



DALKEITH REGENERATION DEVELOPMENT FRAMEWORK

REIACH AND HALL ARCHITECTS

Midlothian 

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FOREWORD

VISION FOR DALKEITH

Dalkeith is a historic town centre and our administrative centre. Its long held prosperity is evident in its many fine buildings and despite the many challenges faced by town centres across Scotland, it continues to provide a thriving centre for commerce and community.

However, the way we think about our town centres has changed in recent years. The COVID 19 pandemic has brought many people closer to their local centres as more people work from home. For many, this has meant a fresh appreciation of what is on our doorstep. It has also meant people challenging us to do more to make our town centres healthier, more accessible and more welcoming places to be.

For many years, there has been a recognition that, despite its many attractive qualities, the centre of Dalkeith needs a rethink. This Development Framework sets the long term vision for how we want the town centre to be developed. It should be lived in and loved. It should be better connected to the neighbourhoods that surround it. People of all ages should be able to spend time here easily and confidently.

This Framework sets out how a renewed Dalkeith could look and the strategies needed to get us there. This is the start of a new story for Dalkeith.

Cllr Cassidy



DALKEITH TOWN CENTRE DEVELOPMENT FRAMEWORK

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01 SITE & CONTEXT

1.1 DEVELOPMENT FRAMEWORK SITE

LOCATION OF DALKEITH

The historic market town of Dalkeith is located 7 miles south-east of the City of Edinburgh.

The town is sited in the north of Midlothian and is the seat of Midlothian Council and the main administrative centre for the district.

The estimated population of Dalkeith rose from 11,823 in 2011 to 15,010 in 2021, reflecting the wider population trend in Midlothian.

The town is served by good railway and road networks.

RAIL LINK

The Borders Railway which connects the City of Edinburgh with Galashiels and Tweedbank in the Scottish Borders, is routed via Eskbank Station which is located to the south-west of Dalkeith Town Centre.

