



SUPPLEMENTARY GUIDANCE: GREEN NETWORK

Report by Head of Communities and Economy

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek agreement to the adoption of the Midlothian Green Network Supplementary Guidance.

2 BACKGROUND

- 2.1 At its meeting of 7 November 2017 the Council adopted the Midlothian Local Development Plan 2017 (MLDP). The MLDP included a commitment to prepare Supplementary Guidance and Planning Guidance on a number of topic areas (Section 7.2, pages 81 and 82 of the MLDP). Additional guidance is required to provide further detail and interpretation of the policies and strategy set out in its development plan. One of the topic areas which needs further detail is with regard Midlothian's Green Networks. Specific support for and protection of the green network is provided through MLDP policy ENV2: Midlothian Green Network. This policy is designed to work in conjunction with other policies in the MLDP relating to green and blue infrastructure assets and features of biodiversity value
- 2.2 At its meeting of 9 January 2018 the Committee approved the draft Green Network Supplementary Guidance for consultation and agreed to consider a further report on the Guidance following the proposed consultation.
- 2.3 The consultation period ran for six weeks from 9 February to 3 April 2018 with discussions with interested parties continuing after the specified period.
- 2.4 The draft Green Network Supplementary Guidance was published on the Council's website and available for inspection at Fairfield House and in all Midlothian Council libraries. All Midlothian Community Councils were consulted, as were a variety of other Midlothian community groups, those who had commented on the green network sections of the Proposed Midlothian Local Development Plan and other known parties considered to have an interest in the document. This included Midlothian residents, adjoining local authorities, Government agencies, third sector organisations, representatives of the

development industry and developers with a known interest in sites identified in the Local Development Plan with green network implications from the draft supplementary guidance and the adopted Midlothian Local Development (2017).

3 REPRESENTATIONS

- 3.1 As part of the consultation process responses from 33 parties were received, raising 142 separate points for consideration. Responses were received from a spread of consultees including, community councils, individual members of the public, community organisations, third sector groups, Government agencies, agents and developers.
- 3.2 A summary of the consultation responses received with the proposed officer response (Appendix A) and a track change copy of the draft Midlothian Green Network Supplementary Guidance document showing proposed deletions and additions to the document arising from the consultation is attached to this report. New text within the Guidance document is shown in red.
- 3.3 The nature of responses received included:
- Support for particular locations being included within the green network, including the Newbattle Strategic Greenspace Safeguard;
 - promotion of particular active travel routes (both short and long distance) and green network opportunities that respondents felt were missing from the draft document or should be enhanced;
 - having more signage of active travel routes;
 - having more support in the document for more native woodland planting;
 - support for approach to SUDS in the document;
 - seeking to promote site(s) as wildlife sites;
 - having route surfaces that are suitable for horses, also surfaces suitable for buggies and wheel chair users;
 - need for the document to differentiate between commuter routes and recreational active travel routes;
 - concern the document has been drafted without landowner engagement;
 - concern that the document is too rigid, not consistent with the Midlothian Local Development Plan and overly complex; and
 - concern that the document is not clear on who would fund the green network enhancements.

4 STRATEGIC ENVIRONMENTAL ASSESSMENT

- 4.1 All Scottish public bodies and a few private companies operating in a 'public character' (e.g. utility companies) within Scotland are required to assess, consult and monitor the likely impacts of their plans,

programmes and strategies on the environment. This process is known as Strategic Environmental Assessment (SEA).

- 4.2 As required by the Environmental Assessment (Scotland) Act 2005, screening for likely significant environmental effects from the draft supplementary guidance has been undertaken with the Consultation Authorities - SEPA, Scottish Natural Heritage and Historic Environment Scotland. The Consultation Authorities agree with the Council's opinion that no such detrimental environmental effects are likely and thereby exempting the supplementary guidance from any requirement for a formal SEA. However, the supplementary guidance cannot be considered adopted until such a 'formal' determination has taken place. The determination requires to be advertised in a local paper within 14 days and copied to the consultation authorities.

5 GREEN NETWORKS SUPPLEMENTARY GUIDANCE

- 5.1 The Midlothian Local Development Plan (2017) has a commitment to prepare supplementary guidance on green networks. Not adopting the Midlothian Green Network Supplementary Guidance would weaken the Council's position in safeguarding and securing additions to green and blue infrastructure and active travel in Midlothian.
- 5.2 In Midlothian, the green network comprises connected areas of green and blue spaces within, around and between towns and villages that provide usable open space, active travel routes (routes for walking and cycling), habitats for wildlife and plants, and natural surface water and flood water management opportunities. Green networks include green features like parks, woodlands, trees, planted areas, hedges, verges, allotments, community growing spaces, outdoor play and sports areas and gardens. They also incorporate blue features such as rivers, lochs, wetlands, ponds, other watercourses, permeable paving and sustainable urban drainage systems (SUDS). When considered together as a network, these green and blue features provide important assets that contribute to place and environmental quality, opportunities for shelter, access and travel, sustainable urban drainage, pollution mitigation, wildlife habitats and to climate change mitigation and adaptation.
- 5.3 The supplementary guidance provides a framework supporting the delivery of the green network across the whole of Midlothian. Delivering improvement of the Midlothian Green Network is a collaborative task, whether it relates to additions to the network or the protection and enhancement of existing network components. Midlothian Council will therefore work with partners including landowners, communities, non-governmental bodies, charities and other third sector organisations, schools and colleges, businesses and developers to support the continuing improvement and use of the green network. The Council will also work with partners to enhance the green network by seeking to deliver additional green and blue components that are not specifically

anticipated in this document. Enhancements and additions to the Green Network that will be delivered as an integral part of new development are identified in the guidance. The specific requirements for allocated development sites are identified, as are the area wide network requirements that the Council will seek contributions to. Investing in a green network will help safeguard biodiversity in Midlothian and also provide easier opportunities for participating in healthier lifestyles and exercise, thereby helping to reduce the effects of physical and mental poor health.

- 5.3 Section 22 of the Planning etc. (Scotland) Act 2006 requires the Council to send Scottish Ministers a copy of the Midlothian Green Network Supplementary Guidance intended for adoption, together with a statement setting out the publicity measures undertaken for the consultation, the comments received and how comments submitted were taken into account. Unless Scottish Ministers have directed otherwise, after 28 days the Council may adopt the Supplementary Guidance.

6 RECOMMENDATION

- 6.1 The Committee is recommended to:
- a) adopt the Midlothian Green Network Supplementary Guidance (as amended following the consultation process);
 - b) agree that the Green Network Supplementary Guidance will not have a significant environmental impact triggering the need for a formal Strategic Environmental Assessment;
 - c) instruct the Head of Communities and Economy to undertake the required notification/advertisement advising that the Green Network Supplementary Guidance will not have a significant environmental impact triggering the need for a formal Strategic Environmental Assessment;
 - d) instruct the Head of Communities and Economy to notify the Scottish Ministers of the Council's intention to adopt the Midlothian Green Network Supplementary Guidance; and
 - e) require notification of the outcome of the notification of the Scottish Ministers procedure.

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Background Papers: MLDP 2017 adopted 7 November 2017.

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Supplementary Guidance - Responses Received

Appendix A

Respondent	Organisation	Q	Summary of Responses	Proposed Midlothian Council Response
Ian Baxter		1	Include attracting visitors to list of green network benefits	Accept. New bullet added.
		3	Include references to signage in path descriptions	Not a matter for the SG.
		4	Include/promote long distance paths through the area	Reference to long distance paths added in paragraph 2.5.1
		6	Create a tarmac path alongside the Borders Railway	This is not practical in the Midlothian section of the Borders Line. No change made
		10	Open old railway viaduct at Lasswade and the Half Mile tunnel	Viaduct route added as an aspirational multi user path.
Ross Laird		14	Active travel route along A701 should extend from Straiton to Penicuik. Create a link through Glencorse area to Pentlands, connected to Penicuik and The Bush	A701 active travel route extended on maps. Glencorse connections not added - connections to Pentlands will be considered further when A702 discussions with Transport Scotland are underway.
		13	A703 as a cyclist commuter route needs to be recognised Connections between The Bush and Penicuik need to be improved Creation of trails around Roslin to attract and retain visitors Need good connections between Roslin, Bilston and the Pentlands Need safe crossing points on A702	A703 cycle path identified on map. References made to crossing of A702 in Loanhead etc and Penicuik etc section. Connection between Penicuik and The Bush will be via A701. Comments about Roslin noted. No change made. Connections to the Pentlands will be considered further when A702 discussions with Transport Scotland are underway.
Christopher Wiseman		2	Introduction should refer to ecosystem services and be more specific about the economic benefits of green infrastructure	Ecosystems services not directly relevant to the text of this SG. No change made. Economic benefits already listed.
		4	Design principles should include Design for Quality, including an aspiration to achieve high quality through landscape-led design. Sort out inconsistencies in use of terms - green network/green infrastructure etc. 2.1.5 'mitigation measures will be required to replace and enhance the extent and quality of existing provision' needs to be stronger. It should be clear that mitigation measures will be required and such measures should demonstrably increase the net extent of green infrastructure assets and increase the quality and diversity of the network. 2.1.6 unintentionally infers that the most adaptable green network component is a patch of amenity grass. It should be clear that proposals should be high quality, biodiverse, well connected, accessible and demonstrably enhance the existing green network. If this approach is taken then whatever the future demography, all users will have access to a variety of high quality green spaces. Climate change should be considered as a long term cost. 2.3.2 should mention the contribution of SuDS/blue corridors to biodiversity. Should also refer to the principle of integrating green infrastructure into highways/built form to create a higher quality of design and better resilience.	Designing for quality is embedded in the three principles. Inconsistent use of terminology fixed. Have included suggested changes to 2.1.5 and 2.1.6 and 2.3.2
		14	There are missing connections between NCR196 and multi user cycle paths, and cycling connections between Penicuik and Edinburgh need to be strengthened. Suggests a multi user path adjacent to the B7026 through Auchendinny that could then be taken into the A701 or through Roslin on quieter routes. 20m landscape buffer at Auchendinny should be a minimum not an average. Should include east-west paths linking the North Esk Valley with the Pentlands, for example links from Penicuik to Rullion Green and House o'Muir	Not clear where missing connections are. A701 cycle path extended into Penicuik as an aspiration and A703 cycle path added. Multi user path through Auchendinny will be provided through the development site, and proposed link to Roslin via Oatslie. Text taken from LDP, no change possible. Aspirational multi user path added from Rullion Road to A702. Further connection to the Pentlands will be considered further when the A702 discussions with Transport Scotland are underway.
		3	Refer to the Lothians Landscape Character Assessment and refer to landscape character in the design guidelines.	Reference to landscape character added to paragraph 1.2.2. Reference to Landscape Character Assessment not necessary.
Stuart Jamieson		6	Widen the cycle lane on the A7 between Sheriffhall and Danderhall and sort out the junction with The Wisp. Need another crossing of the bypass in Shawfair area, potentially at Old Craighall.	A7 multi user path added as an aspirational route. Old Craighall crossing of bypass outwith Midlothian. Cow Tunnel not practical due to onward access challenges into Dalkeith Country Park.
		8	Kippielaw path needs to go all the way to Mayfield, including a path on the old colliery rail line that runs from Easthouses Industrial Estate to Newtongrange.	Kippielaw path will complete the connection from Dalkeith to Mayfield. Other paths are available so old colliery line isn't needed as a route.
		12	Improve links from Mayfield and Gorebridge to Vogrie. Make paths from Mayfield to Gorebridge more direct, linking Mayfield bus terminus to east of Gowkhill Farm.	Topography makes improving cycle access to Vogrie impractical. Gorebridge to Mayfield access will be improved through extended urban area.
		2	Develop more way marked walking/running routes	Way marking is not a matter for the SG.
		4	introduce more diverse play areas	Noted. No change made.
		8	Develop the old railway branch line that runs from near Fairfield House to Hardengreen Industrial Estate as a traffic free route from Dalkeith centre to Eskbank rail station	Route is in private ownership and experiences drainage challenges. No plans to pursue this currently. No change to the SG
Dave Bisset	Scottish Water	1	Supports approach to SuDS	Noted. No change made.
		3	Refer to Sewers for Scotland (ed.3)	Reference added to Sewers for Scotland in new paragraph 2.4.2
		5	Refer to risk of tree route incursion.	Reference to root incursion included in new paragraph 2.4.2

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		9	Refer to Sewers for Scotland (ed.3)	Reference added to Sewers for Scotland in new paragraph 2.4.2
		11	Refer to risk of tree route incursion.	Reference to root incursion included in new paragraph 2.4.2
		15	Refer to Sewers for Scotland (ed.3)	Reference added to Sewers for Scotland in new paragraph 2.4.2
Lesley King		1	Change order of benefits list to environmental, then social, then economic. Plan should include biodiversity offsetting	No change to order of list of benefits made as it is not a hierarchy. Biodiversity offsetting is not a matter of this SG as there is no corresponding policy in the LDP.
		15	Need to differentiate between commuter routes and leisure routes. Refer to A703 as a commuter route	Reference to leisure routes, commuter routes and routes to schools added to paragraph 2.5.1 A703 aspirational multi user path added.
		3	Refer to reducing car use in the design principles Mention alternatives to tarmac for shared use paths, for example well drained cinder paths. Mention that not all spaces need to be managed - natural and semi natural spaces are sometimes more appropriate.	Car use reduction is an outcome not a design principle. No change to text made. Have inserted reference to surfaces being suitable for intended use, replacing previous reference to being suitable for shared use. Have also removed standard specification. Bullet added to list in 2.3.2 referring to maintenance regimes which encourage the establishment of natural and semi natural greenspaces.
Paul Lewis	SEPA	1.2.4	Replace 'minimise' with 'reduce'	Amendment made
		1.2.10	paragraph 1.2.10 could be open to misinterpretation.	Noted. No change made.
		2.1.6	supports reference to long term management and maintenance	Noted
		2.4.1	content with paragraph	Noted
Chris Matson		8	Proposes two new path connections - one at Ironmills Park and one at Eskbank	Ironmills Steps alternative being considered by the Council, however suggested route doesn't facilitate easy access to the park, which is the priority for the council. No change to the SG. Dismantled rail line route is in private ownership and experiences drainage challenges. No plans to pursue this currently. No change to the SG
Andrea Hardman		16	retain open space away from busy roads in site Hs16 and safeguarded site	Noted
			supports upgrade of Dryden Tower - Langhill Farm path. Need an off road cycleway along A703. Include an upgrade of the Boghall path between the A702 and A703	Multi user path along A703 now included. Boghall path upgrade doesn't have a clear user base at the moment however connections to the A702 will be considered further once discussions about the A702 path improvements are commenced with Transport Scotland. No change to the SG
			Include an off road path between the Bush Estate and B7003 into Roslin	Roadside paths are suitable for purpose. No change proposed.
Bob Smith			Concerned about the loss of green space for a school	Noted. Not a matter for the SG. No change.
Margaret Littlewood	Roslin & Bilston Community Council		Would like to see more woodland around Bilston and Roslin than in shown in the SG	Noted
			Need buffer zones between nature conservation sites/woodland and new development	Noted. Not a matter for the SG. No change.
			All paths should be multi users (including wheelchairs and buggies) and well drained. Dog bins are needed, which are regularly emptied. Road crossing points at ends of paths should be considered	Not all paths need to be multi user. Reference to need for drainage added in 2.5.3. Dog bins are not a matter for this SG. Road crossing points are referenced where specifically needed.
			All paths should be accessible to buggies and wheelchairs with level junctions. Main paths should also be suitable for cyclists. Tarmac not always most appropriate surface. Dog bins need to be emptied. Existing path from Seafield Road through Cameron Gardens, which was reinstated following development has now been blocked by residents.	Have removed standard path specification and added requirement that surface is suitable for purpose. Dog bins not a matter for this SG. Will pass Cameron Gardens comments to Land & Countryside.
			Paths should be signed, protected from use by off road bikes and paths used by horses should have a whin track alongside.	Signage is not a matter for the SG. Path design will take into account issues such as preventing access by motorised users. Surfacing requirements have been altered to require that they are suitable for intended use.
			A703 footway from Hillend to A702 junction	Has been added as an aspiration
Dougie West	Skeltniemuir Residents Association		Bonnyrigg path needing upgrade	Not a matter for the SG. Will raise with Land & Countryside.
			concerns about cyclist safety at Eskbank Toll and A7 roundabouts. Suggests toucan crossing on B6392 near Justin Lees.	Road safety issues not for this SG. No change made.
Andrew Matheson			Welcomes A7 urbanisation plans. Need toucan crossings of A7 to link B6392 and A772.	Road safety issues not for this SG. No change made.
			Identify Ancrum Road old rail line as a wildlife site.	No change proposed as site has been assessed as potential LBS previously and didn't pass the assessment.

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David French	Spokes		SG should state that the Council will strive to provide routes across major barriers as roads, rail line and rivers. Paths should comply with Cycling by Design. Design guidelines should refer to the need for cyclepaths and footpaths connecting each new development with neighbouring streets, and new development must leave space between buildings so they can be connected to future development.	A statement along these lines would need significant caveats about cost and technical constraints so would not be meaningful. Will add references to availability of Cycling by Design and other design advice (eg British Horse Society) Reference to future proofing access to be added.
		6	Need a MUP along the A7 from Sheriffhall to Edinburgh. MUP along Millerhill Road should run the full length. There should be a MUP along Newton Church Road. Path from Connection Point 4 to Millerhill Road should be upgraded to a MUP. Need a crossing of the bypass between Millerhill and Sheriffhall	A7 multi user path added as an aspirational route. MUP extended full length of Millerhill Road Newton Church Road MUP will be added as an aspiration. CP4 to Millerhill Road is already multi user standard. Cow Tunnel not added due to access constraints into Dalkeith Country Park, but is a known option.
		8	Access to eastern end of proposed path through Sheriffhall South is important - possible toucan crossing required. Provision of a MUP on the A6106 through Dalkeith. Need to safer cycling option between Eskbank and Dalkeith. NCN196 through Eskbank should be more direct. Eskbank Toll needs improved cycle safety measures. Designate a quiet route through Woodburn to Edgehead Road. Create a new river crossing of the South Esk between Dalkeith and Woodburn. A7 roundabouts need improved for cyclists. Larkfield development needs to be permeable to surrounding development. Proposed green network links from h46 and Hs5 to h33 aren't shown on the map. Inconsistency between Dalkeith and Easthouses map for path upgrade along A6106. Facilitate cycle access through Eskbank Court and Avenue Road. Ramp built linking A68 and NCN1. Build MUP along A68. MUP along B6392 from Dobbies to Eskbank	Crossing of A6106 at Kings Gate/Melville Gate Road junction has been added as an aspiration linked to e32 path. No plans to add MUP through Dalkeith. Will pass Eskbank-Dalkeith concerns to roads colleagues, not for this SG to address. Quiet routes not a matter for this SG (will pass to Active Travel team) Additional river crossing not necessary. A7 urbanisation will address the roundabout challenges. Larkfield comments noted. Will correct map at h33. Will amend maps for A6016 path upgrade consistency. Widening of path between Avenue Road and Eskbank Court is not possible. Cycle access along A68 Dalkeith Bypass is not supported for safety reasons therefore ramp to NCN1 would not be suitable. Cycleway and footway already exists along B6392
		10	Consider reopening the Broomieknowe tunnel and Lasswade viaduct and upgrade the core path between the North Esk and Wadingburn Road to form a MUP from Bonnyrigg to Loanhead. Alternatively the route could go along Wadingburn Road. Welcome proposal to upgrade path between Lasswade and Edinburgh and filling the gaps between Connection Points 12, 16, 15 and 14. A connection between NCN196/Rosewell and Roslin Glen should be provided. Show Rosslynlee on maps. The path at the southeast corner of Hs10 should connect to Connection Point 12. At least one path between h70 and Rosewell should be upgraded.	Viaduct path added as an aspirational route. Not clear which core path is being referred to, but upgrade is included for Wadingburn to Loanhead. No viable route presented for the Rosewell/Roslin Glen connection. Rosslynlee will be added to maps. Direct connection from Hs10 to CP12 not possible due to topography and land ownership. Paths at h70 suitable for current level of use
		12	A recommended and signed quiet route between Newtongrange Station and the path between CP12 and CP20 would be beneficial. Welcome proposed upgrade of path between Bogwood Road and Suttieslea Road but could usefully continue along Suttieslea Road to CP20. Upgrading of the path through Bryanswood would be welcome. Path upgrade along A7 at Gorebridge should extend to meet proposed path through Redheugh, and potentially beyond to Newtongrange. Need a toucan crossing on the A7 to get to the Redheugh path. Could the path at Kippielaw go along the Easthouses Road instead.	Quiet routes not a matter for this SG. Comment passed to Active Travel team. Continuation of path not practical due to road geometry requirements but there is via Bryanswood and Mayfield Road. Path through Bryanswood is an existing cycleway, no further upgrade is planned. Proposed A7 path will be extended to meet proposed path through Redheugh, with reference added about need for safe crossing. Kippielaw path route feasibility is being assessed currently but considered better route at this time.
		14	Welcome proposals to improve access from Penicuik and Straiton to the Pentlands. CP24 requires footway upgrades along the A702. The proposed MUP along the A701 should extend further south into Penicuik. A connection between NCN196 and the proposed Roslin-Peebles path could be built, perhaps upgrading the existing path near Ahs4	CP24 removed but specific aspiration to work with Transport Scotland about active travel access along the A702 has been added. Aspirational multi user path along A701 extended to Beeslack where it connects to proposed multi user paths to the town centre. Topography makes the proposed path upgrade to join NCN196 and the proposed Roslin-Peebles path impractical.

