalkeith High School	Expected housing contribution up to 2024: 375 homes	Proposed LDP
H29 – Kippielaw	Housing development in progress. Expected housing contribution up to 2024: 135 homes	Consented and in Proposed LDP

Name	Site Description	Status
H32 – Thornybank	Housing development in progress. Expected housing contribution up to 2024: 157 homes.	Consented and in Proposed LDP
H33 – North Thornybank	Majority of the site has been delivered. Expected housing contribution up to 2024: 100 homes	Consented and in Proposed LDP
H43 – Shawfair	Expected housing contribution up to 2024: 3,500 homes (To be delivered in line with Shawfair Masterplan/ Shawfair Design Guide/ Addenda as well as LDP sites h44 and h45)	Proposed LDP Contributions to Sheriffhall
H44 – North Danderhall	Expected housing contribution up to 2024: 190 homes and to be delivered in line with Shawfair Masterplan/ Shawfair Design Guide/ Addenda as well as LDP sites h43 and h45.	Proposed LDP Contributions to Sheriffhall
H45 – South Danderhall	Expected housing contribution up to 2024: 300 homes and to be delivered in line with Shawfair Masterplan/ Shawfair Design Guide/ Addenda as well as LDP sites h43 and h44.	Proposed LDP Contributions to Sheriffhall
H46 – Cowden Cleugh, Dalkeith	Majority of site delivered. Expected housing contribution up to 2024: 100 homes	Consented and in Proposed LDP (Under Construction)
H66 – 14-18 Ironmills Road, Dalkeith	Site identified as under construction. Expected housing contribution up to 2024: 15 homes.	Consented and in Proposed LDP (Under Construction)
E10 – Thornybank Industrial Estate	Majority of the site is delivered with business and general industry uses.	Adopted and Proposed LDP
E11 – Hardengreen Industrial Estate	Site Area: 1.4ha The majority of this site has been developed for Edinburgh College (Dalkeith Campus) and related solar farm. Considered suitable for business (class 4) and industry (class 5) uses.	Adopted and Proposed LDP
E13 – Grannies Park	Majority of the site is delivered with business uses.	Adopted and Proposed LDP
E14 – Salter's Park	Site Area: 17.5ha Identified for business (Class 4) and industry (Class5) and distribution (Class 6) uses	Adopted and Proposed LDP
E32 – Sherriffhall South	Site Area: 11.5ha Suitable for business (Class 4) use only and will remain part of green belt to avoid pressure from alternative land uses, and to ensure the layout of the development and provision of open space respects Green Belt objectives and the character of the surrounding area until all three parts of the site are developed.	Adopted and Proposed LDP
E25 – Millerhill Marshalling Yard	Site Area: 18 ha. Expected contribution up to 2024: 8 ha. Safeguarded as a site for waste treatment facilities. Site of the Zero Waste Project.	Adopted and Proposed LDP
E27 – Shawfair Park (west part)	Site Area: 9ha Site includes Sheriffhall Park and Ride, and the land for its extension. Part of site is developed for business use (both bespoke and speculative office space), and private hospital. Additionally a restaurant/ pub has been developed, as ancillary support use to the employment allocation. Site was initially identified for Business (Class 4) and Industry (Class 5) uses.	Adopted and Proposed LDP
E27 – Shawfair Park (east part)	Site Area: 8.5ha As with e27, initially this site was identified for business (Class 4) and industry (Class 5) uses. The MLDP has altered the acceptable uses to business (Class 4) (plus ancillary support activities).	Adopted and Proposed LDP
Ec1 – Shawfair Park extension 2	Site Area: 20ha The site should be masterplanned and access options reviewed. Access through Shawfair Park Extension 1 is the preferred option, but limited access from alternative points may be possible subject to Transport Appraisal. The MLDP has identified this site for business (Class 4) and industry (Class 5) uses.	Adopted and Proposed LDP Contributions to Sheriffhall
Ec2 – Salter's Park Extension, Dalkeith	Site Area: 12ha The allocation of this site is a specific SESplan requirement. It should be masterplanned along with committed development site e14.	Proposed LDP
East Lothian Council		
PROP-MH1 – Land at Old Craighall	Site Area: 5 hectares Estimated total capacity: 1,500 homes, 41 ha employment land, a new local centre,	Proposed

Name	Site Description	Status
	a new primary school and community uses as well as infrastructure and associated works. Policy EMP1 applies.	
PROP-MH14 – Land at Whitecraig South	Site Area: Not Given Estimated total capacity: 300 homes, a small local centre, the expansion of the primary school campus and provision of other community uses, infrastructure and associated works as required Reference: PROP MH14: Land at Whitecraig South	Proposed
PROP-MH15 – land at Whitecraig North	Site Area: Not Given Estimated total capacity: 200 homes, a small local centre, the expansion of the primary school campus and provision of other community uses, infrastructure and associated works as required Reference: PROP MH14: Land at Whitecraig North	Proposed

Table A9.2 – Relevant Planning Applications

Reference	Proposal	Address	Decision
Midlothian Council			
16/00645/DPP (Figure A1.1 – PA1)	Change of use of land from parking of lorries; storage of skips and storage and ` of waste to incorporate the operation of a waste transfer station	5 Sheriffhall Mains Cottage Dalkeith EH22 1RX	Awaiting decision
16/00673/MSC (Figure A1.1 – PA2)	Erection of dwellinghouses, formation of access roads and associated works (approval of matters specified in conditions 2a, 2d, 2e, 2f, 2g, 2h, 2i, 2j, 2k, 2l, 2m, 2o, 2p, 2q, 2r, 2s, 2u, 29 and 34 of planning permission 02/00660/OUT) (Note change to the application site boundary.	Danderhall Sites C And D Newton Church Road Danderhall	Awaiting Decision
15/00391/SCR (Figure A1.1 – PA3)	EIA Screening Opinion for residential development; local community facilities; including education; park and ride facility; access roads; all necessary services and associated development	Land At Newton Farm And Wellington Farm Old Craighall Road Millerhill Dalkeith	Does not need an ES
15/00089/MSC (Figure A1.1 – PA4)	Application for Matters Specified in relation to condition 1 (relating to former mineral workings, sustainable urban drainage strategy, landscaping to Cairnie Burn, programme for highway network improvements and travel plan details) of outline planning permission 02/00660/OUT for residential, industrial and commercial floor space, community facilities, associated landscaping with provision for sport and recreation and new transport facilities	Land Bounded By A720, Old Dalkeith Road And The Wisp Millerhill Dalkeith	Granted
City of Edinburgh Council			
15/04872/PAN (Figure A1.1 – PA5)	Phased development of residential, retail, community facilities (including primary school and community leisure centre), class 2 and 3 uses and associated development.	Drum Estate Drum Street Edinburgh	Pre-Application Consultation Approved
14/01649/PPP (Figure A1.1 – PA6)	Residentially-led mixed-use development including primary school, commercial/community uses, open space, access, car parking and landscaping.	Land 292 Metres West Of 10 Gilmerton Station Road Edinburgh	Granted on Appeal
East Lothian Council			
15/00337/PM (Figure A1.1 – PA7)	Erection of 433 houses, 40 flats and associated works	Land At Craighall Musselburgh East Lothian	
15/00628/BW (Figure A1.1 – PA7)	Erection of 120 terraced, semi-detached and detached houses	Land At Craighall Musselburgh East Lothian	

Figure A9.1 – Housing and Mixed Use, and Economic Allocations in East Lothian, City of Edinburgh and Midlothian