ROADS

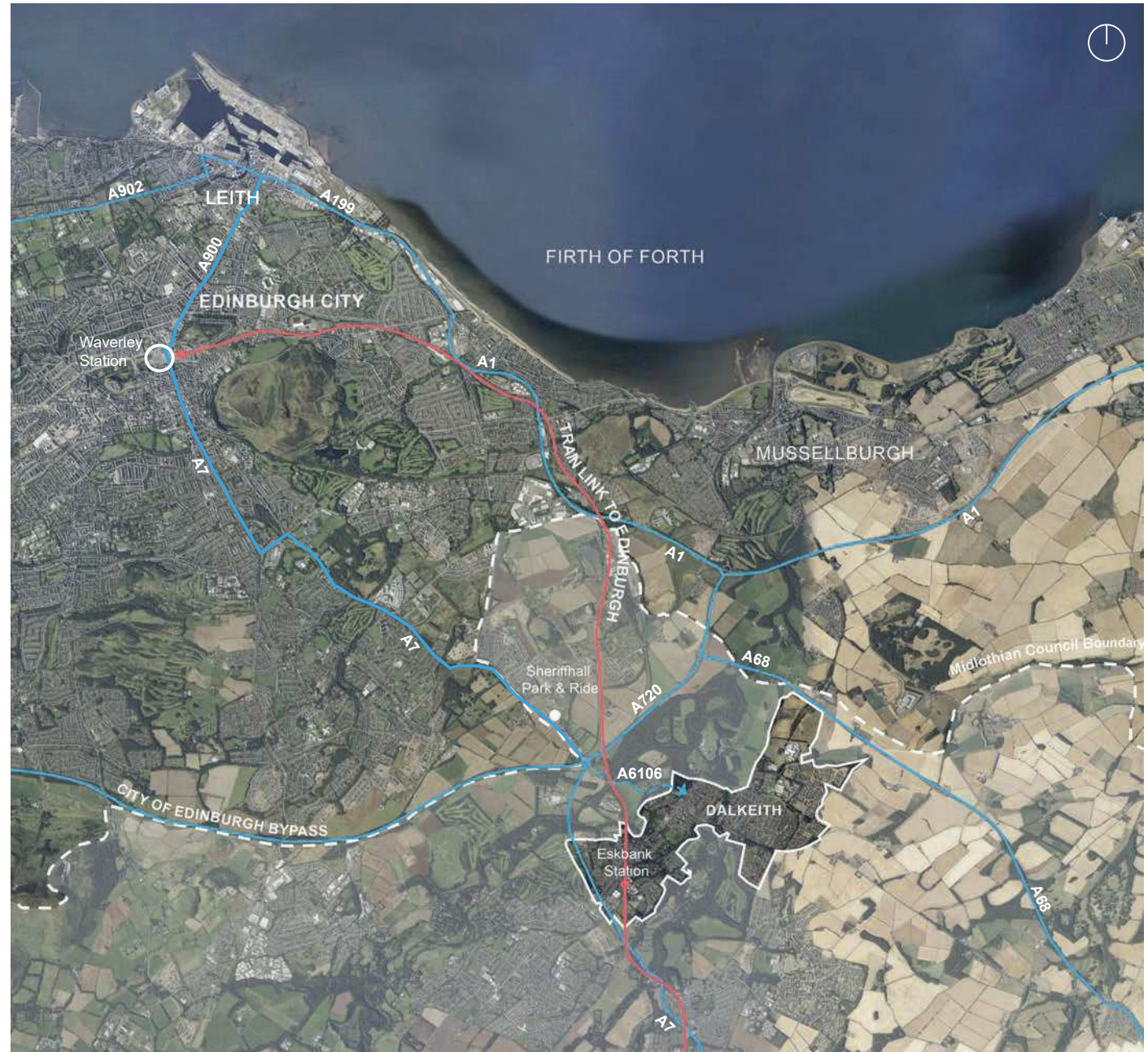
Dalkeith is well connected to the City of Edinburgh and the surrounding towns. The City of Edinburgh Bypass sits to the north of the town which provides a convenient route to the outskirts of Edinburgh, Edinburgh Airport and onto the motorways and road network to the rest of Scotland.

BUS NETWORK

Dalkeith is served by a number of bus routes that connect the town to the rest of Midlothian and the City of Edinburgh.

PARK AND RIDE

Sheriffhall Park and Ride is 1.6 miles north of Dalkeith. Frequent buses link the site to central Edinburgh via the Edinburgh Royal Infirmary.