		16	Core path connection CP31 to the Roslin-Gilmerton path should be upgraded. Upgrade of path through Ec4 mentioned in text but not shown on map. Step free access from paths to Edgefield Road is required. A701 Relief Road should include a MUP linked to Ec3. Existing A701 should be closed to through traffic whilst maintaining local access from each end. There is a gap in the cycle path to the Dick Vet on Bush Farm Loan. h55 should include a path upgrade along Seafield Road to connect Bilston & CP30 with the existing path on Bush Farm Road. At least one MUP should connect Hs16/17 to the proposed A701 MUP. Provide connection to Shawfair-Roslin path from e33. A MUP along the B7003 at Roslin should be considered. Step free access to the path between CP27 & CP28 should be possible from Main Street. A MUP should be provided from Park Avenue to the north end of the Bilston Viaduct. A connection from Bilston Industrial Estate to the south side of the Bilston Viaduct should be added. The A703 footway should be upgraded, the speed limit should be reduced to 40mph.	Path along Edgefield Relief Road does not need upgraded, however a path will be needed at e33 to facilitate access to the Shawfair-Roslin path. Text will be amended to say retention of path rather than upgrade (to be consistent with LDP). A701 Relief Road will not include multi user path because provision for active travel will be provided down the existing A701. Closing existing A701 to through traffic is not practical due to existing businesses. Cycle path runs the full length of Bush Farm Loan. Aspirational link added between CP30 and Bush Farm Loan. Specific multi user path link from Hs16/17 to A701 not considered necessary at this time. Connection from Edgefield Relief Road to Shawfair-Roslin path through e33 has been added. Path widening along B7003 is not technically possible due to carriageway width. Reference to step free access from Main Street to Core Path by Hs19 added. Path connection between Park Avenue and the Shawfair-Roslin path is indicated for site Ahs2. Connection into the Bilston Industrial Estate from the south side is not feasible due to land ownership and topography. A multi user path along the A703 has been included.
Samantha Baker		5	Ensure Sheriffhall is safer for NMUs.	This is a matter for Transport Scotland but a reference to the importance of non-motorised user access across the junction will be added.
		8	Road surface between Eskbank Toll and Morrisons needs replacing. Path shown from under A7 coming out at Melville Road between Eskbank and Melville Castle doesn't appear to be accessible from the Melville Road side. Steps should be reopened. Ironmills	Noted. However is a matter for Roads. Noted. No change to map proposed as using Core Paths Plan. Alternatives to Ironmills Steps are being explored by Land & Countryside.
		12	Newtongrange to Eskbank Road needs upgrading to provide a continuous pavement along one side	Noted. Not a matter for this SG. Comments passed to Roads.
		14	Welcome proposals	Noted
		16	Support proposals	Noted
Michael Spencer		1	Figure 1 needs a key. Figure 2 needs an OS background map. Figure 3 is unreadable. Figure 4 should be a whole page. 1.2.8 should highlight that the road network will never be able to cope with car volumes so viable alternative is essential.	Figure 1 - key will be added. Figure 2 - noted. No change planned but clarity will be improved. Figure 3 image clarity will be improved. Figure 4 is provided as a whole page in Appendix 1. Noted but no change to text proposed.
		2	section 1 should make it clear how the components of section 3 fit into the wider whole.	Consider this to be clear enough already
		3	1.2.4 mentions image that isn't there. 1.2.5 should say replace with same or better connectivity rather than unavoidable loss. 2.5.3 connect to the existing network or at least plan to	Text in 1.2.4 amended. 1.2.5 text amended. 2.5.3 text amended
		9	Strategic Connection 10 should be highlighted as critical. Need to consider how to connect this route to west of the North Esk - a long term goal should be a dedicated walking/cycling bridge over the North Esk. Reopening the viaduct at Lasswade Stables would help to connect Lasswade to Loanhead.	To highlight Strategic Connection 10 as critical would be inappropriate as there is no hierarchy of relative importance between the strategic connections. Reopening of the Lasswade viaduct is included as an aspiration. This provides an off road crossing of the North Esk. Wadingburn path upgrade provides connection to Loanhead.
		13	Need a segregated cycle/walking path along the length of the A702. Supports a segregated cycle path from from CP26 to CP23 to connect to NCN196. CP24 doesn't have a purpose unless access along and across the A702 is sorted.	Aspiration to liaise with Transport Scotland about multi user path along A702 added. Noted. CP24 removed.
		15	3.6.1 should specify the amount of priority NMUs can expect. What are the plans for crossing of the bypass at Straiton and between Straiton and Hillend? How will be crossing be made at CP32? Access between the east of Loanhead and Mavisbank needs to be improved. Access to the Roslin-Shawfair path from Edgefield Road needs to be improved, and linked to Loanhead Primary School. Need a new walking/cycling bridge to connect Loanhead to Lasswade/Rosewell	It isn't possible to provide a single statement about amount of priority non motorised users can expected. No change proposed. Note added about importance of considering NMUs when changes to the Straiton junction are made. The crossing of bypass between Straiton and Hillend is just aspirational at this stage. Feasibility of underpass at Lothian Burn/Burdiehouse Burn being explored by City of Edinburgh Council. Form of crossing at CP32 will be decided if/when the route is designed. Access to Mavisbank is not a matter for this SG but is being explored by the Council in partnership with Historic Environment Scotland. A new access to the Shawfair-Roslin path from Edgefield Road through e33 has been added. A link closer to Loanhead Primary School isn't possible due to topography. Bridge of the scale proposed is not feasible due to landscape impact.

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Laura Burnett		10	Supports Strategic Connection 10, which should be designed to allow access from existing paths such as the core path at Wadingburn. Map refers to MUP while text refers to cycleway, which aren't the same thing.	Text amended to include reference access from existing paths to Strategic Connection 10 and reference clarified as multi user path
		13	Glencorse spelling	Spelling corrected
		15	How much more priority will be given to NMUs along the A701 after the relief road is built? And how will the Straiton junction be improved?	Not known at this time. Reference added about consideration of NMUs when Straiton junction altered.
		16	Supports Straiton to Lothianburn link. Crossings over A701 and A702 should be elevated. Need to improve cycle access across the Gowkley Moss roundabout	Form of crossings not being considered at this stage. Further cycle access across Gowkley Moss forms part of aspiration for multi user path along A701 from Bilston to Penicuik
Rhona Matthews	British Horse Society Scotland	1	Equestrian community and associated benefits have been excluded.	Equestrian community is referred to in text (see 2.1.4)
		2	Section 1 should include horse riders	Noted. No alteration proposed. Equestrian use referred to in 2.1.4
		3	Bitumen is an inappropriate surface for paths. Should use ultra-trec where paths need to be paved.	Noted. Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		4	Remove bitumen as standard for multi user paths	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		5	Use ultra-trec rather than bitumen. Alternatively surface half the path with bitumen and the other half with ultra-trec with a small barrier between the two path surfaces to stop broken glass on the bitumen path getting kicked onto the ultra-trec path.	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		6	Remove bitumen as standard for multi user paths	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		7	Use ultra-trec rather than bitumen. Alternatively surface half the path with bitumen and the other half with ultra-trec with a small barrier between the two path surfaces to stop broken glass on the bitumen path getting kicked onto the ultra-trec path.	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		8	Remove bitumen as standard for multi user paths	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		9	Use ultra-trec rather than bitumen. Alternatively surface half the path with bitumen and the other half with ultra-trec with a small barrier between the two path surfaces to stop broken glass on the bitumen path getting kicked onto the ultra-trec path.	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		10	Remove bitumen as standard for multi user paths	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		11	Use ultra-trec rather than bitumen. Alternatively surface half the path with bitumen and the other half with ultra-trec with a small barrier between the two path surfaces to stop broken glass on the bitumen path getting kicked onto the ultra-trec path.	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		12	Remove bitumen as standard for multi user paths	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		13	Use ultra-trec rather than bitumen. Alternatively surface half the path with bitumen and the other half with ultra-trec with a small barrier between the two path surfaces to stop broken glass on the bitumen path getting kicked onto the ultra-trec path.	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		14	Remove bitumen as standard for multi user paths. Paths referred to as cycle paths are actually MUP e.g Pomathorn Road to Kirkcaldy	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		15	Use ultra-trec rather than bitumen. Alternatively surface half the path with bitumen and the other half with ultra-trec with a small barrier between the two path surfaces to stop broken glass on the bitumen path getting kicked onto the ultra-trec path.	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
		16	Remove bitumen as standard for multi user paths. Paths referred to as cycle paths are actually MUP e.g Pomathorn Road to Kirkcaldy	Reference to path surfaces altered to require surface suitable for intended use, and standard specification removed.
Ben Miller		8	Support A7 urbanisation, including improved pedestrian/cycle crossing over the Eskbank/Bonnyrigg Road roundabout. Path through Melville Estate is currently inaccessible. North Esk Way will require a path between Melville Castle entrance and Ironmills Park. Entrances to Lady Lothian path at both ends need enhancing. Route of NCN1 on map is incorrect.	Noted. Noted, not a matter for this SG but Land & Countryside have been informed. Options being considered with Land & Countryside. No alteration to SG needed at this stage. Noted but not a matter for this SG. NCN1 route will be corrected.
		10	MUP through land next to Hs10 not required - just connect railway path to A7 urbanisation. Entrance to path near Tesco needs upgrading.	Path through land adjacent to Hs10 removed. Noted.
Susan Manson		1	Refer to Designed Landscapes	Designed Landscapes included.
		2	Include roadside verge management as part of the green network in biodiversity terms	Reference to verges added to biodiversity section
		3	welcome reference to LBAP	Noted

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Graeme Patrick	Grange Estates (Newbattle) Ltd	4	Notes difference between standard specification and A7 urbanisation specification	Standard specification removed.
		9	SG drafted without landowner engagement	Consultation draft provided opportunity for engagement
		10	Hs10 - won't be including habitat enhancement as part of SuDS. Requirements have been added which aren't in the LDP or approved Masterplan - multi user path through the site to connect NCN196 with the upgraded path along the Bonnyrigg distributor road; path access from all parts of the site to the surrounding path network; and enhance the setting of NCN196 with 10-15m wide hedgerow planting along the site boundary	Path connection from Bonnyrigg distributor road to NCN196 shown in masterplan accompanying outline consent. Path access throughout the site also shown. Buffer along NCN196 also shown - reference to specific width removed from SG.
		12	Objects to all requirements for h38 and h49 because they are not consistent with the development plan or development brief.	Have reverted to text from the development brief
Colin Lavety	Barton Willmore (for Taylor Wimpey/ Hallam Land Management)	3.6.6	Hs16 - shouldn't show the greenspace/woodland on the safeguarded site as it is too restrictive. Remove indicated link along the western boundary as is outwith the developers control. Text refers to link through Hs16 to core path 41 but this isn't shown in the map.	Structure planting shown along boundary with A701 Relief Road but other areas of greenspace shown in safeguarded site removed from map. Link along western boundary removed. Multi user path added to map to be consistent with text.
Viv Gray	SNH	1	welcome reference to wider networks	Noted
		3	reference to multi-functionality should include natural beauty/aesthetics and shelter/tranquility. Bullet 4 in 2.5.3 should refer to managed green verges	Shelter added to list. Other points covered adequately by existing bullets. Text amended to refer to managed green verges
		4	2.3.3 refer to the relevant LDP policies add photos and diagrams to explain the design principles	2.3.3 text altered. Photos/diagrams being considered for final format
		5	long term connectivity could be improved	see comment below.
		6	the multi user path along Millerhill Road should be within a 5-10m wide multi purpose landscape corridor rather than just being a path. There should be a landscape strip between the edge of the A720 and the proposed orbital path. A minimum 20m width would allow structure planting, possible noise attenuation and space for the path. There will be significant landscape and visual changes from the Sheriffhall junction upgrade, so it is important to clearly express the quality of outcome needed in order for the multi user path to deliver functional grades and the crossing of the Borders Railway in this location. Support the crossing of the rail line in location shown as part of the city orbital route. The orbital route should be shown to connect to the A68 junction and then north east to Old Craighall and the East Lothian Segregated Active Travel Route & NCN1. Identify another path connection across the land between CP1 & CP2	Noted but no change to text proposed due to existing outline consent. Landscape strip added to map. 3.1.4 makes the point about Sheriffhall already. Orbital route cannot be shown linking to A68 because cycling is not encouraged on A68 for safety reasons. Reference already made to links to East Lothian Green Network.
		8	Should identify the cow tunnel and a new route to the country park as a new connection, or a new path westwards as an alternative route for orbital route	Discussed with Buccleuch Estates - waiting on response. Will leave as it is in text currently but will pursue this option as a priority.
		10	Plan doesn't show the paths around the Galadean plantation near Upper Dalhousie. Recent quarrying application shows a number of existing and proposed paths	All paths shown on map
		14	Identifies three missing links which would complete a circuit of paths around Penicuik - near Terregles, paths around the North Esk and at Glenkorse House.	Additional existing paths and proposed improvements around Penicuik added to SG
		16	active travel route along A701 should be grade separated and tree lined	Design of the active travel route is not a matter for this SG
Meabhann Crowe	Colliers (for Shawfair LLP)	1	Support principle fo green networks where viable. Unhappy at lack of engagement in SG prep.	Noted
		2	Unclear if 2.1.3 means more in-depth, wider ranging landscape plans are going to be required than is typically provided. And it does not differentiate between local and major applications. Developers should not be expected to contribute to or carry out improvements to the green network in timescales which don't align with wider site construction activities and phased development. 2.1.6 is unclear, and appears to suggest applicants should consider all eventualities when drafting a landscape scheme. The standard specification for multi user paths appears rigid, and should be more flexible.	No it doesn't mean this. DM officers will advise applicants on a case by case basis, as is currently done. SG does not suggest this will be the case. 2.1.6 has been clarified. Standard specification has been removed.
		4	Plans must be proportionate to the proposed development under consideration. Clarification of paragraph 2.1.3 and 2.1.6. Flexibility to be built in to the path specification on page 12.	Noted. 2.1.3 not altered. 2.1.6 amended. Standard path specification removed.
		5	Should reflect up to date position on education campus and displaced development. 3.1.2 should be amended to be broadened to make clear that changes to the maasterplan and design guide require to be addressed via planning applications not SG.	Consented masterplan is the official up to date position. No change to 3.1.2 proposed.

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			Network and proposed connection points are overly complex. Alignment of paths will need to take cognisance of various factors such as topography and actual block development, and this should be noted. The SG introduces new paths/connections which do not form part of the consented Shawfair masterplan, which can only be amended by application, so concerned about how SG can introduce new elements. New greenspace/woodland around h44 is not supported, so it should be reduced and moved north to link with the ridgeline. Do not support proposed crossing of the rail line as it is far more likely that users will prefer to route between CP7 and CP8 via the country park. Clarify where Shawfair Bing is.	Noted. Text amended to highlight this. Noted. Plan will be altered accordingly. Any inclusions not consistent with the consented masterplan will be shown as aspirational. This would be an alteration to the approved masterplan. Mapping will be clarified. Noted. Name corrected to Monktonhall Bing.
			Overlaying the block plan with the SG plan highlights a number of issues, mainly additional greenspace encroaching on development blocks. Greenspace in T2 is in the wrong location. Linear park width and depth needs to be clarified. Map doesn't show proposed rail crossing, and user would be more likely to travel north before seeking to cross rail line. h44 - add where feasible to bullet ii e26 - creation of wildlife habitat is not supported e26 and e27 - path network requirements need to be proportionate to the development	Map will be corrected to avoid encroachment. Greenspace is shown in location agreed in masterplan, but will be amended. Linear park boundaries will be corrected. Rail crossing will be added to map. h44 bullet not amended. Have clarified what is meant by wildlife habitat. Noted
		6	see above	see above
Arina Nagy-Vizitiu	Woodland Trust Scotland	1	Welcome recognition of native trees and woodland, and need for woodland creation	Noted
		2	mention native woodland planting specifically in 1.2.4 and 1.2.7	Reference to native species added
		4	include design at a landscape scale in 2.1.2	No change proposed
		5	see below	See below
		6	refer to native trees/woodland specified for Hilltown community woodland and Ec1	Hilltown community woodland species already agreed. General statement about native species will apply to Ec1
		7	welcome retainment of woodland at e32	Noted
		8	specify native trees e14 and Ec2	General statement about native species will apply
		9	see below	See below
		10	refer to native woodland for Hs10, Hs11 and safeguarded site, and to native hedgerow for AHs1	General statement about native species will apply
		11	see below	See below
		12	specify native trees at h38, h49, h34 and h35.	General statement about native species will apply
		13	some points need strengthening	noted
		14	due to presence of ancient woodland in area of Hs20, there should be a minimum distance/buffer area from the woodland. AHs3 & AHs5 - hedge planting and trees should be native species. AHs4 - there are trees on the south western boundary and the trees on the NW and SW boundary are ancient woodland.	General statement about native species will apply. References to ancient and semi-natural ancient woodland added to relevant sites
		15	see below	See below
		16	native woodland and hedgerows should be specified for Ec3, Ec4, Hs16, Hs17, Hs18, Hs19, e34, Ec5, MSZ and AHs2	General statement about native species will apply
Pat Frankland	Newbattle Community Woodland		welcome strategic greenspace safeguard	Noted
John Oldham	Esk Valley Trust	1	1.1.7 it should be a requirement that new development contributes to the green network rather than an expectation	Noted. No text change proposed.
		4	2.5.3 reads as if all new paths should be multi user, paved and lit, which would exclude the development of new field/rural paths. It would be better if options could be more flexible.	Wording about surface altered to refer to being suitable for intended use. Standard specification removed.
		Sec 3	should be "connection points will be established at the following places to provide links between major pathways" rather than "the creation of multi user path links between the following connection points"	Wording altered to provide clarity.
		7	support creation of path through Sheriffhall South, with link to the gateway entrance to Melville Castle. Include a path from Melville Castle Gate between the northern boundary of the B6392 and the southern edge of the bank data centre to Ironmills Park under the railway viaduct	Noted. Suggested path not included.
		14	The Penicuik-Auchendinny map doesn't show any paths for Strategic Connection 1 through Penicuik Estate	path to be shown as 'other path'
Duncan Campbell	Mavisbank Trust	1	Sometimes road crossing will need to be via bridges to provide good access. Protection of prime soils for food production should be included in 1.2.4. The importance and value of ancient trees and woodland should be mentioned in 1.2.7. Should include designed landscapes in Figure 1	Noted. National policy exists on this matter. Repetition not required. Text amended in 1.2.8 to refer to value of ancient trees and woodland. Figure 1 amended.

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		3	2.2.1 - new development on greenfield sites should reflect their countryside heritage with retention/creation of larger open spaces and more trees/woodland. 2.2.5 - to retain a countryside ambience for paths, a whinstone or other natural stone surface should be more extensively used. Also bitumen surfaces can be top dressed with natural stone chips to provide a countryside ambience.	This will depend on site specific circumstances and isn't a matter for this SG. Standard specification removed and wording amended to require surfaces suitable for intended use.
		9	It is not clear who will provide the resources to carry out the green network proposals nor the priority allocated to the implementation of the various proposals.	Comment added about resources and partnership working
Malgorzata Kochman		16	There should be connections to the Gilmerton-Roslin path from Loanhead Primary School and the Ashgrove development (which should be step free). Also need step free access at the Gun Factory (where the Shawfair-Roslin path and Penicuik-Musselburgh paths meet). Connection points 9 & 13 are very poor and Eskbank Toll is excluded from the plan.	Direct access from primary school not possible due to topography but step free access path now identified as part of e33. Not clear where Gun Factory is. Comments about connection points 9 & 13 are noted. Eskbank Toll is a roads matter.
Nick Waugh	Buccleuch Property	1	Haven't been involved in the preparation of the SG	Noted
		2	SG doesn't reflect current position of many consented developments and lacks flexibility	Corrections will be made so it is consistent with existing consents.
		3	Is the SG looking for information over what is already provided in landscape plans. Developers should not be expected to contribute to or deliver green network improvements in a way which doesn't align with wider development timetable	No it doesn't mean this. DM officers will advise applicants on a case by case basis, as is currently done. SG does not suggest this will be the case.
		5	Education campus position and resultant changes need to be added to the SG for Shawfair area. Connection points are overly complex. Actual alignment of paths will need to take account of topography and block development etc. SG introduces path connections which aren't in the Shawfair masterplan. Greenspace around h44 is not supported. Nor is greenspace in corner of e27. Site e32 refers to maintenance of all woodland, which isn't possible due to quality. Route of proposed multi user path does not reflect a suitable development layout and text doesn't justify why it is needed. Application for e14/Ec2 hasn't been included. Paths through Hs5 don't connect to anything.	SG will show existing consents only (as per previous comment by same respondent). Noted. Comment added about topography etc. Map will be corrected. Any proposals additional to the masterplan will be marked as aspirational. Greenspace surrounding h44 will be corrected to match masterplan. Greenspace in corner of e27 is existing SuDS pond therefore is part of green network (as per definition). Noted. Includes plan allocations and consents, but not live applications. Path removed.
		6	Green network encroaches into development blocks. Path network is overly complex	Map will be corrected to avoid encroachment. Path network will be shown as agreed in masterplan
Mary Clapperton	Friends of Burghlee Park		Keep Burghlee Park as a park and part of the green network	Noted. As existing open space, this park is shown as part of the existing green network on the map.
		4	Need measures to prevent litter, dog excrement and fly tipping. Improved quality of core paths close to Burghless Park	Not a matter of this SG. Comments about paths noted. No change proposed.
		16	Existing nature trail in Burghlee park should be protected if site AHs2 is developed.	Noted. This would be specifically addressed if an application for the site is submitted.
Tim Crymble			Need to fill in missing links to provide cycle friendly paths connecting all Midlothian towns. Introduce a node system for path intersections to aid navigation.	Noted. SG identifies many of these missing links. Noted.
Henry Gibson	Tynewater Community Council		Protect the paths linking Cousland with Fordel Services and Whitehill.	Matter being addressed by Land & Countryside. Path is a believed right of way.

Midlothian Local Development Plan



Midlothian Green Network Supplementary Guidance DRAFT FOR ADOPTION JUNE 2018



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1 Overview

1.1 Introduction

1.1.1 Midlothian Council's vision for the Green Network is that "*an improved network of woodland, wildlife habitats, greenspace and watercourses has increased the attractiveness of Midlothian as a place to live, work, invest and visit*".

1.1.2 In Midlothian, the green network is connected areas of green and blue spaces **features** within, around and between towns and villages that provide usable open space, **active travel routes** (routes for walking, and cycling and horse riding), habitats for wildlife and plants, and natural surface water and flood water management opportunities. Green networks include green features like parks, woodlands, trees, planted areas, hedges, verges, allotments, community growing spaces, outdoor play and sports areas and gardens. They also incorporate blue features such as rivers, lochs, wetlands, ponds, other watercourses, permeable paving and sustainable urban drainage systems (SuDS). When considered together as a network, these green and blue features (**referred to as components in this document**) provide important assets that contribute to place and environmental quality, opportunities for shelter, access and travel, sustainable urban drainage, pollution mitigation, wildlife habitats and to climate change mitigation and adaptation.

1.1.3 Whilst the wider Midlothian Green Network extends across the council area, and connects to the green networks in surrounding areas (Edinburgh, East Lothian and Scottish Borders), this Supplementary Guidance focuses on the more densely populated northern parts of Midlothian which will see the most change, particularly in terms of new development. This does not mean that the Council will not support and encourage enhancements to the Midlothian Green Network outwith these areas. The Network Development section of this document focuses on six areas:

- Shawfair - Danderhall
- Dalkeith - Eskbank - Newbattle
- Bonnyrigg - Lasswade - Poltonhall - Rosewell

- Easthouses - Mayfield - Newtongrange - Gorebridge
- Penicuik - Auchendinny
- Loanhead - Straiton - Bilston - Roslin - Midlothian Science Zone

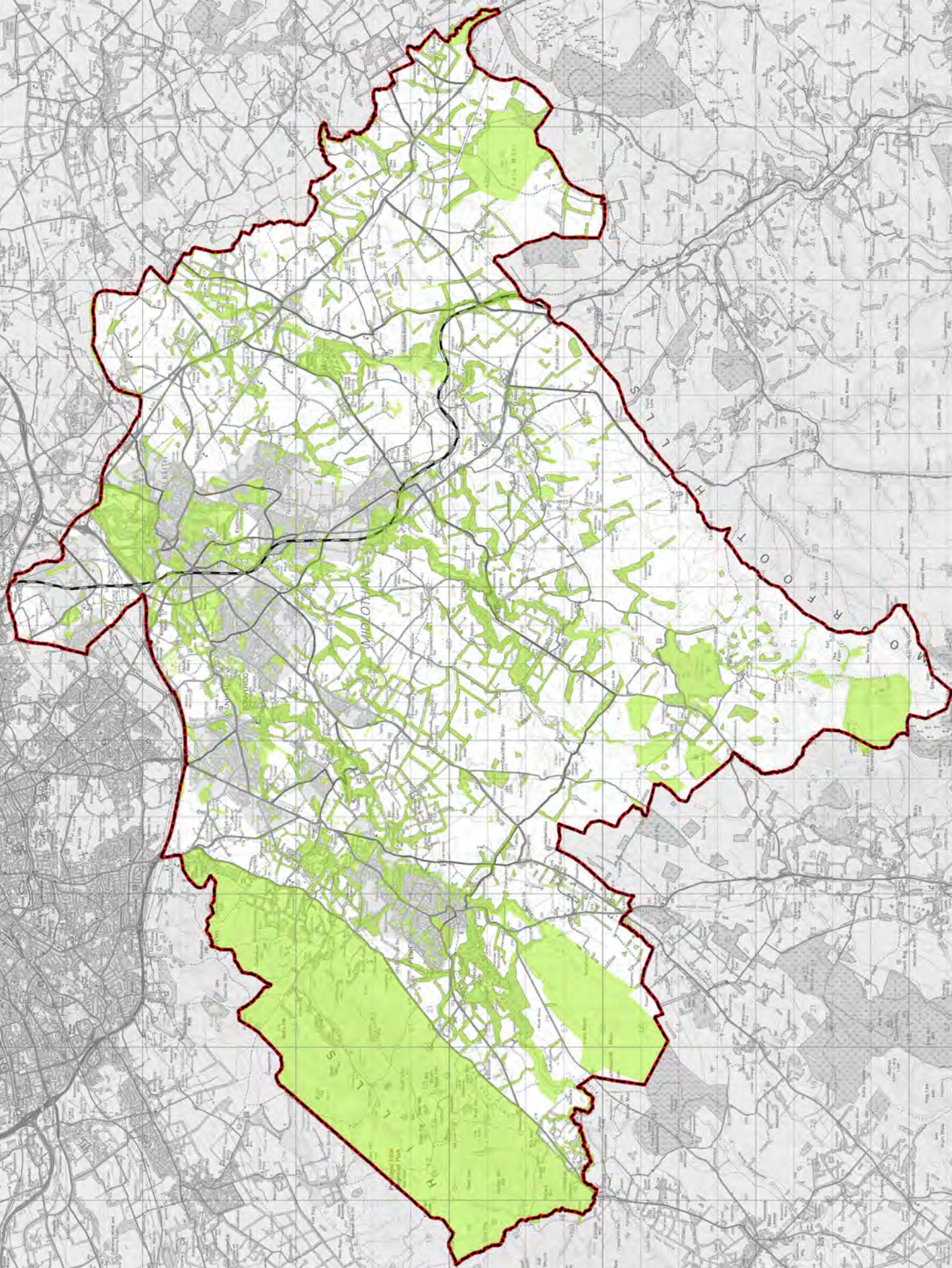
1.1.4 Specific support for and protection of the green network is provided through the Midlothian Local Development Plan (MLDP) Policy ENV 2 (see below). This policy is designed to work in conjunction with other policies in the Local Development Plan relating to **the different components of the green network including green and blue infrastructure assets and features** of biodiversity value (e.g. Policies ENV 3 - ENV 15).

Policy ENV 2 Midlothian Green Network

Development proposals brought forward in line with provisions of this Plan, and that help to deliver the green network opportunities identified in the Supplementary Guidance on the Midlothian Green Network, will be supported.

The Supplementary Guidance should be consulted in the formulation and assessment of such proposals to assess their role in contributing to components of the green network. Where green network opportunities are identified that are relevant to a proposed development (as determined by the Council), the development will be expected to contribute wholly, or in part, to their delivery.

For the allocated development sites (proposals STRAT 3 and STRAT 5) and additional housing development opportunities (policy STRAT 4), the Settlement Statements and Supplementary Guidance identify the relevant green network requirements.



Overview 1

1.1.5 Protection of existing green network components is a very important principle of the Midlothian Local Development Plan, and therefore underpins this Supplementary Guidance. The diagram above identifies the basis of the existing green network in Midlothian, including:

- Statutory nature conservation sites (SAC/SPA/Ramsar/SSSI/Local Nature Reserve)
- Local Biodiversity Sites & potential Local Biodiversity Sites
- Woodland (including Ancient and Semi-natural Ancient Woodland)
- Regional & Country Parks
- Open Spaces (as assessed in 2012 Open Space Audit)
- **Gardens and Designed Landscapes (designated under the Ancient Monuments and Archaeological Areas Act 1979)**
- **the River North Esk, River South Esk, Gore Water, Tyne Water and other watercourses.**

1.1.6 This Supplementary Guidance should be used in conjunction with the relevant elements of the Midlothian Local Development Plan, the Planning Obligations and Affordable Housing Supplementary Guidance (*currently being prepared*) and the Quality of Place Supplementary Guidance (*currently being prepared*). Where this Supplementary Guidance is being used in relation to a specific site, the essential sections to look at are:

1. The relevant site requirements (see **Network Development**);
2. The overall green network requirements for the relevant area (see **Network Development**); and
3. **Design Guidelines** (pages 10-15).

1.1.7 New development across the whole of Midlothian is expected to contribute to the enhancement of the green network. Positive approaches to water management, biodiversity and active travel should therefore be considered from the earliest stages of the design process. Midlothian Council will also support the enhancement of **the existing green network infrastructure** and the retrofitting of new green **network components infrastructure** into existing urban areas through other available mechanisms.

Strategic Context

1.1.8 The Midlothian Green Network forms part of the Central Scotland Green Network (CSGN), which is a long term project working across the central belt to restore and improve the rural and urban landscape. The extent of the CSGN is highlighted in the diagram below. Identified as a National Development in the National Planning Framework (NPF3, 2014), the vision of CSGN is that by 2050 Central Scotland will be “transformed into a place where environment adds value to the economy and where people’s lives are enriched by its quality”. The project involves public agencies, such as Midlothian Council, and stakeholders working together through their policies, programmes and actions to achieve this common aim.

1.1.9 The Midlothian Green Network is also a **component part** of the regional green network identified through the South East Scotland Strategic Development Plan 2013 (SDP1) and the proposed Strategic Development Plan 2016 (SDP2). Two cross-boundary green network priority areas are identified in the Proposed SDP2 to focus action on places where a coordinated, cross-boundary approach is needed to maximise the benefits of green infrastructure. These are Edinburgh & West and Edinburgh & East. The diagram below shows the cross boundary areas.

1 Overview

Figure 3: SESplan Proposed Strategic Development Plan (SDP2) Green Network Cross Boundary Areas

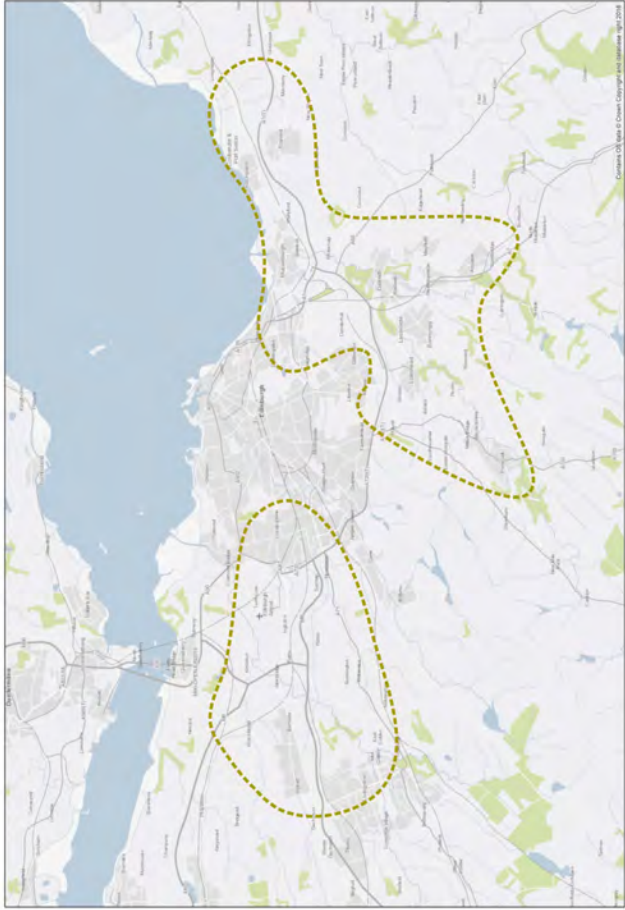
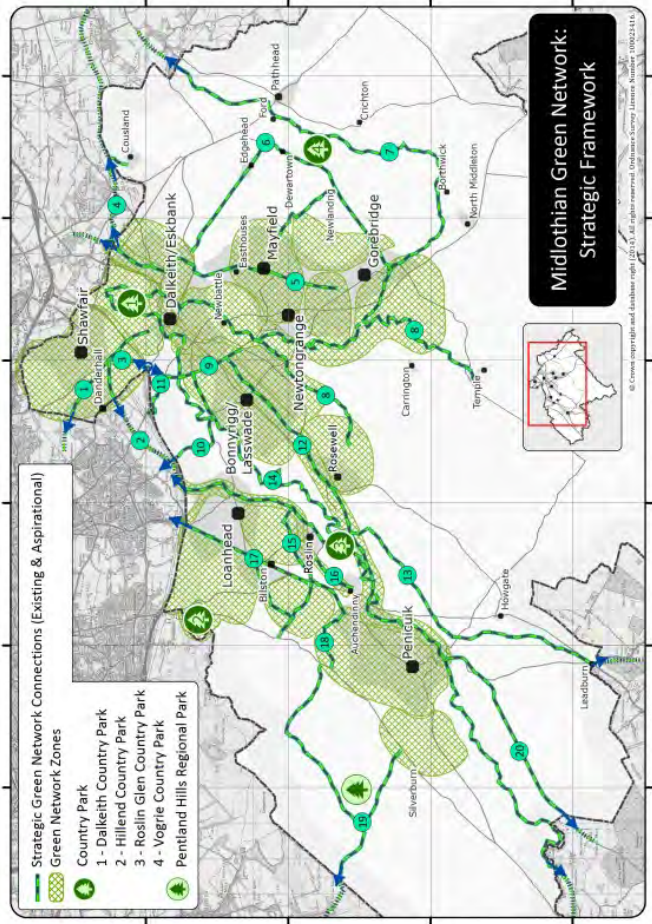


Figure 4: MLDP2017 Figure 5.2



The Edinburgh & East priority area includes the Midlothian Green Network. SESplan (the Strategic Development Planning Authority for Edinburgh and South East Scotland) will be preparing Strategic Frameworks for the two identified cross-boundary green network priority areas. The strategic framework for Edinburgh & East will function in partnership with this supplementary guidance.

1.1.10 Figure 5.2 of the Midlothian Local Development Plan 2017 illustrates the existing strategic green network connections in Midlothian and ambitions for its development. These strategic connections are significant elements of the Midlothian Green Network, and underpin the network development set out in Section 3 of this Supplementary Guidance.

1.1.11 By their very nature, green networks do not stop and start at administrative boundaries. The green networks in East Lothian, Edinburgh and Scottish Borders are therefore a continuation of the Midlothian Green Network. Cross boundary active travel routes and habitat connections in particular have been considered in the preparation of this Supplementary Guidance.

1.1.12 The Midlothian Active Travel Strategy, the Midlothian Open Space Strategy and the Midlothian Play Strategy are key corporate strategies which influence relevant aspects of the green network. The Active Travel Strategy will be published after this Supplementary Guidance, so will present a more up to date vision for the active travel network in Midlothian. The Active Travel Strategy should therefore be consulted alongside this document in relation to aspirations for new active travel routes.

Overview 1

Delivery

1.1.13 This Supplementary Guidance provides a framework supporting the delivery of the green network across the whole of Midlothian, **providing a vision for the long term expansion of the network which will largely be delivered by a variety of partners.** Delivering improvement of the green network is a collaborative task, whether it relates to additions to the network or the protection and enhancement of existing network components. Midlothian Council will therefore work with partners including landowners, communities, non-governmental bodies, charities and other third sector organisations, schools and colleges, businesses and developers to support the continuing improvement and use of the green network. The Council will also work with partners to enhance the green network by seeking to deliver additional green and blue components that are not specifically anticipated in this document where appropriate opportunities arise. **It is very unlikely, however, that the Council will be in a position to make financial contributions to network improvements.**

1.1.14 Enhancements and additions to the Green Network that will be delivered as an integral part of new development are identified in the **Network Development** section. The specific requirements for allocated development sites are identified, as are the area wide network requirements that the Council will seek contributions to.

1.2 Functions of the Green Network

1.2.1 Specific functions provided by the green network in Midlothian include:

- Improving the quality of place for residents and visitors;
- Contributing to climate change mitigation and adaptation;
- Providing habitats and connections between habitats, and supporting biodiversity protection and enhancement;
- Providing active travel routes and recreation opportunities; and
- Supporting sustainable water management.

Quality of Place

1.2.2 Easy access to green spaces, including spaces where people can enjoy nature, is an important aspect of high quality places to live and work. To help achieve the creation and maintenance of great places, development should be located within a network of green and blue infrastructure **features** that provides a pleasant outlook for the people living and working there. Midlothian Council requires new development to contribute to making Midlothian a great place to live, work and visit. **The Green Network is an integral part of the landscape character of Midlothian, therefore additions to the network should positively contribute to the established and distinctive landscape character of the area. Policy ENV 7 of the Midlothian Local Development Plan encourages sensitive landscape planning and management.**

Climate Change Mitigation & Adaptation

1.2.3 Green networks can play an important role in responding to climate change. Different components of green networks make different contributions, which can combine to have a significant local effect in terms of mitigation (reducing/preventing the emission of greenhouse gases and removing them from the atmosphere) and adaptation (making adjustments and responding to the positive and negative impacts of climate change).

1.2.4 The following functions and contributions of green networks to climate change mitigation and adaptation are of particular relevance in Midlothian:

- Ensuring habitat connectivity to allow species to adapt to climate change through movement;
- Encouraging retention and expansion of green-features **plants and trees** to provide opportunities for carbon trapping or sequestration;
- Providing sustainable drainage and water attenuation opportunities to **minimise/reduce** the impact of storm events; and
- Using vegetation to provide shelter from wind and opportunities for further habitat growth.

1 Overview

Habitat Connections

1.2.5 In most circumstances, habitat fragmentation and isolation is detrimental to biodiversity. Habitat connections are a key component of ecological networks, with value in their own right. They act as a means of enabling wildlife to move more easily through landscapes, support species survival, encourage genetic exchange and improve resilience to climate change.

1.2.6 Wildlife corridors within ecological networks do not always have to be continuous physical connections - it is the permeability of the landscape to species that matters. It is possible to strategically connect up habitats through other land uses (including urban areas) without compromising the purpose of those other land uses. Work is on-going through the revision of the Local Biodiversity Action Plan (LBAP) to identify critical habitat connections in Midlothian, but in the meantime the existing network of designated nature conservation sites, river valleys, woodland and grassland, supported by the existing and proposed Green Network, provide the base for habitat protection, enhancement and connection.

1.2.7 Woodland, including urban woodland, is an important component of green networks. Midlothian benefits from significant areas of woodland, including the riparian woodland in the Esk, Gore and Tyne river valleys. However, as set out in the *Edinburgh & Lothians Forestry & Woodland Strategy*, there is an overall aim of increasing woodland cover across the area, therefore the creation and management of woodland is supported as part of the green network. **In most circumstances the preference is for native species to be used when planting new trees and woodland unless site specific circumstances indicate that non-native species are more appropriate.**

1.2.8 Trees and woodland make a substantial contribution to urban and rural landscapes, providing a range of natural and semi-natural habitats. They also have an important role in contributing to sustainable water management, to the quality of rivers, soils and air, and to quality of life through opportunities for outdoor recreation, education and

employment. **All types of native woodland are recognised as priority habitats in terms of biodiversity at the national level. Ancient and semi natural ancient woodland are of particular importance for biodiversity. The Council gives strong protection to woodland, trees and hedgerow, and will only allow the removal of trees and/or hedgerows where this will achieve significant and clearly defined public benefits (MLDP Policy ENV 11).**

Active Travel & Recreation

1.2.9 Growing and enhancing Midlothian's active travel network is a priority and the Midlothian Green Network provides important opportunities to achieve this through the further development of the local and strategic path network. Enhancement of existing paths and creation of new paths are therefore an integral part of the green network requirements set out in the 'Network Requirements' section of this Supplementary Guidance. The Midlothian Active Travel Strategy (*currently being prepared*) has informed these requirements. **Provision of leisure routes, commuter routes and routes to school are all important functions of the path network.**

Sustainable Water Management

1.2.10 Flood alleviation and water management are important components of climate change resilience. For the Midlothian Green Network this means contributing towards alleviating drainage and flooding problems at a local level. Increasing and maintaining vegetation canopy cover, greenspace and soft surfaces reduces and controls water run-off, improves absorption rates and provides storage capacity. This can result in less dramatic flood events in urban areas and reduce costs to businesses and residents.

1.2.11 Sustainable urban drainage systems (SuDS) are a natural approach to managing drainage in and around buildings and other development. SuDS act to attenuate water run-off so that water flow rates are no higher when a site is developed. They also prevent sediment, oils and other pollutants entering the water environment.