1.1 DEVELOPMENT FRAMEWORK SITE

DALKEITH COMMUNITIES

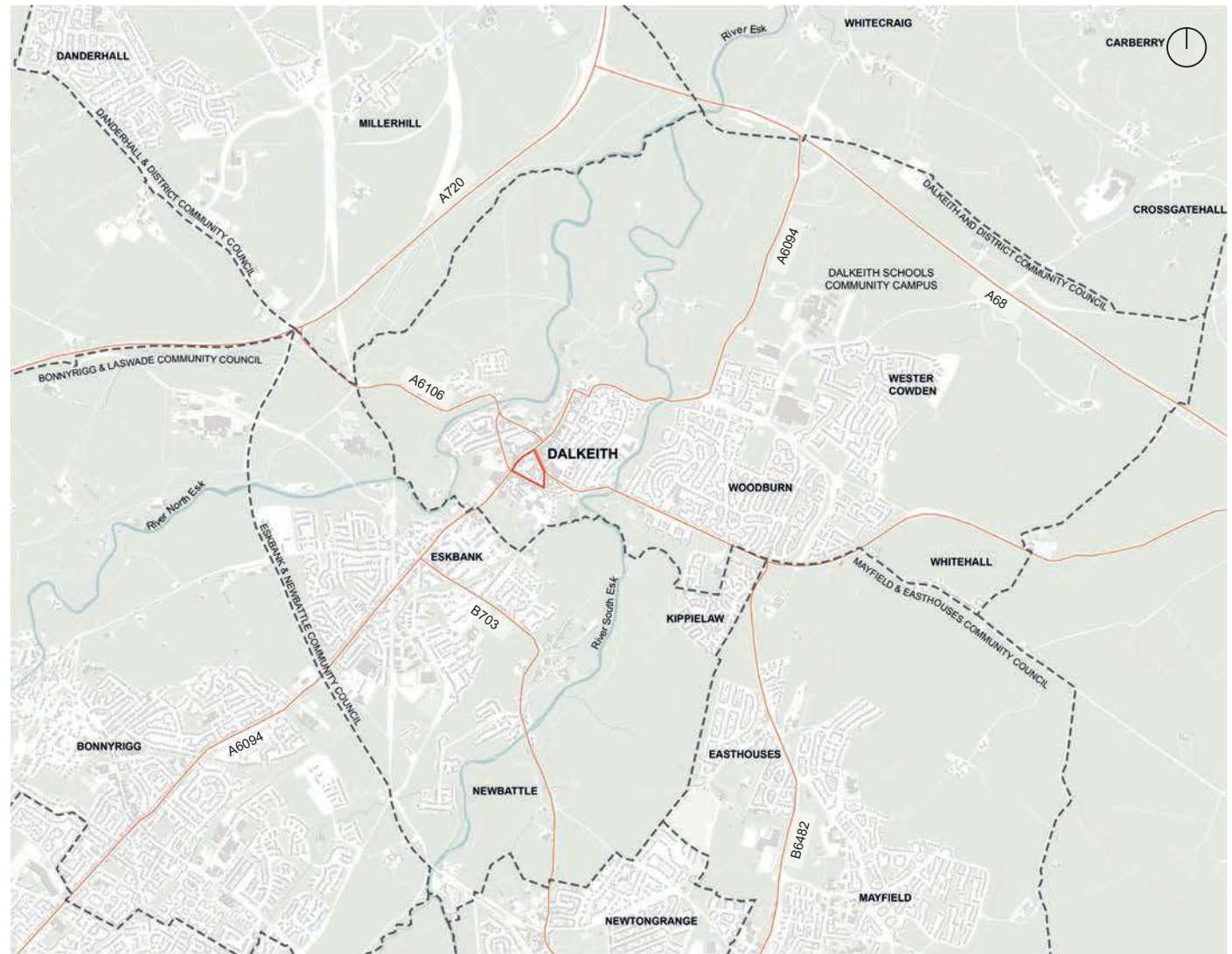
Dalkeith is characterised not by one central area but by a series of overlapping local centres.

The town is divided into four distinct areas -

- Dalkeith with its town centre and historic core, is sited between the two branches of the River Esk, the North Esk and South Esk.
- Eskbank to the town's south-west, is characterised by large Victorian villas.
- Woodburn to the east of the town centre is a residential neighbourhood that was developed by the council in the 1930s. This area of the town was formerly the site of Woodburn House which was part of Newbattle Estate.
- Newbattle to the south is semi-rural and is the location of the historic Newbattle Abbey, which now houses a college.

To the north of Woodburn is the Dalkeith Schools Community Campus which was opened in 2003. Dalkeith High School, St David's Roman Catholic High School, Saltersgate School and, the Community and Leisure Facilities are all located here. Woodburn Primary School is located to the south of the campus.

In recent years many new housing estates have been developed towards the north-east of Woodburn.



Dalkeith & Midlothian Communities Map

1.1 DEVELOPMENT FRAMEWORK SITE

DALKEITH TOPOGRAPHY

The historic core of the town occupies a narrow ridge between the two branches of the River Esk.

The historic High Street which led from Dalkeith Palace, is orientated on a north-east to south-west alignment and follows the ridge top between the rivers.

For much of its history, Dalkeith was essentially one street - the High Street. The land behind the street frontage to the north steeply falls down to the Esk and historically this restricted the development on this side of the town.