Overview 1

The River Basin Management Plan (RBMP) for Scotland requires no deterioration in water quality and for all water bodies to achieve good status over time. In the context of the planned growth in Midlothian, the use of SuDS is necessary to meet these objectives. Midlothian Council does not favour the use of underground tanks as a SuDS measure, other than in exceptional circumstances, in order to realise amenity and biodiversity benefits.

1.3 Benefits of Green Networks

1.3.1 The Midlothian Green Network provides a range of benefits which will support the achievement of the Midlothian Community Planning Partnership's vision of "Midlothian - A Great Place to Grow". These benefits are outlined below.

1.3.2 Economic Benefits

- Green networks help provide an attractive setting for new development, and to encourage investment and retention of existing businesses.
- Businesses attract and retain more motivated staff in greener, more attractive settings.
- Green spaces near workplaces reduce sickness absence, increasing productivity.
- Green networks help to improve access to employment opportunities through active travel opportunities.
- Green networks provide opportunities for small scale food, fuel and timber production.
- **High quality green networks help to attract visitors to an area.**

1.3.3 Environmental Benefits

- Green corridors help wildlife to move around and flourish.
- Green networks help to maintain and enhance biodiversity.
- Using green infrastructure as part of the sustainable management of surface water helps to prevent flooding.

- Attractive and well connected green spaces become better utilised.
- Green networks help to reinforce character and improve the setting of places and local identity.
- Green networks improve physical connections between places by non-motorised travel.
- Vegetation provides opportunities for carbon storage and sequestration (carbon trapping).
- Green corridors enable species migration in response to climate change.
- Green networks help to improve air quality.

1.3.4 Social Benefits

- Green networks provide recreational opportunities and promote healthier lifestyles.
- Green networks create opportunities for participation, volunteering and training to improve the environment and develop ecological and environmental skills.
- Green networks provide environmental education opportunities.
- Green spaces improve community cohesion.
- Improvements to mental and physical wellbeing can be gained from better surroundings and easier opportunities for convenient walking and cycling.

2 Design Guidelines

2.1 Design Principles for the Green Network

2.1.1 This section explains the design requirements relating to the green network within new developments in Midlothian. The principles below will be used in the assessment of planning applications. This section should be read and applied in conjunction with the relevant policies of the Midlothian Local Development Plan (highlighted in the boxes below) and the Quality of Place Supplementary Guidance (*currently being prepared*).

- Open space for different age groups should be designed and sited to minimise disturbance and protect residential amenity.
- Where there is a recognised need for new open space in the area, this should complement and/or contribute to existing open space provision and the proposed green network.

Policy DEV 6 Layout and Design of New Development (Extract)

- The layout of development proposals should complement or enhance the character of any adjoining or nearby urban area; include attractive street frontages; provide outlook onto communal open space; and integrate the siting of buildings, landscaping, open space, boundary treatment and pedestrian/cycle/vehicular routes.
- Any locally prominent landscape feature or historic building should be reflected in the layout, and local landmarks and viewpoints should be incorporated into the streetscape, to provide a welcoming atmosphere and assist with navigation.
- Existing pedestrian routes, including desire lines, should be taken into account and the layout should be convenient for pedestrians and cyclists, with special attention to the provision of footpaths and cycleways which create links between key destinations.
- Pedestrian routes, open space, sustainable urban drainage features or roads should be overlooked by front or side windows of buildings, and doors should face onto streets or active frontages.

DEV 7 - Landscaping in New Development

The Council will require development proposals to be accompanied by a comprehensive scheme of landscaping. The design of the scheme should:

- Complement the existing landscape both within and in the vicinity of the site;
- Create landmarks in the development layout and use the landscape framework to emphasise these;
- Provide shaded areas and shelter from prevailing winds, where possible and appropriate, with regard to the overall design of the development.
- Make use of tree and shrub species that are of a good appearance, hardy and require low maintenance, with a preference for indigenous species;
- Where a site abuts the countryside, incorporate tree belts of at least 30 metres in width to define the urban edge, allow for future growth of the trees and promote pedestrian access to the countryside beyond and wider path networks provide effective screening. Where the development abuts the countryside an effective tree belt will be required to define

Design Guidelines 2

the urban edge, allow for future growth of trees and promote pedestrian access to the countryside beyond and wider path networks;

- F. Ensure that, where roads are to be lined with trees, these are given adequate room to grow and mature;
- G. Make use of trees to define the edge of development areas within sites;
- H. Promote local biodiversity and, where appropriate, community food growing; and
- I. Ensure that finishing materials, surface textures and street furniture, together with the design of walls and fencing, combine with the landscaping to create an attractive environment.

Landscaping schemes should be implemented at an early stage in the development to allow adequate time to become successfully established. Maintenance proposals must accompany schemes of landscaping.

In addition, MLDP Policy ENV 3 Newbattle Strategic Greenspace Safeguard, Policy ENV 10 Water Environment, Policy ENV 11 Woodland, Trees and Hedges, and Policy ENV 15 Species and Habitat Protection and Enhancement should be applied.

2.1.2 The design principles for the Green Network in Midlothian are:

- Design for multiple functions and uses
- Design for connectivity
- Design for the long term

2.1.3 Applicants are expected to provide an analysis of the relationship of the site with the wider green network, and demonstrate how the green network has been incorporated into the layout and design of the proposed development both in terms of the retention and enhancement of existing green network components and the creation of new components. Applicants are also expected to demonstrate how the green network within the site will be managed and maintained over the long term.

Design for Multiple Functions & Uses

2.1.4 Green network components should be designed so they deliver multiple functions such as play, habitat, active travel and water management. The image below illustrates ~~list below~~ **highlights** many of the functions and uses that can be integrated into the green network including:

- active travel
- play
- sport & recreation
- habitats
- landscape setting
- water management
- food production
- community activity
- air quality
- equestrian use
- **shelter**
- quiet contemplation
- education

Design for Connectivity

2.1.5 Green networks are formed by connecting green and blue components to create an integrated and multi-functional system that delivers wider benefits than just the combined benefits of the individual

2 Design Guidelines

components. Green networks should be designed around ease of movement for people and nature. They should also be designed to link with existing green network components. The loss or fragmentation of existing green network components should be avoided wherever possible. If it is demonstrated that loss is unavoidable, mitigation measures will be required to replace and enhance the extent and quality of existing provision. Mitigation measures will be required where any loss of any green network components are being proposed. Such measures should demonstrably increase the net extent of the Green Network and increase the diversity and quality of the network.

Design for the Long Term

2.1.6 The long term development, management and maintenance of green network components should be considered from the outset. The design should allow for adaptation over time to meet the long term needs of all users. Anticipating demographic changes within neighbourhoods and the wider population is one aspect of this. When making decisions about investment in green and blue infrastructure the green network, as with all infrastructure, long term costs should be taken into account as short term cost savings can be counter-productive if they lead to higher long term costs.

2.1.7 Climate change is one such potential cost in terms of the need to replace green network components that cannot adapt, and the cost of changing maintenance regimes. Any design proposals should be high quality, bio-diverse, well connected, accessible and demonstrably enhance the existing green network. This approach will ensure that, whatever the future demography of the area, all users will have access to a variety of high quality green spaces. Where appropriate, the layout of new development should allow for future permeability by pedestrians and cyclists should neighbouring areas be the subject of future allocations for development.

2.2 Open Space and Play Opportunities

2.2.1 As a key component of the Green Network, the aim in Midlothian is to create well connected, high quality, accessible and safe open spaces which are fit for purpose and support biodiversity. This applies to both existing and new open spaces. The criteria used to assess the quality of open space are listed in the 2012 Midlothian Open Space Audit (www.midlothian.gov.uk).

2.2.2 One objective of the Midlothian Green Network is to provide more natural and creative play settings which provide better opportunities for physical, social and cognitive development for children and young people. In addition to the provision of designated play spaces, all open spaces should include opportunities for play and interaction with the natural environment through their design. The following principles should be applied when open spaces and play opportunities are designed:

- Play spaces should be designed to fit with and enhance their settings, for example using the existing topography, retaining natural features and using local materials.
- Play spaces should incorporate features such as grassy mounds, ditches and channels, logs, boulders and suitable planting as much as possible (within the limits of safety guidelines).
- Play spaces should be designed for use in different ways by children and young people of different ages and interests. Play equipment should be non-prescriptive to encourage imagination and creativity.
- Long term maintenance and sustainability should be considered from the outset of the design process.
- Play spaces should be accessible to all, with high levels of natural surveillance and close to well-used public paths or other routes.

2.2.3 New development must comply with the Council's standards for the provision of open space, established through the Open Space Audit and Strategy, set out in Appendix 4 of the Midlothian Local Development Plan. These standards apply to public parks and gardens, amenity

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greenspace, play space, outside sports facilities and natural and semi-natural greenspace. Midlothian Council's requirements relating to potential contributions for open space are set out in the Planning Obligations and Affordable Housing Supplementary Guidance (*currently being prepared*).

2.3 Biodiversity

2.3.1 Information on locally important habitats and species is provided in the 2006 Midlothian Local Biodiversity Action Plan (LBAP). A revised LBAP will be published in 2019. Information about where and how habitat connectivity can be improved across Midlothian will be developed further through the revised Local Biodiversity Action Plan.

2.3.2 Minimum expectations for the enhancement of biodiversity through new development in Midlothian are:

- Create a landscape framework for a development based around a network of green spaces connected by green corridors.
- Incorporate existing habitats into this landscape framework of a development, and ensure these are connected to appropriate habitats beyond the development site.
- Use hedges incorporating native/wildlife friendly planting rather than fences wherever possible.
- Use wildlife-friendly plants in landscaping schemes including appropriate climbing plants around buildings and along boundary fences/walls.
- Retain mature and veteran trees for their high biodiversity and landscape value, and where appropriate and safe to do so, leave some standing dead wood or lying dead wood.
- Incorporate appropriate nectar rich plants to encourage pollinators and native berry-bearing trees or fruit trees and shrubs for birds into planting schemes.
- Consider maintenance regimes which encourage the establishment of natural and semi-natural green spaces in appropriate locations.

- Biodiversity benefits can be delivered by even small, isolated SuDS components, but greater value is delivered where SuDS are planned as part of the wider green network, delivering wider wildlife connectivity.
- Road design and construction should incorporate green network components, including roadside verges which support biodiversity and trees wherever possible.

2.3.3 Applicants are expected to demonstrate that development proposals will safeguard sites designated for their biodiversity value (**MLDP 2017 Policies ENV 12 - ENV 15**), and that proposals identify appropriate measures to protect, enhance and promote existing habitats and/or the creation of new ones, and provide for the effective management of these habitats as part of the wider Green Network. More information on the integration and promotion of biodiversity in development is provided in the Quality of Place Supplementary Guidance (*currently being prepared*).

2.4 Sustainable Drainage

2.4.1 MLDP Policy ENV 10 Water Environment requires that all new development should pass surface water through a sustainable urban drainage system (SuDS) which ameliorates the water to an acceptable quality prior to release to the wider water environment. SuDS should be designed as an integral part of the green network, incorporating recreational access and biodiversity enhancement, both within the scheme and through wider connectivity. Midlothian Council expects the design of systems to meet best current practice and to maximise the potential of SuDS components as amenity and/or biodiversity features.

2.4.2 Scottish Water's publications 'Sewers for Scotland' (3rd Edition) provided guidance to developers for all standards and specifications required when designing new drainage infrastructure, and it (or any replacement guidance) should therefore be referred to. Caution needs to be exercised when planting trees, bushes or shrubs in the vicinity of SuDS and sewers due to the risk of root incursion.

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2.4.3 In 2016 the Scottish Government published a guide to Greener Gardens for developers in partnership with the Central Scotland Green Network (www.centalscotlandgreennetwork.org). The guide highlights small scale green infrastructure that can be incorporated into individual building plots which contributes to water management and the green network. Midlothian Council encourages the use of these methods of small scale water management as part of the Green Network.

2.5 Paths

2.5.1 Paths are a fundamental component of the Green Network. Paths take a variety of forms and functions, and this variety is an important aspect in the character of the Green Network. Provision of leisure routes, commuter routes and routes to school are all important functions of the path network. The ultimate aim is to create a Midlothian-wide network of: ~~continuous, accessible paths for pedestrians, cyclists and other non-motorised users~~ paths for walking, which incorporates an accessible network suitable for wheelchair users, buggies and people with other mobility restrictions, and routes for cycling and other non-motorised users. Achieving this aim will involve the protection and enhancement of the existing path network, the creation of new routes through and within areas of new development and additions to the network outwith these areas. Long distance routes, such as the Tyne-Esk equestrian trails, the National Cycle Network and any other routes for walkers, cyclists and/or horse riders, also make an important contribution to the path network and therefore the Green Network.

2.5.2 The path network must connect residents and visitors with local services, employment opportunities, schools and colleges, public transport, open space and leisure opportunities (referred to collectively as key destinations). The Midlothian Path Network operates on two levels - strategic and local. Strategic paths provide connections between settlements and local paths provide connections within settlements. A path may simultaneously function as part of the local and strategic network. There are different types of path within the Midlothian Path Network including:

- Footways (commonly referred to as pavements)
- On and off-road cycleways
- Multi user paths (shared use)
- Other tracks and paths (some unsurfaced)

2.5.3 Midlothian Council expects additions to the path network to:

- Be suitable for shared use (multi-user) Have a surface suitable for their intended use;
- Be adequately drained;
- Be based on desire lines between key destinations;
- Be safe and overlooked (see Secured by Design);
- Have managed green verges wherever possible to enhance the scenic and biodiversity value of the path corridor; and
- Benefit from lighting wherever possible and appropriate; and
- Connect to the existing network.

Midlothian Council can provide advice on path design. Other sources of advice include Sustrans Scotland, Transport Scotland, Paths for All and the British Horse Society Scotland.

STANDARD SPECIFICATION REMOVED

2.5.4 The plans in this Supplementary Guidance identify the following categories of path:

- Core Paths (as identified in the 2009 Core Paths Plan) form part of the wider path network and can be anything from a tarmac path to a grassy field margin. Paths are identified as Core Paths because they provide key routes for communities and other users. Path surfaces are varied but designation as a Core Paths means they can be used by all non-motorised users. (Note: the Midlothian Core Paths Plan is scheduled to be updated 2018/19. Once the revised plan is updated, the maps in this Supplementary Guidance will be updated accordingly)

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- Other Paths - existing paths which are part of the wider signed network. These paths have a variety of surfaces and are not always suitable for all users.
- National Cycle Routes - traffic free paths and quiet on-road cycling and walking routes that connect every major town and city in the UK. NCR1 and NCR196 run through Midlothian (www.sustrans.org.uk)
- Equestrian trails - the Tyne-Esk Trails are four identified routes in Midlothian that form part of the South of Scotland Countryside Trails, which is a network of waymarked off-road routes for horse riders.
- Proposed multi user path - additions to the strategic path network, proposed by Midlothian Council, which would contribute to improved connectivity between settlements.
- ~~Required multi-user path~~ **New multi user path (indicative route)** - additions to the strategic path network that are required by Midlothian Council as part of the development of an allocated site.
- ~~Suggested path~~ **Required** connections - additions to the local path network which must provide access to key destinations and be connected to the wider path network **as part of the development of an allocated site**.
- Path upgrade required - existing paths which require upgrading to multi user path standard.
- ~~Potential path upgrade~~ **Existing paths that would benefit from upgrading to multi user standard (longer term aspiration)**.

3 Network Development

Introduction

3.0.1 This section sets out how the Green Network is intended to develop in the context of the currently planned growth of Midlothian settlements. The section focuses on the six areas listed below. A plan is provided for each area which identifies the existing green network components, allocated development sites and planned network additions, as well as proposed longer term network additions.

- Shawfair - Danderhall
- Dalkeith - Eskbank - Newbattle
- Bonnyrigg - Lasswade - Poltonhall - Rosewell
- Easthouses - Mayfield - Newtongrange - Gorebridge
- Loanhead - Straiton - Bilston - Roslin - Midlothian Science Zone
- Penicuik - Auchendinny

3.0.2 The Strategic Connections referred to in relation to each of the six areas listed above are identified in the Midlothian Local Development Plan (Figure 5.2). This figure and the accompanying table identifying each of the 20 Strategic Connections are replicated in Appendix 1 of this Supplementary Guidance. The Council will support the development of these strategic connections and will work with partners wherever possible to achieve this.

3.0.3 This section of the Supplementary Guidance also identifies a series of Connection Points across the six areas. The purpose of these Connection Points is to highlight key points in the Active Travel Network which will function as nodes as the network develops whilst allowing flexibility, particularly within allocated development sites, on how the points will be connected. Where path types are specified, reference should be made to paragraph 2.5.4 of this Supplementary Guidance. **The alignment of new paths shown on the map is indicative, the final alignment on the ground will reflect multiple factors including topography and development layout.**

3.1 Shawfair-Danderhall

Context

3.1.1 This area will experience significant change in the coming years through the expansion of Danderhall and the creation of a new settlement at Shawfair encompassing Newton and Millerhill. Land has been allocated for over 4,000 houses, 23 hectares of employment land, a town centre, schools and other community facilities **within an enhanced green network**. ~~Integrating green infrastructure into the development to create a high quality green network for the growing community will be essential.~~ The new green infrastructure **network components** will need to form an integral part of the Midlothian Green Network and provide connections to the existing and planned green networks in neighbouring Edinburgh and East Lothian.

3.1.2 A Masterplan and Design Guide have been approved for the area **through planning permission in principle**. These clearly identify the green **network components** ~~space provision that is planned to~~ **will** form the setting for the settlements, including a community woodland along the Hilltown ridge. A central green corridor between Shawfair and Danderhall will serve as a strategic greenspace providing separation between the settlements. It will also provide a key link between the Midlothian Green Network and the Edinburgh Green Network at Edmonstone. **The detailed implementation of the Masterplan and Design Guide will be determined through further planning consents as development progresses.**

Strategic Connections

3.1.3 Actions to enhance and develop the green network in the Shawfair-Danderhall area should contribute, where relevant, to the completion and enhancement of the relevant strategic connections. Three Strategic Green Network Connections identified in the MLDP are directly relevant to this area.

- **Strategic Connection 1: Dalkeith Park - Edmonstone**

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- **Strategic Connection 2:** Shawfair - Penicuik
- **Strategic Connection 3:** Sheriffhall Link

A plan showing these connections is provided in Appendix 1 of this Supplementary Guidance.

3.1.4 The planned grade separation of the A720 Sheriffhall junction, which is currently undergoing detailed design and assessment by Transport Scotland, is anticipated to include provision for non-motorised users including cyclists utilising the A6106 and A7. This provision, and the potential to provide linkages east and west as part of the proposed Edinburgh Orbital Active Travel Route (proposed through SESplan SDP2), is a key part of the Midlothian Green Network as identified in Strategic Connection 3. This connection will provide an essential link between Strategic Connections 1, 2, 9 and 10.

Connection Points

3.1.5 A priority action for this area is the creation of multi-user path links between the following Connection Points (CP) are key locations that need to be clearly linked by multi user paths:

- **CP1:** The Wisp at Edmonstone, connecting to the planned Edmonstone - Little France Active Travel Route
- **CP2:** The Wisp at Milligan Drive/Millerhill Road, to enable connections between Shawfair-Danderhall and the Edinburgh Active Travel Network via Hunter's Hall Park
- **CP3:** The A1 Underpass at Whitehill to connection to National Cycle Route 1, Queen Margaret University and Musselburgh.
- **CP4:** Shawfair Town Centre and Rail Station

- **CP5:** The current terminus of the Shawfair-Roslin Gilmerton-Shawfair-Multi User path (under-construction), which connects to the Gilmerton-Roslin multi-user path.
- **CP6:** East Lothian Active Travel Network at Craighall, to enable links to Musselburgh, National Cycle Routes 1 & 196 and east Dalkeith.
- **CP7:** The proposed Park & Ride at Newton Farm.
- **CP8:** Sheriffhall junction, to enable multiple connections to the existing and planned active travel network north and south of the City Bypass.

Area Wide Network Requirements

3.1.6 The bullets below summarise the overall green network requirements for the Shawfair-Danderhall area based on the Settlement Statement in the Midlothian Local Development Plan 2017 and extant planning consents (these are marked as 'Planned'). The list also includes a number of aspirational green network links that will be supported in principle and promoted by the Council (marked as 'Aspirational'). All green network development and improvements in the area should contribute to these requirements.

- Connect the Gilmerton to Shawfair - Roslin Shared Use Path (**Connection Point 5**) to Shawfair Town Centre (**Connection Point 4**) and National Cycle Route 1 (**Connection Point 3**) through the path network within Shawfair. (**Planned**)
- Connect the Gilmerton to Shawfair - Roslin Shared Use Path (**Connection Point 5**) to the proposed Newton Farm Park & Ride (**Connection Point 7**) and the East Lothian Active Travel Network at Craighall (**Connection Point 6**). (**Planned**)
- Create a multi-functional strategic greenspace between Danderhall and Shawfair to ensure settlement separation. The area should provide biodiversity enhancement, leisure and play facilities, as

3 Network Development

well as landscape setting and amenity space for the settlements.

This should incorporate woodland management and enhancement of Woolmet Bing and a new multi user path running from the eastern boundary of Shawfair Park to The Wisp at Hunter's Yard (connecting to the Little France Active Travel Route). **(Planned)**

- Create links between the Midlothian Green Network and the Edinburgh Green Network at Niddrie Bing and The Wisp, including active travel links at Edmonstone and Milligan Drive/Millerhill Road **(Connection Point 1 & Connection Point 2). (Planned)**
- Create links to the East Lothian Green Network north east from Newton Farm **(Connection Point 6)** and east from Whitehill Road. **(Aspirational)**
- Create a new multi user path along the northern side of the A720 from the Newton Park & Ride **(Connection Point 7)** to the upgraded Sheriffhall junction **(Connection Point 8)** including a crossing over the Borders Rail Line, forming part of the proposed Edinburgh Orbital Active Travel Route. **This path should be set within a multi purpose landscaped corridor if possible. (Aspirational)**
- Ensure the pedestrian and cycle links through the upgraded Sheriffhall junction **(Connection Point 8)** are effectively connected to the active travel network north and south of the A720 City Bypass **(Strategic Connection 3)**.
- Create a Multi User Path along the A7 from the Sheriffhall Roundabout **(Connection Point 8)** to the junction with The Wisp and along The Wisp from the A7 junction to the A6106 junction **(Connection Point 2). (Aspirational)**
- Create a new path on the embankment east of Millerhill linking it to the proposed path west of the Millerhill Marshalling Yards (see below) to the local path network, across Old Craighall Road to the area west of the Millerhill Marshalling Yards and new Zero-Waste facility, to Newton Farm and to Sheriffhall Mains and to the path network within the Site Hs1 and adjacent safeguarded site **(Phase 2). (Aspirational)**
- Create a multi user path running west of the Millerhill Marshalling Yards from Old Craighall Road to Whitehill, connecting to National Cycle Route 1 **(Connection Point 3). (Aspirational)**

- Remove the tracks from the stretch of disused rail line between the old Millerhill Road and the Millerhill junction, and create a new path along the route. This should be connected to the local path network being created within the Millerhill area of the new Shawfair settlement. A direct link between this path and the Gilmerton to Shawfair Multi-User Path **(Connection Point 5)** via a crossing of the Borders Rail Line would also be desirable.

- Create a multi user path from the proposed Newton Farm Park & Ride **(Connection Point 7)** and the East Lothian Active Travel Network at Craighall **(Connection Point 6)** to The Wisp **(Connection Point 1)** to form Strategic Connection 1. This multi user path should run through the strategic greenspace between Danderhall and Shawfair. **(Planned)**

- Enhance and rehabilitate Shawfair Monktonhall Bing to provide improved and safe access, greenspace and wildlife habitat, with links to the surrounding path network, retaining the open views of the surrounding areas (including Edinburgh, Fife, Midlothian and East Lothian) from the bing plateau. **(Aspirational)**

- Create a community woodland and path network along the Hilltown ridge linking to the local path network and the wider green network. The design of the woodland and path network should create opportunities for views to the north (particularly Arthur's Seat) and the south. **(Planned)**

- Upgrade Core Path 4-3 (2009 Core Path Plan) to multi-user standard. **(Aspirational)**

- Create a multi user path along the A6106 from its junction with The Wisp to the Sheriffhall Roundabout (part Planned, part Aspirational)

- Provide a multi user path along Newton Church Road from the A6106 to join the paths west of Newton Church. **(Aspirational)**

Requirements for Allocated Development Sites

3.1.7 The following sections summarise the site specific green network requirements for sites in this area allocated in the MLDP. These requirements are in addition to the relevant overall green network

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requirements set out above. Developers are expected to incorporate these requirements, alongside the design principles set out in this Supplementary Guidance, when designing the development of their sites. Sites that have been built or are under construction or have detailed planning permission have not been included in this part of the Supplementary Guidance.

h43 Shawfair

- i. Create a linear park incorporating SUDS features and multi-user paths, connecting the Hilltown community woodland with the town centre and rail station.
- ii. Ensure appropriate connections are made from all parts of the settlement to the wider green network including the strategic greenspace between Danderhall and Shawfair.
- iii. ~~Improve the existing path between the Cockatoo Bar & Restaurant and Haretaw and create direct path access between the Cockatoo Bar and the bridge over the Borders Rail line south of Newton Village.~~

h44 North Danderhall

- i. Upgrade the existing path from the A6106 Millerhill Road to Edmonstone Road in Danderhall to multi user standard, and create a new multi user path through the site to the strategic greenspace to form part of **Strategic Connection 1**.
- ii. Provide path connections to the existing Danderhall local park from within new development areas.

Hs0 Cauldcoats & Safeguarded Site (Cauldcoats Phase 2)

- i. Create a landscape buffer of approx. 20m between the new development and the adjacent Edinburgh Fort Retail Park.

- ii. Establish connections from all parts of the site with the green network (including the local path network) in the surrounding area, including Shawfair/ Danderhall and the Edinburgh Green Network.
- iii. Integrate the rehabilitated parts of Niddrie Bing within the site into the wider green network.
- iv. Create a landscape edge, averaging 30m depth on the southern boundary to provide containment for the development, reduce its visual impact on the ridgeline and to contribute to the surrounding green network.
- v. Create multi user paths through the site connecting to public transport, the Retail Park, Shawfair/ Danderhall and the local path network outwith the site.

e26 Whitehill Mains

- i. Create wildlife habitat **(greenspace/planting which enhances biodiversity)** on the land unsuitable for built development, incorporating SuDS where appropriate.
- ii. Create a roadside multi user path through the site linking the north and south boundaries with Whitehill Road, ensuring it is connected into the wider green network within and beyond the site.

Hs1 Newton Farm & Safeguarded Site (Newton Farm Phase 2)

- i. Establish perimeter planting along the A720 boundary, the north eastern boundary, south western boundary and north western boundary, integrating into the wider green network.
- ii. Utilise the existing hedge-lined track crossing the site as part of the green network.

3 Network Development

- iii. Create links to the green network in surrounding areas, including Millerhill, Sheriffhall and neighbouring East Lothian at Craighall.
- iv. Provide space for allotments or community growing.
- v. Contribute to the development of a path along the recently formed embankment west of the site.
- vi. Create a multi user path close to the boundary with the A720, linking the propose Newton Farm Park & Ride site to the proposed path along the embankment at the south western corner of the safeguarded site. This will form part of the proposed Edinburgh Orbital Active Travel Route.

e27 (west) Shawfair Park

- i. Establish new multi user paths and other green network features **components** as plots are developed, linking with existing green network components, paths and SuDS features.
- ii. Create a multi user path connection between the existing core path and the path on the disused railway line running along the northern boundary of the site.
- iii. Contribute to the upgrading of the existing path on the disused railway line to the north of the site to multi user standard.
- iv. Create multi user path connections to the Gilmerton to Shawfair Multi User Path from within the development.

e27 (east) Shawfair Park Extension 1

- i. Upgrade the existing core path running between the east and west sections of the allocated site e27 to multi user path standard and create multi user path connections from within the site to the core path.
- ii. Provide path links to the existing core path and the proposed multi user path alongside the A6106.

Ec1 Shawfair Park Extension 2

- i. Establish woodland averaging 30m depth along the A7 and A6106 to contain the site.
- ii. Create multi user paths connecting to the planned multi user path alongside the A6106 and the upgraded Sheriffhall junction.

Shawfair-Danderhall

Existing Green Network Components

- Core Path (2009 Core Path Plan)
- Other Path
- National Cycle Route
- Greenspaces/Woodland
- Designated Nature Conservation Site
- Watercourse

Planned Green Network Components

- Path Consented or Under Construction
- New Multi User Path (Indicative Route)
- Required Connection
- New Greenspaces/Woodland
- Connection Point

Aspirational Green Network Components

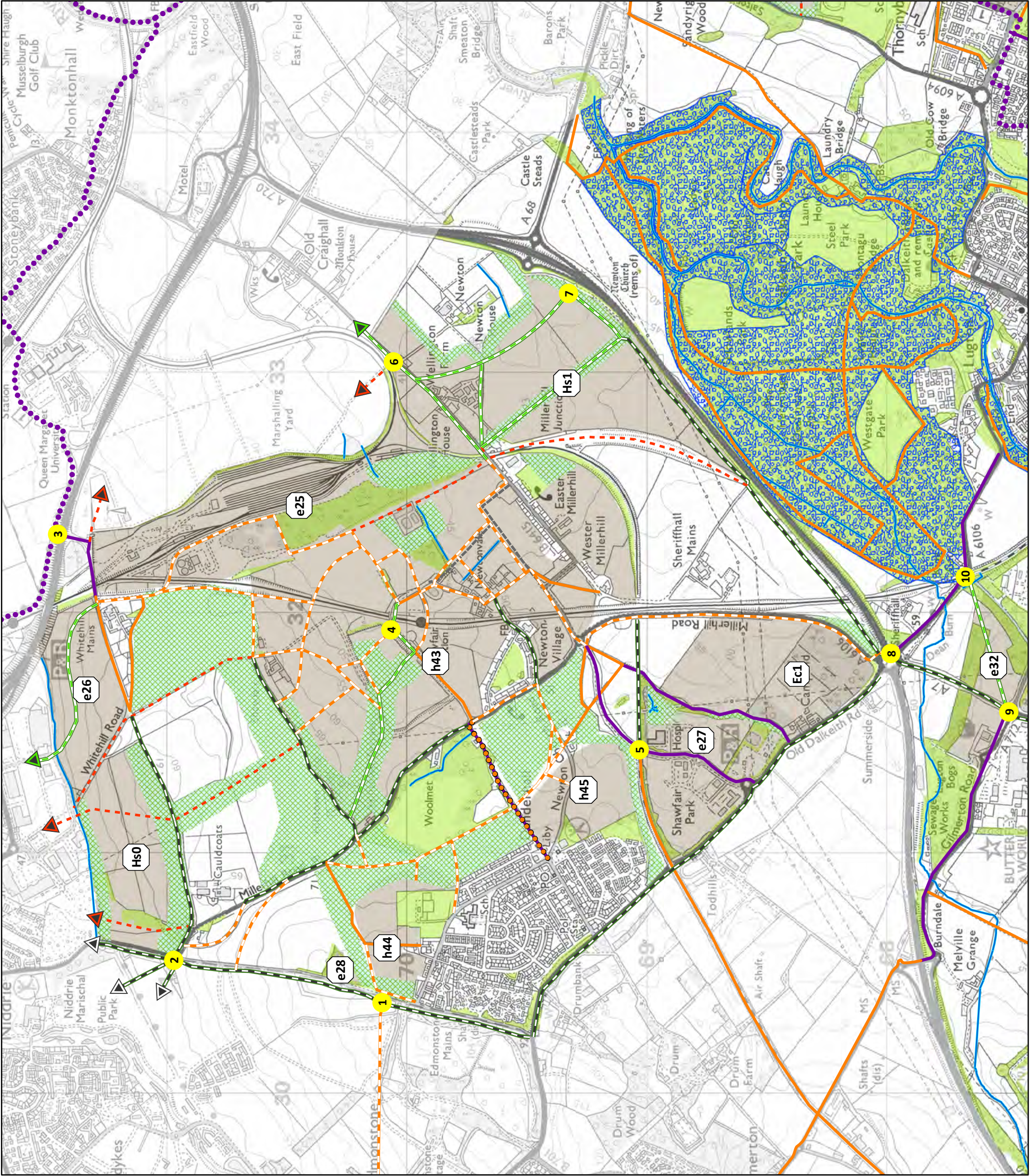
- Path Upgrade Required
- Proposed Multi User Path
- Allocated Site (MLDP)
- Proposed Road
- Cross Boundary Connection

Housing	Employment
Hs0 Cauldcoats	Ec1 Shawfair Park Ext. 2
Hs1 Newton Farm	e25 Millerhill
h43 Shawfair	Marshalling Yards
h44 North Danderhall	e26 Whitehill Mains
h45 South Danderhall	e27 Shawfair Park
	e28 Hunter's Yard
	e32 Sheriffhall South



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Network Development 3

3.2 Dalkeith-Eskbank-Newbattle

Context

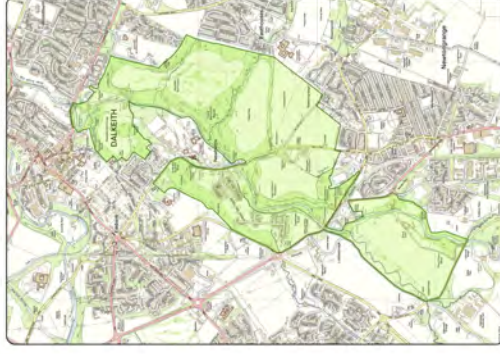
3.2.1 The North Esk and South Esk river valleys, and the grounds of Dalkeith Estate and Newbattle Abbey, provide the core of the green network in this area. The Newbattle Strategic Greenspace (see Figure 6) is safeguarded through the Midlothian Local Development Plan, and is intended to prevent inappropriate development in an area that is essential for maintaining settlement separation between Dalkeith, Eskbank, Bonnyrigg, Easthouses and Newtongrange and for access to the countryside for residents in these communities.

Newbattle Strategic Greenspace Safeguard

3.2.2 The Newbattle Strategic Greenspace Safeguard is a vital 'green lung' between Dalkeith, Eskbank, Bonnyrigg, Easthouses and Newtongrange, and provides important landscape setting for these settlements. The safeguard has been put in place due to continued pressure for residential development on this strategically important greenspace. The Strategic Greenspace is currently characterised as a designed landscape incorporating estate woodland, open parkland and agricultural use, with some localised residential development.

3.2.3 Policy ENV 3 of the Local Development Plan sets out the overall policy protection for the Newbattle Strategic Greenspace Safeguard, and is linked to Policy RD 1 Development in the Countryside. Policies ENV 4 Prime Agricultural Land, ENV 8 Protection of River Valleys, ENV 19 Conservation Areas and ENV 20 Nationally Important Gardens and Designed Landscapes also apply to much of the Strategic Greenspace.

Figure 6: Newbattle Strategic Greenspace



Policy ENV 3 Newbattle Strategic Greenspace Safeguard

Development will not be permitted within the safeguarded Newbattle Strategic Greenspace, as delineated on the Proposals Map, with the exception of ancillary development relevant to existing uses; and/or other development for the furtherance of agriculture (including farm related diversification), horticulture, forestry, countryside recreation or tourism. Any proposals should accord with policy RD1

Strategic Connections

3.2.4 Actions to enhance and develop the green network in the Dalkeith-Eskbank-Newbattle area should contribute, where relevant, to the completion and enhancement of the relevant strategic connections. Seven Strategic Green Network Connections identified in the MLDP are directly relevant to this area.

- **Strategic Connection 4:** Bellyford Burn (Smeaton - Pencaitland Link)
- **Strategic Connection 5:** Gorebridge-Musselburgh Link
- **Strategic Connection 6:** Dalkeith/Mayfield - Gorebridge/Vogrie Link
- **Strategic Connection 8:** South Esk Valley Route/ Dalhousie Burn
- **Strategic Connection 9:** A7 Urbanisation
- **Strategic Connection 12:** NCR196/ Penicuik-Musselburgh Walkway
- **Strategic Connection 14:** North Esk Valley Route

A plan showing these connections is provided in Appendix 1 of this Supplementary Guidance.

3 Network Development

Connection Points

3.2.5 A further priority action for this area is the creation of multi user path links between The following Connection Points (CP) are key locations that need to be clearly linked by multi user paths:

- CP9: Gilmerton Road Roundabout (A7/A772/B6392 junction)
- CP10: National Cycle Route 1 at Satter's Park **A6106/Melville Gate Road/Kings Gate junction**
- CP11: A6106/Cowden Road junction near Kippielaw
- CP12: Hardengreen Roundabout (A7/A6392 junction)

Area Wide Green Network Requirements

3.2.6 The bullets below summarise the overall green network requirements for the area based on the Settlement Statement in the Midlothian Local Development Plan 2017 and extant planning consents (these are marked as 'Planned'). The list also includes a number of aspirational green network links that will be supported in principle and promoted by the Council (marked as 'Aspirational'). Where relevant, development and improvements in the area should contribute to these requirements:

- Maintain the integrity of the Newbattle Strategic Greenspace and deliver appropriate management and other enhancements to improve the green network in the area and create opportunities for appropriate forms of countryside recreation or tourism. **(Planned)**
- Protect and enhance the character and integrity of the North & South Esk river valleys to maintain and improve the quality and functionality of these strategic components of the green network **(Planned)**, and to support the development of the Esk Way **(Aspirational)**.
- Create a multi user path to connect east Dalkeith (via **Connection Point 10**) to Shawfair, potentially via Smeaton and Old Craighall in East Lothian. **(Aspirational)**

- Develop a new multi user path to connect Hardengreen Roundabout (**Connection Point 12**) to Sheriffhall Roundabout (**Connection Point 8**) as part of **Strategic Connection 9** (A7 Urbanisation). **(Planned)**
- Develop a multi user path at Kippielaw (via **Connection Point 11**) as part of a Dalkeith to Newtongrange multi user route through Mayfield. **(Aspirational)**
- Create a path connection between the existing path east of h46 Cowden Cleugh and Core Path 7-4 (2009 Core Paths Plan).
- Upgrade the roadside path between **Connection Point 11** and **Pathhead** via the A68/A6106/A6124 junction to form a multi user path, improving access to Cousland, **Strategic Connection 4** and NCR196. **(Aspirational)**
- Provide for safe pedestrian and cycle crossing of the **A6106** and **Melville Gate Road** in the vicinity of the junction by the **Kings Gate** entrance to Dalkeith Country Park. **(Aspirational)**
- Improve Core Path 7-4 and Other Path 7-4a (2009 Core Paths Plan) to maintain the off-road pedestrian connection between Cousland and Fordell Services. **(Aspirational)**

Requirements for Allocated Development Sites

3.2.7 The following sections summarise the site specific green network requirements for sites in this area allocated in the MLDP. These requirements are in addition to the relevant overall green network requirements set out above. Developers are expected to incorporate these requirements, alongside the design principles set out in this Supplementary Guidance, when designing the development of their sites. Sites that have been built or are under construction or have detailed planning permission have not been included in this part of the Supplementary Guidance.

h12 former Dalkeith High School

- i. Establish green network components within the site which enhance the existing character and biodiversity of the site and connect to

Network Development 3

- the surrounding green network, **including the existing riverside planting and habitat along the western bank of the South Esk**.
- ii. Retain the existing multi user path through the site connecting Newmills Road with Shade Park, and integrate it into the local path network within and outwith the site.
 - iii. Retain and enhance the existing riverside planting and habitat along the western bank of the South Esk, integrating this with the green network components within the site.