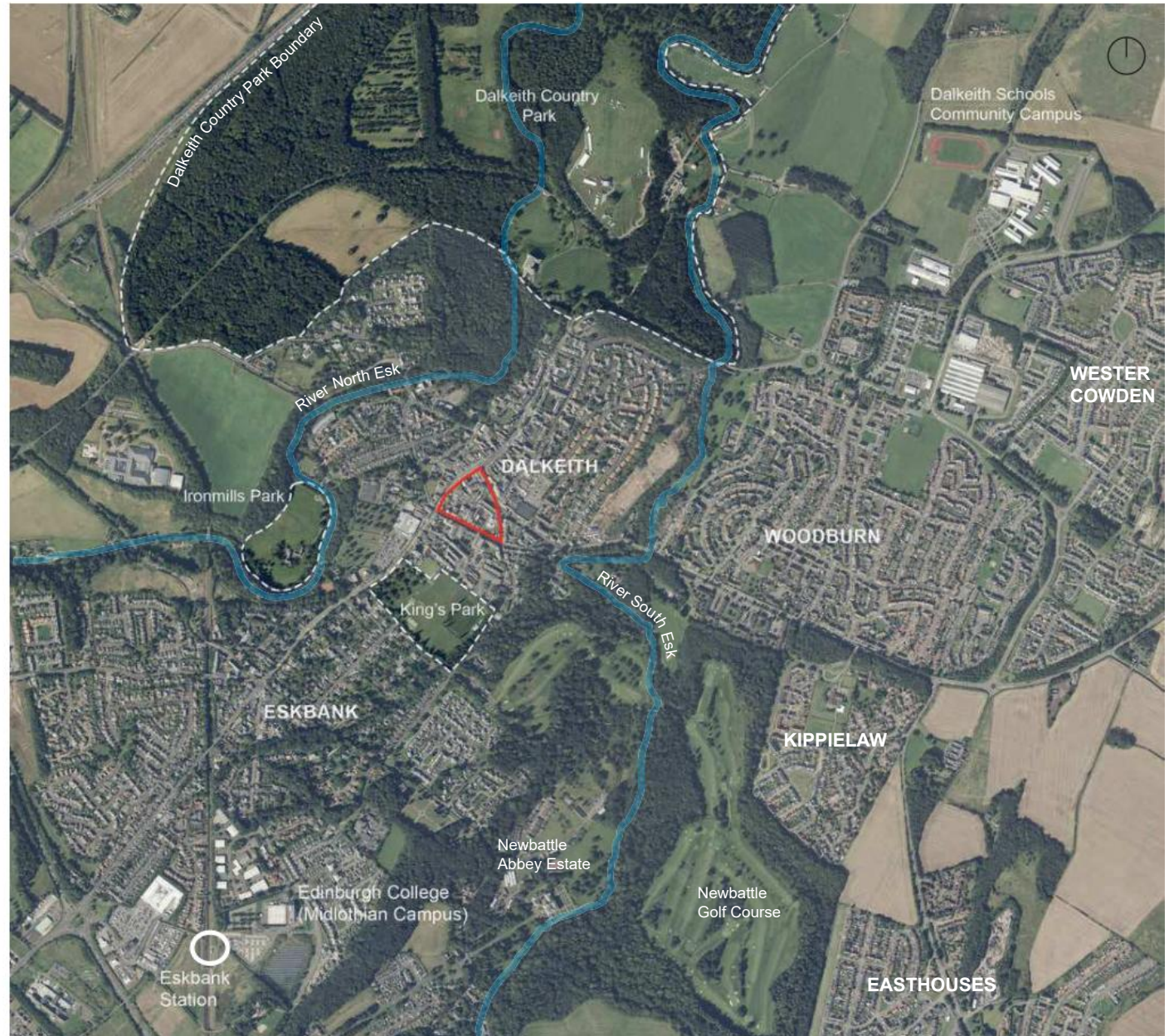
The location of Dalkeith Palace and the Buccleuch Estate limited any expansion of the town towards the north-east. Now named Dalkeith Country Park, the estate is open to the public and offers woodland and park walks, family and community events and activities such as Fort Douglas Adventure Park, a restaurant and cafés.

In addition to Dalkeith Country Park, the town centre is surrounded by a number of other green spaces, parks and woodlands.

Ironmills Park is located to the south-west of the town centre, on an area of land that is significantly lower than the rest of the town, and was formerly home to the water-powered Ironmill. The park features a large tree-lined green space, alongside the South Esk and a woodland. The park pavilion is occupied by a dance school which has a cafe that is open to the public. Currently the walkway and bridge to the park from the town centre is closed due to subsidence on the river bank. Access to the park can only be gained via Ironmills Road.

South of the town centre site is King's Park Primary School. The Victorian listed building overlooks the town's municipal King's Park which is home to many sports clubs, including Dalkeith Thistle Football Club. The park hosts various community and sport events and carnivals. The west area of the park is protected by a Fields in Trust Agreement.

Directly to the south of King's Park is the district of Eskbank, which sits on flat land above the North Esk valley. Further to the opening of the Eskbank railway station in the 1840s, substantial villas were constructed in this part of the burgh.



1.1 DEVELOPMENT FRAMEWORK SITE

DALKEITH TOWN CENTRE

A triangular shaped site within Dalkeith town centre is the focus for the redevelopment proposals within this Development Framework. The site is located on the southern-most section of the High Street, and was historically less developed than the northern section which housed the town market.

Plots of land in this area were broken up for redevelopment and comprised of small islands of buildings separated by narrow wynds, rather than the 'fishbone' pattern of narrow closes leading off the spine formed by the High Street.

The section of the High Street between the Coach and Horses Bar and Duke Street is noted on historic maps as the *Market Place*.

During the 18th century, weekly markets were held on the High Street. These included grain, meal and cattle markets, which attracted local farmers and this in turn generated wealth within the town.

The annual October fair which catered for the trade in cattle and horses was held at the junction of South Street and Lothian Street.

Throughout the 19th and 20th centuries Dalkeith was an important market town, drawing in produce from the farms to the south to sell to Edinburgh's consumers to the north. The Corn Exchange was built in 1853 and was the largest indoor grain market in Scotland.

The influx of farmers, grain merchants and other traders on market days encouraged the growth of inns and hotels, and these buildings continue to characterise the town centre.

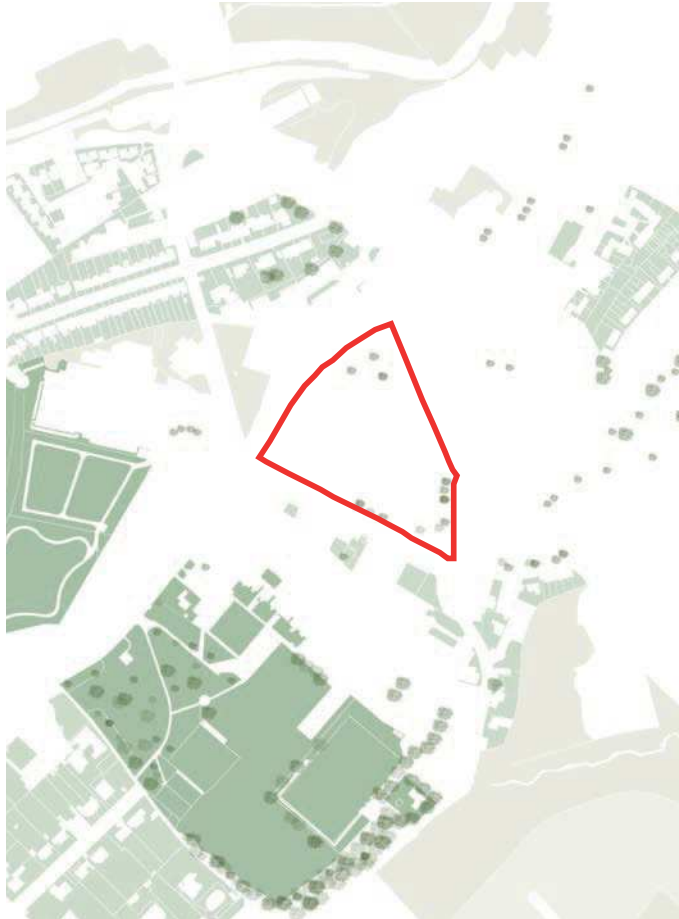
In 1831 the introduction of the railway forged closer links with Edinburgh and connections to other parts of the country. The substantial Victorian villas and the 1870s Water Tower in Eskbank demonstrate Dalkeith's growth and prosperity, and the population significantly increased during this period.