Hs5 Thornybank North

- i. Create a green network link, including a cycleway, through the sites to connect the B6414, neighbouring open space and the current housing developments at North Thornybank (h33) and Thornybank East (Hs4). **Existing vegetation should be retained and enhanced along the north-eastern and north-western boundaries. A hedge-lined avenue with trees along the south-western boundary and north-western boundary should be created.**

h46 Cowden Cleugh

- i. Create green network links from within the site to the neighbouring site (h33):
- ii. Establish a robust landscape edge along the south-western and south-eastern boundaries of the site to create a suitable transition between the urban edge and surrounding countryside, retaining and enhancing existing trees and hedgerows wherever possible.
- iii. Utilise the space beneath the overhead power cables crossing the site as part of the green network.
- iv. Create path connections from within the site to the existing paths close to the south-western and south-eastern boundaries and through the woodland to the north, and contribute to the upgrading of these paths to multi-user standard.

e32 Sheriffhall South

- i. Retain and enhance existing woodland on the site, integrating it into the wider green network.
- ii. Ensure the layout and design of development and the green network within the site protects and enhances the neighbouring Melville Castle and Melville Castle Estate Local Biodiversity Site (LBS) and provides appropriate opportunities for habitat connectivity and movement of wildlife.
- iii. Create a multi user path from the eastern boundary of the site to the A7 Gilmerton Road Roundabout (**Connection Point 9**) to enable a connection between the A7 Urbanisation and Core Path 4-34 (2009 Core Path Plan) near the King's Gate entrance to Dalkeith Park (**Connection Point 10**).

e14 Salter's Park & Ec2 Salter's Park Extension

- i. Establish a 30m wide tree belt along the northern boundaries of both sites and the eastern boundary of Ec2 (Salter's Park extension).
- ii. Protect and enhance the existing vegetation along NCR1, which runs through the sites, **and existing hedgerows and trees within the sites wherever possible.**
- iii. Minimise interruptions to NCR1 from road crossings and ensure priority is given to users on NCR1 where crossings are necessary.
- iv. Ensure NCR1 is incorporated into the wider path network within the sites **and provide a multi-user path connection from NCR1 to Salter's Road.**
- v. **Retain and enhance existing hedgerows and trees within the sites wherever possible.**
- vi. Create a green corridor along the existing burn incorporating planting and a linear path connected to the wider path network within the development.
- vii. **Design the path network within the site in a way which provides the opportunity to develop a new path running south from the site to connect to the Core Path 7-4 (2009 Core Path Plan) south of Easter Cowden.**

Dalkeith-Eskbank
-Newbattle

Existing Green Network Components

- Core Path (2009 Core Path Plan)
- Other Path
- National Cycle Route
- Greenspaces/Woodland
- Designated Nature Conservation Site
- Newbattle Strategic Greenspace Safeguard
- Watercourse

Planned Green Network Components

- Path Consented or Under Construction
- New Multi User Path (Indicative Route)
- Required Connection
- New Greenspaces/Woodland
- Connection Point

Aspirational Green Network Components

- Path Upgrade Required
- Proposed Multi User Path

Allocated Site (MLDP)

Proposed Road

Housing

- h12 Former Dalkeith High School
- h43 Shawfair
- h45 South Danderhall
- h46 Cowden Cleugh
- Hs1 Newton Farm
- Hs5 Thornybark North
- Hs10 Dalhousie Mains

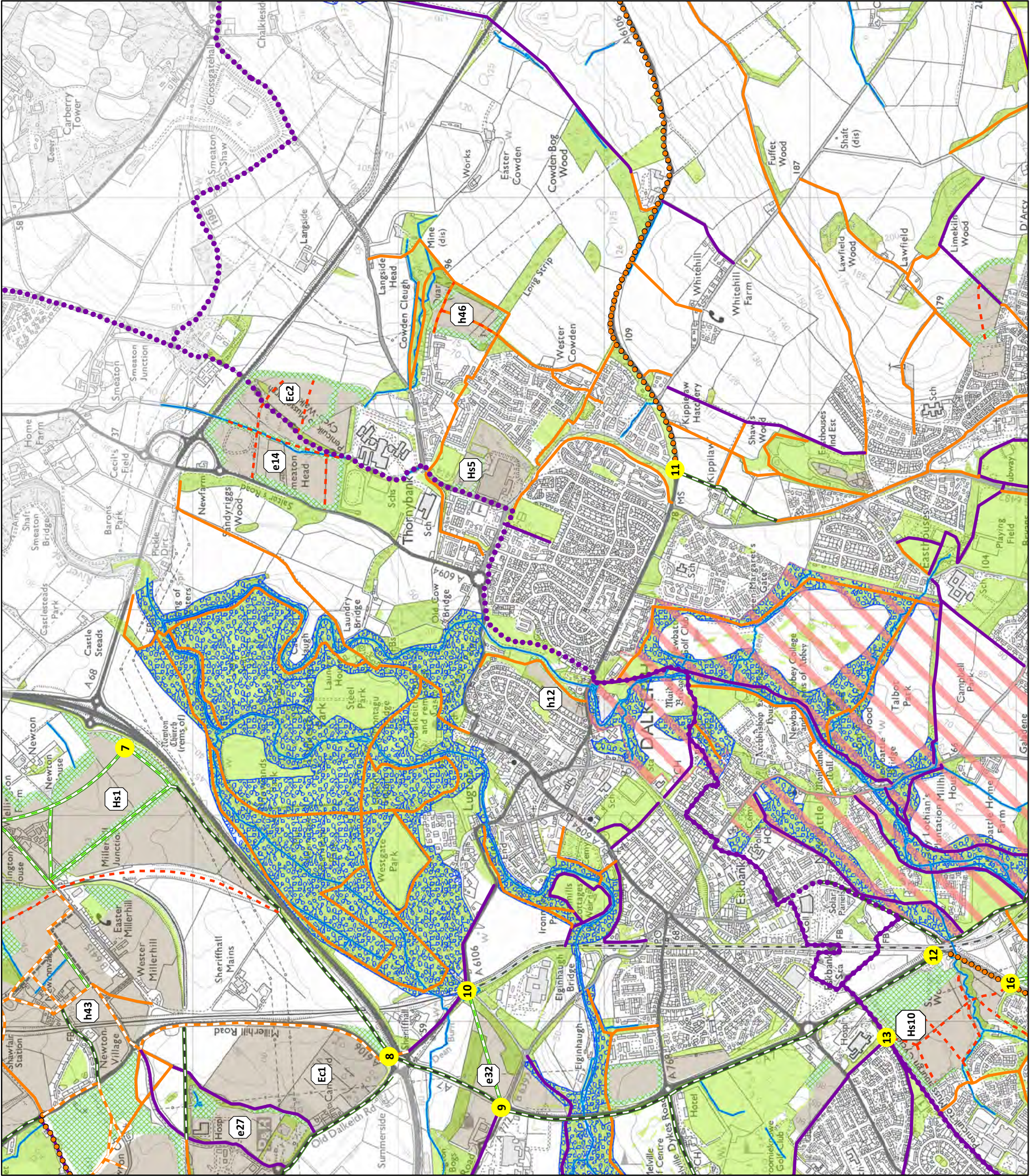
Employment

- e14 Salter's Park
- e27 Shawfair Park
- e32 Sheriffhall South
- Ec1 Shawfair Park Extension 2
- Ec2 Salter's Park Extension



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3 Network Development

3.3 Bonnyrigg-Lasswade-Poltonhall-Rosewell

Context

3.3.1 The North and South Esk river valleys and Mavisbank Estate, which lies between Lasswade, Poltonhall and Loanhead, contribute significantly to the landscape setting in this area and are key components of the green network. Roslin Glen Country Park and Shiel Burn Woods are also important local green network components offering established path networks and good access to the wider countryside.

3.3.2 The land on either side of the A7 between Newtongrange and Sheriffhall forms the landscape setting for Bonnyrigg and Eskbank, and is important in retaining the sense of place and individual identities of these settlements. Green network enhancements in the area are needed, particularly to reinforce the green belt designation east of the Midlothian Community Hospital and between the A7 and site Hs10 (Dalhousie Mains). and to enhance connectivity to the Newbattle Strategic Greenspace.

Strategic Connections

3.3.3 Actions to enhance and develop the green network in the Bonnyrigg-Lasswade-Poltonhall-Rosewell area should contribute, where relevant, to the completion and enhancement of the relevant strategic connections. Five Strategic Green Network Connections identified in the MLDP are directly relevant to this area.

- **Strategic Connection 8:** South Esk Valley Route/ Dalhousie Burn
- **Strategic Connection 9:** A7 Urbanisation
- **Strategic Connection 10:** Melville Link
- **Strategic Connection 12:** NCR196/ Penicuik-Musselburgh Walkway
- **Strategic Connection 14:** North Esk Valley Route

A plan showing these connections is provided in Appendix 1 of this Supplementary Guidance.

Connections Points

3.3.4 A priority action for this area is the creation of multi-user path links between the following Connection Points (CP) **are key locations that need to be clearly linked by multi user paths:**

- **CP12:** Hardengreen Roundabout (A7/A6392 junction).
- **CP13:** NCR196 between Waverley Park and Midlothian Community Hospital.
- **CP14:** Junction of core path 6-35 (2009 Core Path Plan) with NCR196.
- **CP15:** Current western terminating point of multi user path on north-western side of B6392.
- **CP16:** B6392 in the vicinity of the junction with Baird's Way.
- **CP17:** Southern corner of site Hs11 Dalhousie South near Cockpen Church.
- **CP18:** B704 at junction with Poverty Road (track), as part of a new strategic cycle route between Gorebridge and Dalkeith/Edinburgh.

Area Wide Green Network Requirements

3.3.5 The bullets below summarise the overall green network requirements for the area **based on the Settlement Statement in the Midlothian Local Development Plan 2017 and extant planning consents (these are marked as 'Planned')**. The list also includes a number of **aspirational green network links that will be supported in principle and promoted by the Council (marked as 'Aspirational')**. **All green network development and improvements in the area should contribute to these requirements.**

- Improve active travel opportunities along and across the A7, and connections to these from within the existing settlements and allocated development sites. The A7 Urbanisation (**Strategic Connection 9**) is a core component of this. (**Planned**)
- Enhance the green network within the Green Belt between Bonnyrigg and Eskbank/Hardengreen, including creation of a

Network Development 3

community woodland at Dalhousie Mains between site Hs10 and the A7. **(Planned)**

- Upgrade the existing path along the B6392 from Hardengreen Roundabout (**Connection Point 12**) to the junction with the B704 to a 3m wide multi-user path. **(Aspirational)**
- Extend the existing multi user path running along the Hopefield section of the B6392 Bonnyrigg distributor road from **Connection Point 15** to connect to an upgraded Core Path 6-35 (2009 Core Path Plan). Together with the upgraded Core Path 6-35, this will create a connection from the A7 Hardengreen Roundabout to the A6094 Rosewell Road via **Connection Point 14**, with a potential further extension to Polton Road West by Midfield House. This further extension to the A6094 would require the existing path to be upgraded to multi user standard. **(Aspirational)**
- Create a strategic cycle route from Gorebridge to Dalkeith and Edinburgh, utilising the paths formed through the A7 Urbanisation (**Strategic Connection 9**), the upgraded multi user path along the B6392, a new multi user path across Hs11 Dalhousie South to **Connection Point 16**, an on-road cycle route from **Connection Point 17** to **Connection Point 18**, and a multi user path through the Redheugh new settlement. **(Aspirational)**
- Establish a multi user path from Melville Dykes Roundabout via Lasswade to the Lasswade Road/A720 junction and onwards to connect to the Edinburgh Active Travel Network (**Strategic Connection 10**). **(Aspirational)**
- Explore the potential for establishing a multi user path link from Kevock Road to Westmill Road via the old railway viaduct. **(Aspirational)**
- Upgrade Core Path 5 from Wadingburn Lane to Spittal Gardens to multi user standard. **(Aspirational)**

Requirements for Allocated Development Sites

3.3.6 The following sections summarise the site specific green network requirements for sites in this area allocated in the Local Development Plan. These requirements are in addition to the relevant overall green

network requirements set out above. Developers are expected to incorporate these requirements, alongside the design principles set out in this Supplementary Guidance, when designing the development of their sites.

Hs10 Dalhousie Mains

- Protect and enhance the existing planting along the south eastern boundary and Pittendriech Burn, creating a 5m buffer strip of planting along the burn corridor.
- Create a community woodland of at least 30m depth, incorporating a path network, along the north eastern perimeter of the site.
- Utilise the area under the pylons running through the eastern part of the site for SUDS and habitat enhancement as part of the green network.
- Create a multi user path through the site to connect the community hospital and NCR196 (**Connection Point 13**) with the multi user path along the B6392. ~~The connection to NCR196 should be located centrally along the site boundary with the path, and incorporate at least one new ramped entrance.~~
- Provide path access from all parts of the site to the multi user path (Requirement iv) and the path network in the adjacent housing to the north and west of the site.
- Enhance the setting of NCR196 with ~~40-15m wide hedgerow~~ **buffer** planting along the north western boundary of the site.

Hs11 Dalhousie South

- Establish woodland planting of approximately 30m depth along the south eastern and north eastern boundaries and a 10-15m wide landscape edge, including hedgerow planting, along the south western boundary.
- Protect and enhance existing vegetation along the B6392 (Bonnyrigg distributor road).
- Ensure the layout and design of development and the green network within the site protects and enhances the neighbouring Dalhousie

3 Network Development

Burn Local Biodiversity Site (LBS) and provides appropriate opportunities for habitat connectivity and movement of wildlife.

- iv. Create a multi user path running north through the site from **Connection Point 17 to Connection Point 16**. This will form part of the strategic cycle route from Gorebridge to Dalkeith and Edinburgh.
- v. Create path access from all parts of the site to the multi user path along the B6392 in the vicinity of the junction with the B704 to enable access to Bonnyrigg town centre and local schools, and with the new multi user path running through the site to enable access to Eskbank Station, the paths created through the A7 Urbanisation (**Strategic Connection 9**) and NCR 196.
- vi. Create green network connections, including path links, to the Newbattle Strategic Greenspace and the South Esk Way (**Strategic Connection 8**).

Hs12 Hopefield Farm 2 & Safeguarded Site (Hopefield Farm 3)

- i. Create a 30m deep woodland area along the B6392 Bonnyrigg distributor road incorporating noise attenuating mounding
- ii. Establish 10-15m wide hedgerow planting along the A6094 and NCR196.
- iii. Ensure the layout and design of development and the green network within the site protects and enhances the neighbouring Bonnyrigg to Rosewell Disused Railway Local Biodiversity Site (LBS) and provides appropriate opportunities for habitat connectivity and movement of wildlife
- iv. Protect and enhance the existing vegetation along the Pittendriech Burn including the Ancient Woodland.
- v. Incorporate the existing Core Path 6-35 (2009 Core Path Plan) into the path network within the sites, upgrading it to multi user standard and utilising it as part of the extension of the existing multi user path running along the B6392 from **Connection Point 15**, to connect the A7 to the A6094 via **Connection Point 14**.

- vi. Create green network connections (including paths) through the sites linking to the current Hopefield development and surrounding area, including Poltonhall.
- vii. Create space for community growing and incorporate it into the green network.

Hs14 Rosewell North

- i. Retain and enhance the existing vegetation along all boundaries. Noise attenuating mounding is likely to be required at the boundary closest to the kennels, and this should be incorporated into the green network.
- ii. Create path connections from all parts of the site to NCR196, incorporating these connections into the green network.
- iii. Ensure the layout and design of development and the green network within the site protects and enhances the neighbouring Bonnyrigg to Rosewell Disused Railway Local Biodiversity Site (LBS) and provides appropriate opportunities for habitat connectivity and movement of wildlife.

Ahs1 Rosslynlee, by Rosewell

- i. Create green network links to the surrounding countryside and to Rosewell and Roslin Glen Country Park.
- ii. Retain and enhance the existing woodland belts along the north western, north eastern and south western boundaries, and along the north eastern and south eastern edges of the hospital grounds and integrate these into the green network.
- iii. Create a 10-15m wide hedgerow along the south eastern edge of the site and integrate it into the green network.
- iv. Provide path links across the site which connect to the existing local path network in the area.
- v. Provide a new multi user path access from the site to National Cycle Route 196.

Bonnyrigg-Lasswade
-Poltonhall-Rosewell

Existing Green Network Components

- Core Path (2009 Core Path Plan)
- Other Path
- National Cycle Route
- Equestrian Trail
- Greenspaces/Woodland
- Designated Nature Conservation Site
- Newbattle Strategic Greenspace Safeguard
- Watercourse

Planned Green Network Components

- Path Consented or Under Construction
- New Multi User Path (Indicative Route)
- Required Connection
- New Greenspaces/Woodland
- Connection Point

Aspirational Green Network Components

- Path Upgrade Required
- Proposed Multi User Path

Allocated Site (MLDP)

Proposed Road

Housing

- h50 Redheugh/Prestonholm
- h54 Ashgrove
- h70 Whitehill House
- Hs7 Redheugh West
- Hs9 Broomieknowe
- Hs10 Dalhousie Mains
- Hs11 Dalhousie South
- Hs12 Hopefield Farm 2
- Hs14 Rosewell North

Employment

- e16 Hopefield
- e22 Redheugh
- e24 Gorton Road



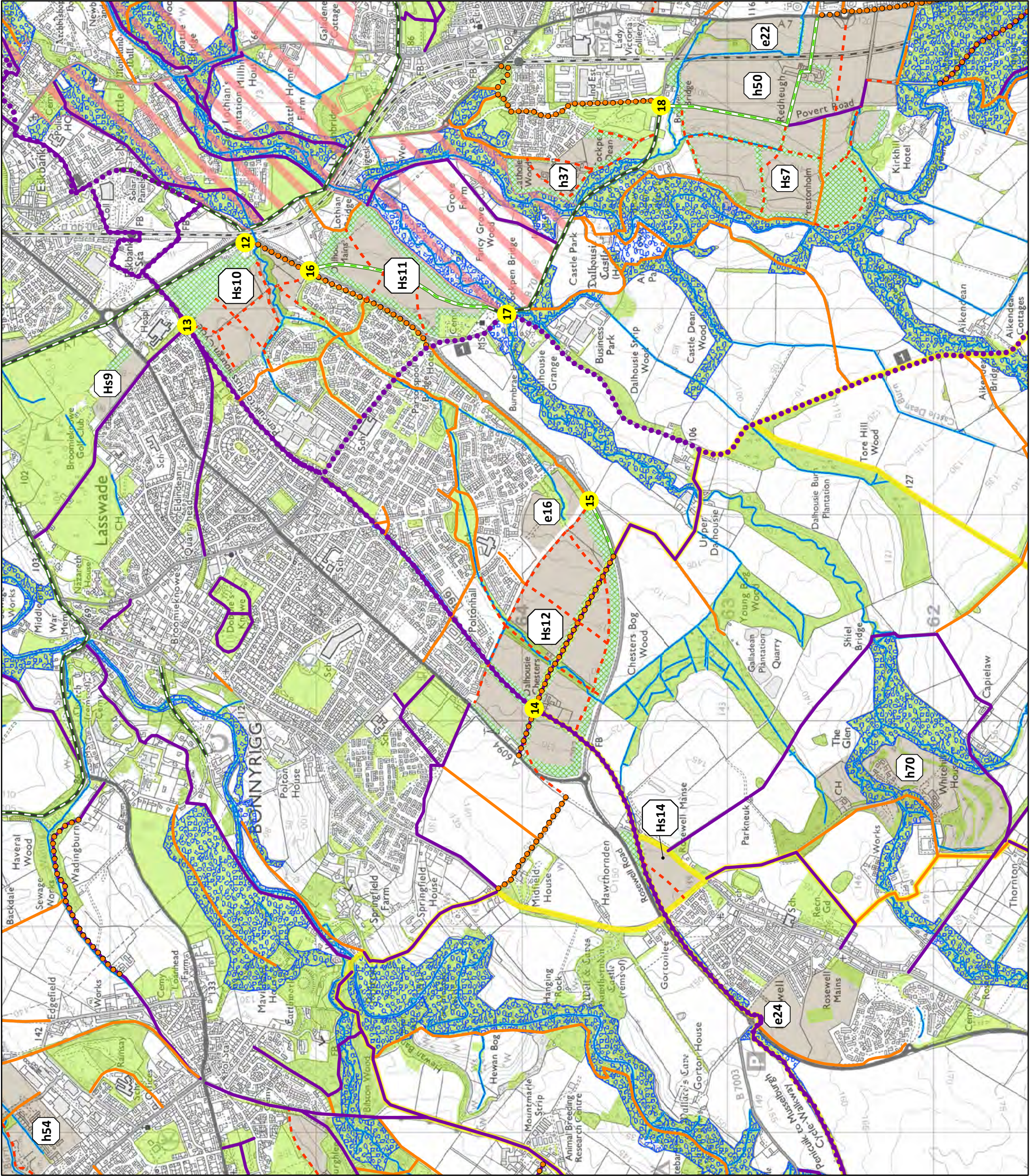
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Network Development 3

3.4 Easthouses-Mayfield-Newtongrange-Gorebridge

Context

3.4.1 The Newbattle Strategic Greenspace has an important role in separating these settlements from Dalkeith and Bonnyrigg, particularly Easthouses and Newtongrange. The River South Esk **and the Gore Water** ~~are~~**is an** important feature **in** the landscape to the west **and south** of Gorebridge/ Redheugh and **is**~~are~~ an asset to the development sites through incorporation into the green network for the wider area.

3.4.2 The sites allocated between Mayfield and Newtongrange provide opportunities for new green links to be created between the existing settlements. There is also a need for substantial structural planting, including woodland, to provide adequate screening and to create a context for these sloping and prominent sites. For Gorebridge, there will be significant green network opportunities associated with the developments at the north of the town, and the proposed development at Redheugh. The creation of a convenient, safe strategic cycle route north from Gorebridge and the new Redheugh community towards Bonnyrigg, Dalkeith and Edinburgh, which connects to other strategic active travel routes, is a priority for this area. The creation of an active travel route from Gorebridge to Mayfield, via Newtongrange and the sites allocated between Newtongrange and Mayfield, is also a priority.

3.4.3 Maximising the benefits of the Borders Railway is a further key priority for this area, particularly for Newtongrange and Gorebridge, but ensuring these benefits are accessible to the wider area is also essential. Therefore ensuring convenient access to both Gorebridge and Newtongrange rail stations is important. Integration of new development with the existing settlements is a core goal, and **the** green **network** infrastructure will make an important contribution to this.

Strategic Connections

3.4.4 Actions to enhance and develop the green network in the Easthouses-Mayfield-Newtongrange-Gorebridge area should contribute, where relevant, to the completion and enhancement of the relevant strategic connections. Four Strategic Green Network Connections identified in the MLDP are directly relevant to this area.

- **Strategic Connection 5:** Gorebridge - Musselburgh Link
- **Strategic Connection 6:** Dalkeith-Mayfield/Gorebridge-Vogrie Link
- **Strategic Connection 7:** Gore Water - Tyne Water Link
- **Strategic Connection 8:** South Esk Valley Route/ Dalhousie Burn

A plan showing these connections is provided in Appendix 1 of this Supplementary Guidance.