The triangular site was redeveloped in the 1960s to provide a shopping precinct arranged around a new public square with housing on the upper floor levels. This development maintained the historic 1822 street pattern of South Street, Lothian Street and Buccleuch Street, and the layout of the historic vennels.



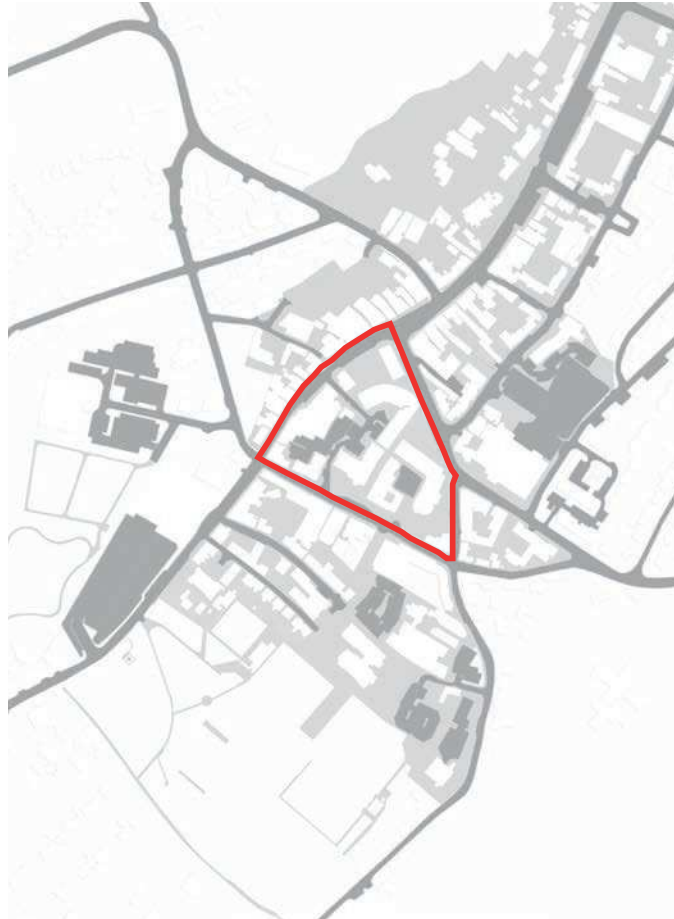
1.1 DEVELOPMENT FRAMEWORK SITE

FIGURE GROUND MAPS



GREEN SPACE

The town centre is surrounded by large areas of high quality green space, woodlands and parks. However very little green space is evident in the town centre.



HARDSCAPE

Large areas of the existing streetscape, courtyards and outdoor spaces are hard landscaped. The town centre site is dominated by tarmac and concrete paved ground finishes.