Connection Points

3.4.5 ~~A priority action for this area is the creation of multi-user path links between the following Connection Points (CP) are key locations that need to be clearly linked by multi user paths:~~

- **CP18:** B704 at junction with Povert Road (track)
- **CP19:** Lingerwood Road - Lothian Terrace junction, Newtongrange
- **CP20:** Junction of B6482 (Bryans Road/Suttieslea Road) with Morris Road, Newtongrange
- **CP21:** Core Path 5-30 (2009 Core Path Plan) between Stone Place and Bogwood Road.
- **CP22:** Gorebridge Station

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Area Wide Green Network Requirements

3.4.6 The bullets below summarise the overall green network requirements for the area based on the **Settlement Statement in the Midlothian Local Development Plan 2017** and extant planning consents (these are marked as 'Planned'). The list also includes a number of aspirational green network links that will be supported in principle and promoted by the Council (marked as 'Aspirational'). ~~All green network development and improvements in the area should contribute to these requirements:~~

- Promote the Newbattle Strategic Greenspace, maintain its long term integrity and provide opportunities for the enhancement of the green network within and connected to the Strategic Greenspace. **(Planned)**
- Maximise the potential of the Gore Water & South Esk river valleys as integral parts of the green network **(Planned)**, including the development of the Esk Way **(Aspirational)**.
- Create a strategic cycle route from Gorebridge Station (**Connection Point 22**) to Dalkeith and Edinburgh via Redheugh new settlement, **Connection Point 18**, Bonnyrigg (Dalhousie South) and the A7 (**Strategic Connection 9**). **(Aspirational)**
- Create multi user path connections to Newtongrange station and Gorebridge station (**Connection Point 22**) from the existing settlements and new developments, and upgrade the existing path from the B704 to Newtongrange station running through the Butlerfield Industrial Estate to multi user standard. **(Aspirational)**
- Create a cycleway from Blackcot Drive via **Connection Point 20** to **Connection Point 12** (Hardengreen Roundabout) and Edinburgh College in Eskbank. **(Aspirational)**

- Create a Gorebridge to Mayfield Active Travel Route (**Strategic Connection 5**) via new multi user paths between the B704 New Hunterfield, Stobhill Road, Lingerwood Road (**Connection Point 19**) and **Connection Point 21**. **(Aspirational)**
- Upgrade Core Path 8-23 (2009 Core Path Plan) from Hunterfield Road Gorebridge to the Gore Glen Woodland Park entrance on the Carrington to Gorebridge Road. **(Planned)**
- Upgrade the existing path alongside the A7 from Arniston to North Middleton to multi user path standard. **(Aspirational)**
- Enhance green network connections, including paths, east from Mayfield towards Edgehead, Vogrie Country Park and the wider countryside. **(Aspirational)**
- Establish community woodland, parks and other green network features **components** as an integral part of the development of Mayfield and Newtongrange (sites h38, h49, h34 & h35). **(Planned)**

Requirements for Allocated Development Sites

3.4.7 The following sections summarise the site specific green network requirements for sites in this area allocated in the MLDP. These requirements are in addition to the relevant overall green network requirements set out above. Developers are expected to incorporate these requirements, alongside the design principles set out in this Supplementary Guidance, when designing the development of their sites.

h41 North Mayfield

- Create substantial perimeter planting along the north-eastern and north-western boundaries of the site which is integrated into the wider green network and creates a new settlement edge.
- New green network components should be created throughout the site, and these components should connect to the green network

Network Development 3

and path network in the surrounding area, including the adjacent development site (h48 Bryans, Easthouses).

h48 Bryans, Easthouses

- i. Create a green network features crossing the site, incorporating open spaces, paths and SuDS. These components should connect to the green network and path network in the surrounding area, including the adjacent development site (h41 North Mayfield).

h38 South Mayfield & h49 Dykeneuk

- i. Establish structural landscaping throughout the site, including on the periphery to minimise the visual impact of the development of the prominent location, and on the boundary with Mayfield Industrial Estate.
- ii. Work with the underlying geology and ground conditions to create a parkland framework for development, integrating and enhancing the existing path network and features such as hedgerows wherever possible. Land unsuitable for built development should be utilised as open space, wildlife habitat or for SuDS and integrated into the green network for the area. The highest ground on the site in the westernmost part should be left undeveloped and incorporated into the green network.

- iii. Contribute to the upgrading of Core Path 5-30 (2009 Core Path Plan) to multi user standard.

- iv. Create a linear park incorporating SuDS features to link the existing open space south of Bogwood/Westhouses Road through to the natural vantage point on the southern boundary east of Smithy Cottages. This should incorporate a multi user path from Connection Point 21 on Core Path 5-30 (2009 Core Path Plan) to Connection Point 19 as part of the Gorebridge to Mayfield Active Travel Route (Strategic Connection 5).

- v. Provide multi user path connections across the sites to key destinations including Newtongrange stations as part of the green network. Retain existing features such as hedgerows, incorporating them into the green network.

- vi. Create a tree belt along the southern boundary of the site, creating a robust settlement boundary and transition to the surrounding countryside. The tree belt should be designed to maximise the potential for habitat connections with existing woodland nearby.

- vii. Establish a community woodland on the southern part of h49 Dykeneuk, incorporating paths linked to the local path network.

h34 East Newtongrange

- i. Retain and enhance established planting along the line of the former railway, and integrate it into the green network.
- ii. Establish substantial landscaping on the boundary with Mayfield Industrial Estate and landscaping of at least 10m depth around the farm buildings on Lingerwood Road.
- iii. Ensure integration with the existing green network in the area and with the green network created through the development of the neighbouring sites (h35 Lingerwood, h49 Dykeneuk & h38 South Mayfield).

- iv. Provide multi user path connections to key destinations, including Newtongrange Rail Station, as part of the green network.

h35 Lingerwood

- i. Retain and enhance the existing tree belt along the western boundary, and integrate it into the green network.

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- ii. Create wildlife habitat on the land unsuitable for built development, incorporating SuDS where appropriate.
- iii. Ensure integration with the existing green network in the area, and with the green network created through the development of the neighbouring sites (h34 East Newtongrange, h49 Dykeneuk & h38 South Mayfield).
- iv. Provide multi user path connections to key destinations, including Newtongrange Rail Station, as part of the green network.
- v. Create a multi user path from Stobhill Road to **Connection Point 19** as part of the Gorebridge to Mayfield Active Travel Route (**Strategic Connection 5**).

e21 Stobhill Road Newtongrange

- i. Establish extensive boundary planting on the eastern edge to protect the amenity of the neighbouring residential area.
- ii. Ensure integration with the existing green network in the area, and with the green network created through the development of the neighbouring site (h35 Lingerwood).
- iii. Provide multi user path connections to key destinations, including Newtongrange Rail Station, and a multi user path through the site as part of the Gorebridge to Mayfield Active Travel Route (**Strategic Connection 5**).

Hs8 Stobhill Road Gorebridge

- i. Retain and enhance the existing vegetation along part of the northern, eastern and southern boundaries and integrate it into the green network. The northern boundary planting should be extended with 10m wide hedgerow planting.

- ii. Retain and enhance the existing paths along the northern, southern and eastern edges and connect them to the local path network.
- iii. Establish habitat connections to the woodland to the east of the site.

h51 Robertson's Bank

- i. Retain and enhance the existing woodland on the site and integrate it into the wider green network.
- ii. Establish significant structural landscaping on the south-eastern edge to define the long-term boundary of Gorebridge.
- iii. Create additional green network components across the site which connect to the surrounding green network.

h50 Redheugh/Prestonholm, e22 Redheugh, Hs7 Redheugh West & Safeguarded Site (Redheugh Phase 3)

- i. Retain existing tree belts and hedgerows and features such as drainage ditches, and incorporate them into the green network.
- ii. Create a multi user path utilising the route of the existing Core Path 8-16 (2009 Core Path Plan) from the A7, past Redheugh Farm to Povert Road, north to the junction of Povert Road and the B704 (**Connection Point 18**).
- iii. Create an integrated green network across the site which incorporates open spaces, SuDS, habitats and a multi user path network. The path network should ensure easy access around the site and provide connections to the existing core path network, the Gore Way and the Esk Valley Walk.

Network Development 3

iv. Establish a 30m wide landscape strip along the western and south-western edges of Redheugh Phase 3. The existing woodland edge around the paddock should be reinforced, **protecting the existing ancient and semi-natural ancient woodland in this area**, and a path link should be incorporated into the edge-planting to create a river path.

v. Ensure the layout and design of development and the green network within the site protects and enhances the neighbouring Dalhousie Castle Estate Local Biodiversity Site (LBS), Aikendean LBS and Gore Glen LBS, and provides appropriate opportunities for habitat connectivity and movement of wildlife

vi. Provide space for allotments or community growing.

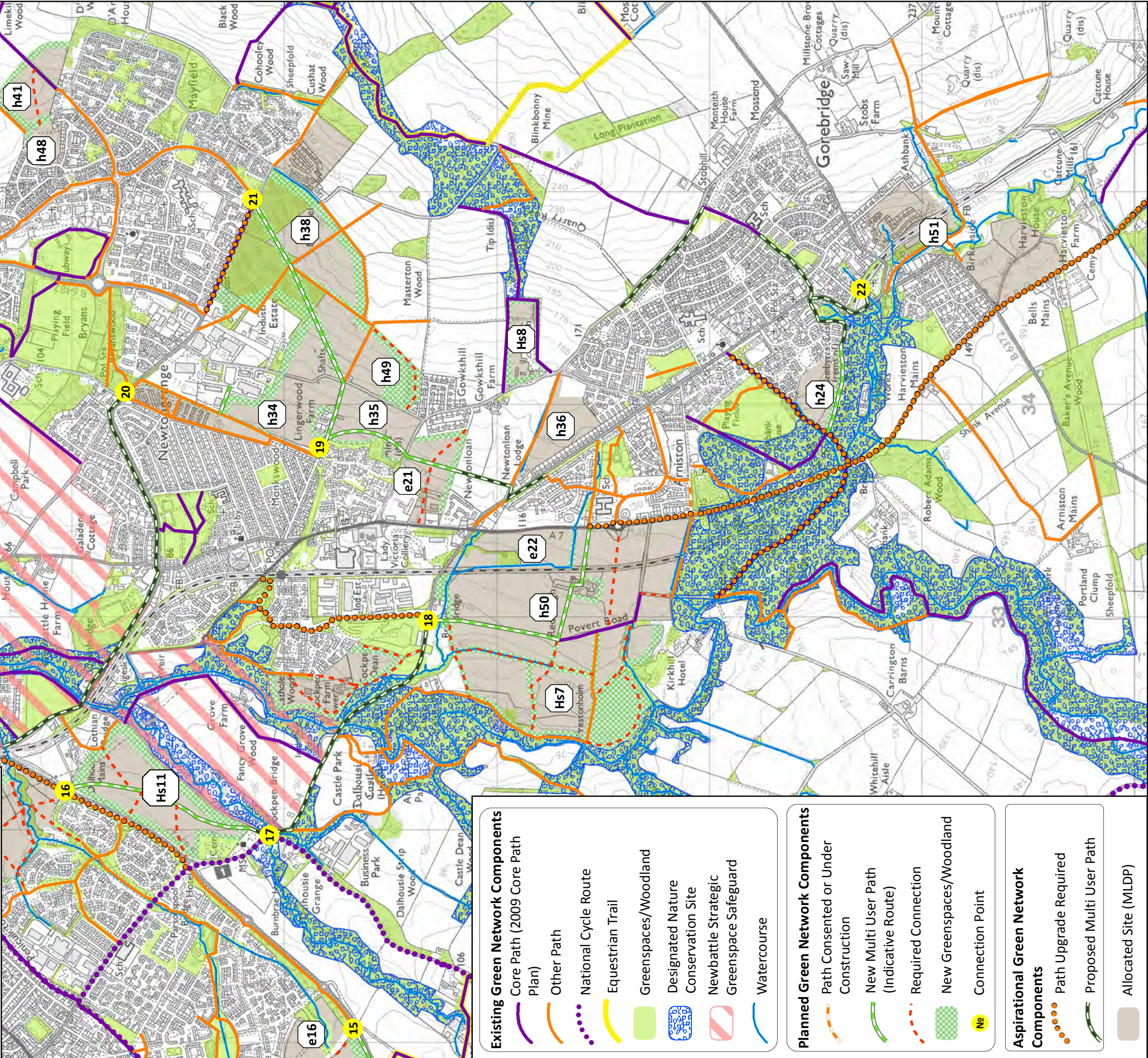
Easthouses-Mayfield- Newtongrange-Gorebridge

- Housing**
h24 Newbyres
h34 East Newtongrange
h35 Lingerwood
h36 North Gorebridge
h38 South Mayfield
h41 North Mayfield
h48 Bryans
h49 Dykeneuk
h50 Redheugh/Prestonholm
- Employment**
e16 Hopefield
e21 Stobhill Road
e22 Redheugh



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Existing Green Network Components

- Core Path (2009 Core Path Plan)
- Other Path
- National Cycle Route
- Equestrian Trail
- Greenspaces/Woodland
- Designated Nature Conservation Site
- Newbattle Strategic Greenspace Safeguard
- Watercourse

Planned Green Network Components

- Path Consented or Under Construction
- New Multi User Path (Indicative Route)
- Required Connection
- New Greenspaces/Woodland
- Connection Point

Aspirational Green Network Components

- Path Upgrade Required
- Proposed Multi User Path
- Allocated Site (MLDP)

3 Network Development

3.5 Penicuik-Auchendinny

Context

3.5.1 The Pentland Hills provide much of the setting for this area and offer huge possibility for accessing the countryside. Improving access to the Regional Park is therefore a priority for this area. The North Esk Valley is an important component of the Green Network, as well as providing the landscape setting for the east side of Penicuik. National Cycle Route 196 runs to the east of the town, then south of Auchendinny at Dalmore Mill and onwards to Rosewell and Bonnyrigg. This route and the North Esk Valley are important green network connection opportunities for Penicuik and Auchendinny.

3.5.2 The 20th-century housing estates which were built in the north of Penicuik were largely designed with green spaces, pedestrian routes and schools at the heart of the development, with road access focused on the outer edge. These footpath and amenity open space links, particularly in the Cornbank and Deanburn areas, should be continued into the new development areas.

Strategic Connections

3.5.3 Actions to enhance and develop the green network in the Penicuik-Auchendinny area should contribute, where relevant, to the completion and enhancement of the relevant strategic connections. Eight Strategic Green Network Connections identified in the MLDP are directly relevant to this area.

- **Strategic Connection 2:** Shawfair - Penicuik Link
- **Strategic Connection 12:** NCR196/Penicuik-Musselburgh Walkway
- **Strategic Connection 13:** Roslin Glen - Leadburn Link
- **Strategic Connection 14:** North Esk Valley Route
- **Strategic Connection 16:** Roslin-Auchendinny Link
- **Strategic Connection 18:** Glencorse Link

- **Strategic Connection 19:** Pentlands Access (Flotterstone-Bavelaw)
- **Strategic Connection 20:** Penicuik - Auchencorth Link

A plan showing these connections is provided in Appendix 1 of this Supplementary Guidance.

Connection Points

3.5.4 A priority action for this area is the creation of key multi-user path links between the following Connection Points (CP) **are key locations that need to be clearly linked by multi user paths:**

- CP23: NCR196 at Dalmore Mill.
- ~~CP24: A702 at the Flotterstone Inn.~~
- CP2425: A701 by Glencorse Golf Club and Milton Bridge Nursery.
- CP2526: Auchendinny near the Glencorse Centre.

Area Wide Network Requirements

3.5.5 The bullets below summarise the overall green network requirements for the area **based on the Settlement Statement in the Midlothian Local Development Plan 2017 and extant planning consents.** The list also include a number of aspirational green network links that will be supported in principle and promoted by the Council. All green network development and improvements in the area should contribute to these requirements:

- Create path connections from Auchendinny north to Roslin (**Strategic Connection 16**), west to the Midlothian Science Zone (via **Connection Point 245**) and Pentland Hills Regional Park (**Strategic Connections 18 and 19**), and south to NCR196 (**Strategic Connection 12**). (**Planned**)
- Maximise the potential of the North Esk river valley as an integral part of the green network (**Planned**), including the development of the Esk Way (**Strategic Connection 14**) (**Aspirational**).
- Enhance green network connections, including paths, with the Penicuik Estate, Pentland Hills Regional Park and the **planned**

Network Development 3

- Peebles to Roslin cycle route path (Strategic Connection 13). (Aspirational)
Create a multi user path between Roslin and Auchendinny (Strategic Connection 16), connected the Loanhead Shawfair - Roslin path to NCR196 at Connection Point 23, utilising the route of the former Roslin to Penicuik rail line wherever possible. (Aspirational)
- Create safe pedestrian, cycle and equestrian crossing points on the A702, particularly at Flotterstone (Connection Point 24) and Mauricewood Road to provide connections to the path network within the Pentland Hills Regional Park (Strategic Connection 19). (Aspirational)
- Liaise with Transport Scotland to identify possible options for providing a roadside multi user path along the A702 from Lothianburn to Carlops. (Aspirational)
- Establish a cycleway from Bilston to Penicuik along the A701. (Aspirational)
- Create multi user paths from the A701 south of Beeslack High School along the Loon Burn to Eastfield Drive; along the Cuiken Burn from Eastfield Grove to Loanburn; and from Eskhill to Imrie Place by the Penicuik Medical Centre. (Aspirational)

Requirements for Allocated Development Sites

3.5.6 The following sections summarise the site specific green network requirements for sites in this area allocated in the MLDP. These requirements are in addition to the relevant overall green network requirements set out above. Developers are expected to incorporate these requirements, alongside the design principles set out in this Supplementary Guidance, when designing the development of their sites.

Hs20 Auchendinny

- i. Provide multi user path connections across the site and to key destinations, including NCR196, as part of the green network.

- ii. Establish boundary planting, averaging 20m depth, to minimise the impact of the development on the North Esk Valley. Existing vegetation along the site boundaries should be retained, enhanced and integrated into the green network within the site, ensuring the existing ancient and semi natural ancient woodland is protected.
- iii. Ensure the layout and design of development and the green network within the site protects and enhances the neighbouring Local Biodiversity Sites (LBS) (Auchendinny Ponds and Glencourse Burn Wood LBS, Auchendinny Wood LBS and Roslin Glen Country Park LBS) and provides appropriate opportunities for habitat connectivity and movement of wildlife.
- iv. Create a multi user path through the site from Connection Point 256 to Connection Point 23 to form part of an Active Travel Route from Penicuik to Shawfair (Strategic Connection 2).
- v. Create a path connecting the existing path between Firth Crescent and The Brae to the planned multi user path (requirement v).
- vi. Contribute to the creation of a multi user path from the north of the site to connect to the proposed cycleway along the A701.

AHs3 Belwood Crescent, Penicuik

- i. Retain and enhance the existing vegetation along the south eastern and north eastern boundaries of the site.
- ii. Establish a hedge with trees along the north western boundary and integrate this into the green network.
- iii. Create a path across the site linking Belwood Crescent to Glencorse Road.

AHs4 Pomathorn Mill, by Penicuik

- i. Establish substantial planting along all boundaries to provide adequate screening for the development and integrate it into the green network.
- ii. Retain the trees along the north western boundary and incorporate SuDS and open space into the green network along this boundary.

3 Network Development

- iii. Create a 10-15m wide hedgerow with trees along the south eastern boundary, integrated into the wider green network.
- iv. Create a multi user path link across the site and onwards connecting to the nearby **planned** Roslin to Leadburn cycle-path (**Strategic Connection 13**).
- v. **Ensure the existing ancient and semi natural ancient woodland within and close to the site is protected.**

AHs5 Wellington School, by Howgate

- i. Retain and enhance existing vegetation along all boundaries and integrate it into the green network within and outwith the site.
- ii. Enhance existing roadside vegetation with inter-planting of hedgerow species including trees.

Network Development 3

3.6 Loanhead-Straiton-Bilston-Roslin-Midlothian Science Zone

Context

3.6.1 Progress with further development in the A701 corridor, including the proposed commercial development at West Straiton (Ec3) and housing in Bilston, Roslin and Penicuik will be significantly influenced by the development of the proposed A701 Relief Road between Straiton/A720 junction and the A703 (with a link road to the A702). The new road will relieve congestion on the current A701, enabling the existing road to give more priority to public transport, cycling and walking north of the junction with the A703.

3.6.2 The green network is well developed around Roslin, particularly in relation to Roslin Glen Country Park. Roslin is also connected to Edinburgh via the **Shawfair - Roslin multi user path** shared user path on the former Loanhead to Penicuik railway line. Safeguarding existing footpaths and recreational facilities and enhancing these to make connections with other parts of Midlothian including the Pentland Hills Regional Park is a key objective for the area.

Strategic Connections

3.6.3 Actions to enhance and develop the green network in the Loanhead-Straiton-Bilston-Roslin-Midlothian Science Zone area should contribute, where relevant, to the completion and enhancement of the relevant strategic connections. Eight Strategic Green Network Connections identified in the MLDP are directly relevant to this area.

- Strategic Connection 2: Shawfair - Penicuik Link
- Strategic Connection 12: NCR196/Penicuik-Musselburgh Walkway
- Strategic Connection 14: North Esk Valley Route
- Strategic Connection 15: North Roslin Link

- Strategic Connection 16: Roslin-Auchendinny Link
- Strategic Connection 17: A701 (Straiton - Gowkley Moss/The Bush)
- Strategic Connection 18: Glencorse Link
- Strategic Connection 19: Pentlands Access (Flotterstone-Bavelaw)

A plan showing these connections is provided in Appendix 1 of this Supplementary Guidance.

Connection Points

3.6.4 A priority action for this area is the creation of key multi-user path links between the following Connection Points (CP) **are key locations that need to be clearly linked by multi user paths:**

- CP256: Auchendinny, near Glencorse Centre
- CP267: B7006 at Roslin Medical Practice
- CP278: Current terminus of the Loanhead **Shawfair** - Roslin multi user path at Manse Road
- CP289: A701 - A703 junction at Bilston
- CP2930: Seafield Road Bilston, west of Woodfield Park
- CP304: Edgefield Relief Road - B702 junction
- CP312: Access road to Midlothian Snowsports Centre at junction with A702

3 Network Development

Area Wide Network Requirements

3.6.5 The bullets below summarise the overall green network requirements for the area based on the **Settlement Statement in the Midlothian Local Development Plan 2017** and extant planning consents. The list also includes a number of aspirational green network links that will be supported in principle and promoted by the Council (marked as Aspirational). All green network development and improvements in the area should contribute to these requirements.

- Create a multi user path between Auchendinny and Roslin (**Strategic Connections 15 & 16**) as part of the extension of the existing Shawfair-Roslin path. This should start at the current terminus of the Shawfair-Roslin path at Manse Road (**Connection Point 278**), and run through Hs18 Roslin Institute, Hs19 Roslin Expansion, Hs7 Penicuik Road (**Connection Point 267**) and Ec5 Oatslie Expansion, connecting to the path network in Hs20 Auchendinny near the Glencorse Centre (**Connection Point 256**). (**Aspirational**)
- Connect the existing path network in Roslin to the path network in Bilston via a crossing point at near the A701-A703 junction (**Connection Point 289**) and new multi user paths through h55 to **Connection Point 2930** and through Hs16 to connect to an upgraded Core Path 41 (2009 Core Path Plan). (**Aspirational**)
- Create a Loanhead to Lothianburn multi user path from the Edgefield Relief Road (**Connection Point 304**) to the Midlothian Snowsports Centre (**Connection Point 312**). This will require suitable crossing arrangements at the junction of the A701 and B702, and the A702 (and potentially of the planned A701-Relief Road). (**Aspirational**)
- Create an active travel route along the A701 from Bilston (A703 junction) to Straiton (A720 junction) (**Strategic Connection 17**) with onward connection to the Edinburgh Active Travel Network

including improved arrangements for pedestrians and cyclists along the A701 through its junction with the A720 and the proposed A701 Relief Road. (**Planned**)

- Upgrade the existing path between Dryden Farm/Battle of Roslin Monument and the A701 at Bilston Gardens (via crossing of Kill Burn and Langhill Farm/Dryden Tower) to multi user standard (Core Path 20 (2009 Core Path Plan) and Core Path 23, from its junction with Core Path 20 to its junction with Core Path 11). (**Aspirational**)
- Create an off road cycleway along the A703 and A702 from the A701-A703 junction to the A702-A720 junction. (**Aspirational**)
- Enhance habitat and path connections to the Pentland Hills Regional Park. (**Aspirational**)
- Liaise with Transport Scotland to identify possible options for providing a roadside multi user path along the A702 from Lothianburn to Carlops, including safe pedestrian, cycle and equestrian crossing points. (**Aspirational**)
- Create substantial structural landscaping along both sides of the proposed A701 relief road which is integrated into the wider green network.

Requirements for Allocated Development Sites

3.6.6 The following sections summarise the site specific green network requirements for sites in this area allocated in the MLDP. These requirements are in addition to the relevant overall green network requirements set out above. Developers are expected to incorporate these requirements, alongside the design principles set out in this Supplementary Guidance, when designing the development of their sites.

Ec3 West Straiton

Network Development 3

- i. Establish a landscape buffer at least 10m wide around the existing residential properties on Straiton Road, Tinkers Row and Burndene Drive/Lomond Walk (Straiton Park Homes site) and integrate this into the green network for the site.
- ii. Utilise the areas unsuitable for development due to ground conditions for open space and other components of the green network.
- iii. Create a 30m wide mounded woodland belt along the boundary of the site with the A701 Relief Road and integrate this into the wider green network.
- iv. Establish a 10m wide hedgerow with trees along the boundary with the current A701 and integrate this into the wider green network.
- v. Provide a network of green spaces throughout the site connected by a network of multi user paths, ensuring these paths connect to existing and planned paths beyond the site boundaries.
- vi. ~~Explore the potential for creating a multi-user path through the site which can form part of the Loanhead – Lothianburn link (Connection Point 31 to Connection Point 32):~~

Ec4 Ashgrove North

- i. Establish a 30m wide woodland belt along the A720 boundary and a 10-15m wide hedgerow with trees along all other boundaries.
- ii. Ensure the layout and design of development and the green network within the site protects and enhances the neighbouring Straiton Pond Local Nature Reserve (LNR) and provides appropriate opportunities for habitat connectivity and movement of wildlife.
- iii. Retain and enhance existing vegetation within the site, including along Lang Loan and integrate this into the green network.

- iv. Retain the existing path across the site and upgrade it to multi user standard, ensuring it is incorporated into the green network within the site.
- v. Develop SuDS as part of the green network which directs surface water away from the neighbouring Straiton Pond Local Nature Reserve.

Hs16 Seafield Road & Safeguarded Site (Seafield Road Phase 2)

- i. Create a woodland framework for the site, retaining and enhancing the existing woodland within the site and establishing a 30m woodland belt along the boundary with the A703, the north western boundary and the north eastern boundary.
- ii. Establish a 10-15m hedgerow with trees along the western boundary, connecting with the wider green network.
- iii. Utilise the areas unsuitable for development due to ground conditions for open space and other components of the green network.
- iv. Create linked tree lined avenue and green spaces across the site in conjunction with SuDS, ensuring green spaces are connected with multi user paths.
- v. Provide multi user paths throughout the site, ensuring these paths connect to existing and planned paths beyond the site boundaries including within neighbouring sites (h56 Seafield Road East and Hs17 Pentland Plants and h55 Seafield Moor Road).
- vi. Create a multi user path connecting Core Path 41 (2009 Core Path Plan) with Seafield Road at **Connection Point 29~~30~~**.

Hs17 Pentland Plants

3 Network Development

- i. Enhance existing vegetation along the north western boundary to create a 10-15m wide planting strip, and integrate this into the green network.
- ii. Establish a hedge with trees along to south eastern boundary facing onto the existing open space.

Hs18 Roslin Institute

- i. Create a multi user path through the site, from the current terminus of the Loanhead-Roslin multi user path (**Connection Point 278**) to Main Street (B7003), enabling a connection to the recently upgraded multi user path running from Main Street to the Gowkley Moss Roundabout (A701) via the Roslin Moat and Curling Pond Local Biodiversity Site (**Strategic Connection 15**).
- ii. Protect and enhance the existing woodland areas within the site along the site boundaries, and individual trees within the site.
- iii. Establish a 10-15m wide hedgerow with trees along the south-eastern boundary of the site and integrate it into the green network.
- iv. Provide paths throughout the site, including the woodland areas, with connections to the existing local path network in and around Roslin.
- v. Create a network of linked open spaces throughout the site, integrated with the path network, to complement and integrate with the existing character of the site.

Hs19 Roslin Expansion

- i. Incorporate the existing multi user path along the former railway line into the path network within the site.

- ii. Create green network connections through the site, incorporating SuDS, open space and paths, ensuring connections to the surrounding green network.
- iii. Ensure the layout and design of development and the green network within the site protects and enhances the neighbouring Roslin Moat & Curling Pond Local Biodiversity Site (LBS) and provides appropriate opportunities for habitat connectivity and movement of wildlife.
- iv. Protect and enhance the existing landscaping along the south western boundary of the site adjacent to Roslin Moat & Curling Pond LBS.
- v. Create a multi user path through the site, potentially utilising the existing multi user path (**Strategic Connection 15**) where appropriate, to form part of the proposed Auchendinny - Roslin extension of the existing Loanhead-Roslin Multi User Path (**Strategic Connection 16**). The new multi user path should connect to the path network with the Penicuik Road development site (currently under construction) linking to **Connection Point 267**, and should provide for safe crossing of the B7006 and connection to the path network in Hs18 Roslin Institute linking to **Connection Point 278**.
- vi. Establish a 20-30m wide woodland belt along the northern edge of the site to help screen the development from the A701, including path connections to an upgraded Core Path 27 (2009 Core Path Plan).
- vii. Retain and enhance the existing hedgerows, incorporating appropriate hedgerow trees, along the boundary of the site with Main Street (B7006).

e34 Oatslie & Ec5 Oatslie Expansion

Network Development 3

- i. Establish a 15m wide hedgerow with trees along the south western, south eastern and north eastern boundaries to help contain the sites and to enhance the green corridor along the former railway line.
- ii. Create a multi user path along the south eastern boundary of the site from **Connection Point 267** to form part of the proposed Auchendinny-Roslin extension of the existing Loanhead-Roslin Multi User Path (**Strategic Connection 16**).
- iii. Create green network connections through the sites, incorporating SuDS, open space and paths, ensuring connections to the surrounding green network.

Midlothian Science Zone (b1-b9 & Bt1-Bt3)

- i. Retain and enhance the overall parkland setting of The Bush, including existing roundels, shelter belts, open spaces, specimen trees and woodland planting, and the setting of Bush House.
- ii. Ensure the layout and design of development and the green network within the site protects and enhances the Bush Estate & Glencorse Burn Local Biodiversity Site (LBS) and provides appropriate opportunities for habitat connectivity and movement of wildlife.
- iii. Provide new shelter belts along the western, eastern and northern boundaries of Bt3 (Technopole North West).
- iv. Create green network connections including multi user paths between Bush Loan and the A703, utilising the existing paths and shelter belt along the western boundaries of b3 (Gowkley Moss) and b7 (Gowkley Moss North), and the path connections being created within Bt2 (Easter Bush South).

- v. Create a multi user path from b2 (Edinburgh Technopole/Bush Estate) to the proposed Roslin-Penicuik multi user path at Auchendinny via a new connection within b9 (New Milton) and new crossings points for the A701 and B7026.
- vi. Complete the east-west cycle link from Gowkley Moss to Bush Farm Loan, and the north-south cycle link from Technopole to Bush Loan.
- vii. Retain and enhance the existing planting between b3 (Gowkley Moss) and Bt2 (Easter Bush South), and along the southern boundary of b6 (Easter Bush) and Bt2 (Easter Bush South).

AHs2 Burghlee, Loanhead

- i. Retain and enhance existing vegetation along the southern boundary of the site as part of the green space, incorporating SuDS.
- ii. Create a 10-15m hedgerow boundary along the eastern boundary of the site.
- iii. Establish a hedge with trees along the boundary with the existing open space.
- iv. Restore and enhance the existing watercourse running through the site, deculverting wherever possible and incorporating it into the green network.
- v. Create multi user paths across the site which connect to the local path network including the adjacent Loanhead - Roslin Multi User Path (**Strategic Connection 2**).

Loanhead-Straiton
-Bilston-Roslin-Midlothian
Science Zone

Existing Green Network Components

- Core Path (2009 Core Path Plan)
- Other Path
- National Cycle Route
- Equestrian Trail
- Greenspaces/Woodland
- Designated Nature Conservation Site
- Watercourse

Planned Green Network Components

- Path Consented or Under Construction
- New Multi User Path (Indicative Route)
- Required Connection
- New Greenspaces/Woodland
- Connection Point

Aspirational Green Network Components

- Path Upgrade Required
- Proposed Multi User Path
- Allocated Site (MLDP)
- Proposed Road
- Cross Boundary Connection

Housing

- AHs2 Burghlee
- h52 Gorton Loan
- h55 Seafield Moor Rd
- Hs14 Rosewell North
- Hs16 Seafield Road
- Hs17 Pentland Plants
- Hs18 Roslin Institute
- Hs19 Roslin Expansion
- b3 Gowkley Moss
- b6 Easter Bush
- b7 Gowkley Moss North
- b9 New Milton
- Bt1 Easter Bush North
- Bt2 Easter Bush South
- Bt3 Technopole Northwest
- e24 Gorton Road
- e34 Oatslie
- Ec3 West Straiton
- Ec4 Ashgrove North
- Ec5 Oatslie Expansion

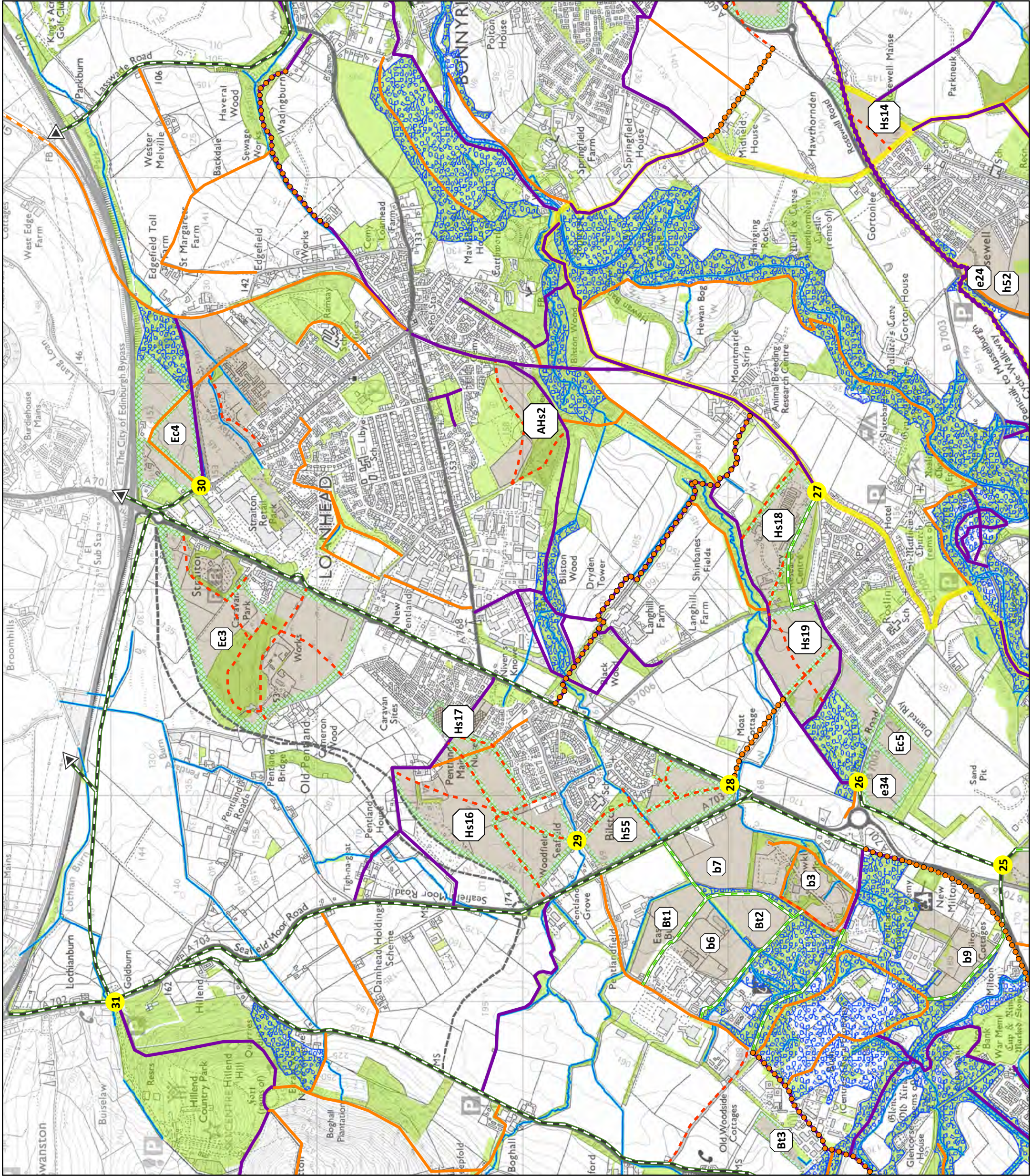
Employment

- b3 Gowkley Moss

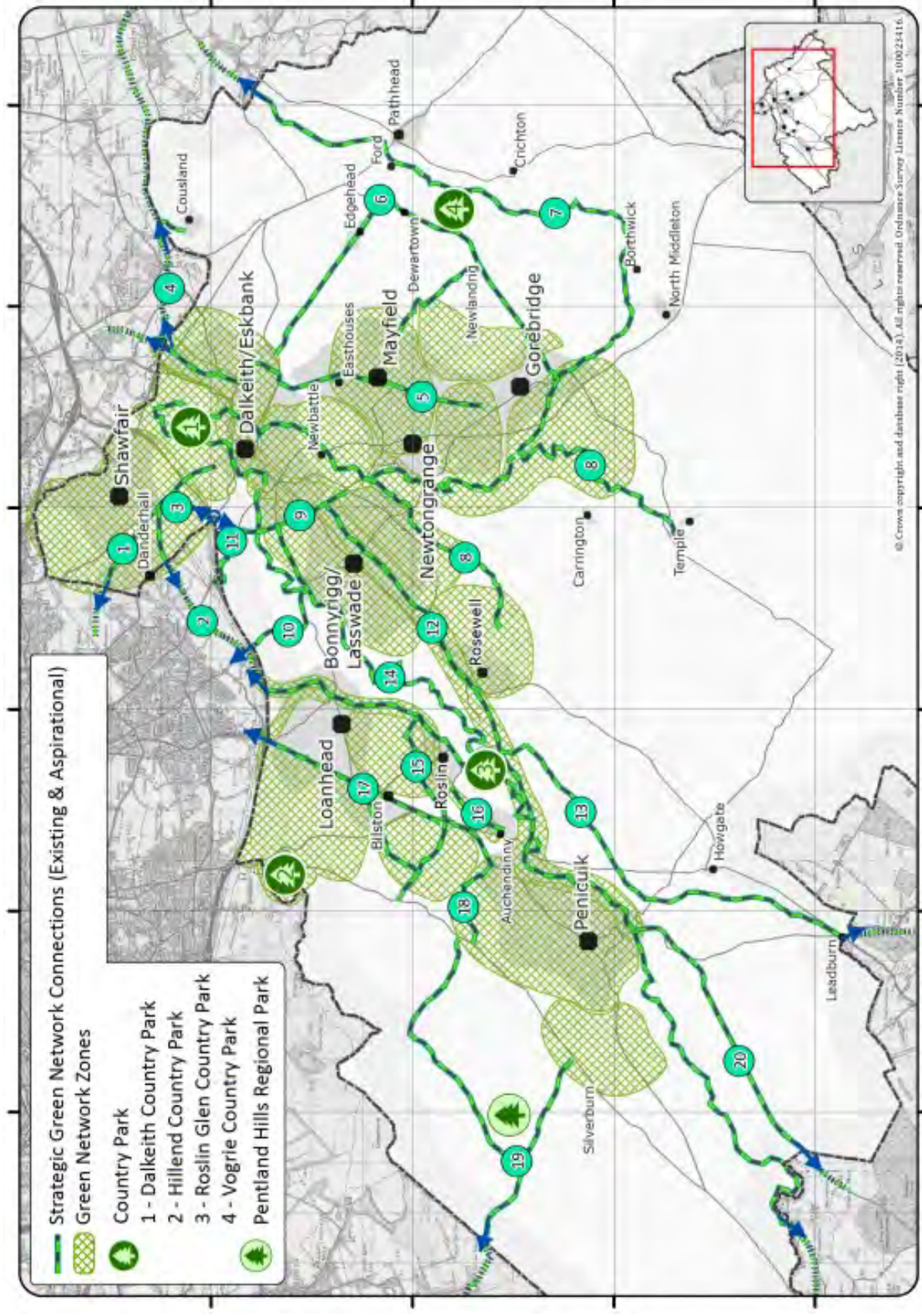


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Appendix 1 - Strategic Connections



Appendix 1 - Strategic Connections

The diagram above (Figure 5.2 from the Midlothian Local Development Plan) shows the 20 strategic green network connections identified in the 2017 Midlothian Local Development Plan. The Strategic Connections are:

No.	Name	No.	Name
1	Dalkeith Park - Edmonstone Link	11	Gilmerton Road Link
2	Shawfair - Penicuik Link	12	NCR196/Penicuik-Musselburgh Walkway
3	Sheriffhall Link	13	Roslin Glen-Leadburn Link
4	Bellyford Burn (Smeaton-Pencaitland Link)	14	North Esk Valley Route
5	Gorebridge-Musselburgh Link	15	North Roslin Link
6	Dalkeith-Mayfield/ Gorebridge-Vogrie Link	16	Roslin-Auchendinny Link
7	Gore Water-Tyne Water Route	17	A701 (Straiton-Gowkley Moss/The Bush)
8	South Esk Valley Route/Dalhousie Burn	18	Glencourse Link
9	A7 Urbanisation	19	Pentlands Access (Flotterstone-Bavelaw)
10	Melville Link	20	Penicuik-Auchencorth Link

The identified connections are not necessarily existing connections and, although usually focused on routes for walkers and potentially other non-motorised users, not all connections will incorporate specific multi user paths. Routes which already exist include Strategic Connection 4, Strategic Connection 11, Strategic Connection 12 and Strategic Connection 19. Other connections include existing paths in parts, including Strategic Connection 2 (Roslin to Shawfair), Strategic Connection 7 (the Gore Way), Strategic Connection 8 (parts of the South Esk Valley Route) and Strategic Connection 14 (parts of the North Esk Valley Route).

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