EXISTING BUILDINGS

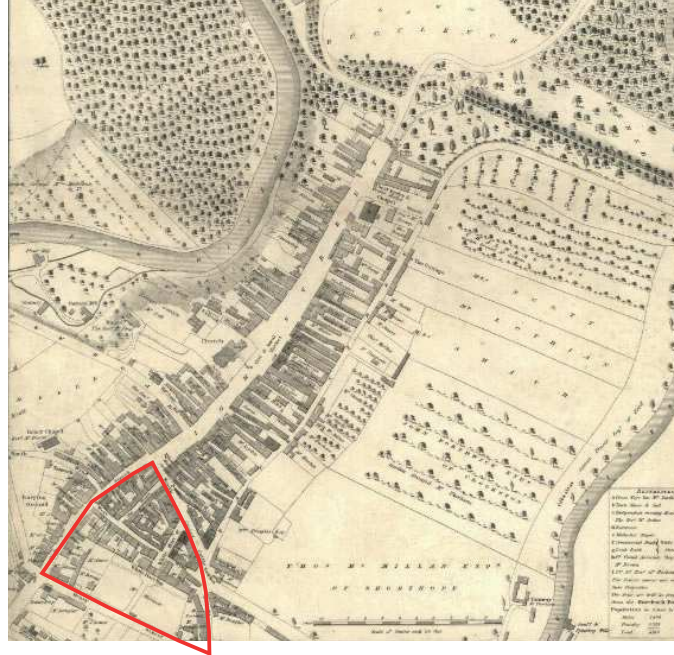
The historic 'fishbone' pattern of narrow closes leading off the spine formed by the High Street remains. The existing 1960s layout on the site was developed to facilitate a phased construction that minimised disruption in the town centre and also maintained the historic street pattern of the main streets.

1.2 HISTORIC MAPS



1770

The historic High Street is illustrated on this map. Dalkeith Palace can be seen to the north of the High Street. The surrounding area is agricultural land. By 1724 it was said that Dalkeith was *'perhaps the greatest grain market in Scotland'*.



1822

The triangular shape of the town regeneration site can be seen on the narrower southern section of the High Street. The historic pattern of closes on the High Street did not extend onto this area of the town, and the site comprised of a series of streets, wynds and lanes between clusters of buildings (some of which featured smaller scale closes). The surrounding area is predominantly agricultural land and mill buildings are sited nearby the South and North Esk rivers.



1905

The expansion of Dalkeith has been towards the east, south and west only. Dalkeith Country Park located to the north of High Street limits any extension of the town in this direction. The Dalkeith to Edinburgh railway line, shown on this map, was opened in 1831. The Smeaton Railway line is located to the west of the town regeneration site. The growth of Eskbank is evident in this map.

1.2 HISTORIC MAPS

1850 HISTORIC MAP

The site now occupied by Jarnac Court and Eskdail Court is outlined in red on the 1850 map opposite.

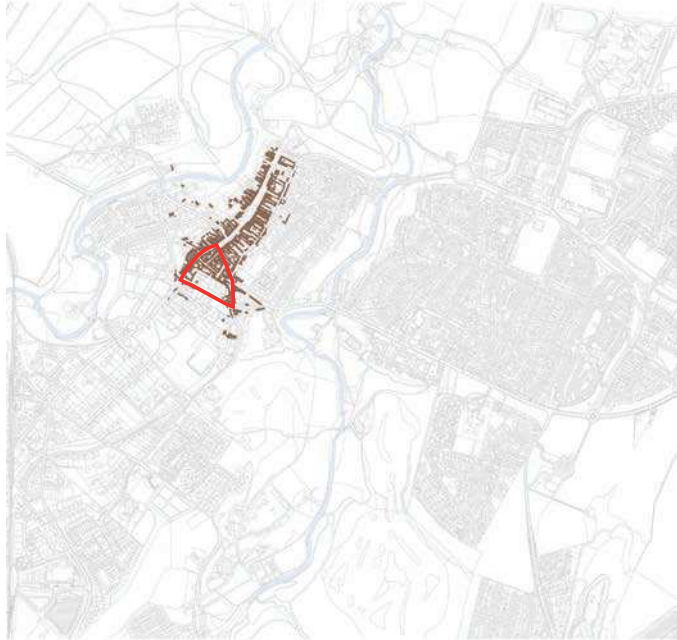
Within this area, larger plots of land were subdivided for redevelopment and comprised of small islands of buildings separated by narrow wynds, rather than the 'fishbone' pattern of narrow closes leading off the spine formed by the High Street.

The Dalkeith Colliery Railway bisected the site. This served a coal depot to the north of the line and a timber yard was located to the south. This line was later diverted in the 1870s when the coal depot on the site was closed.

The street pattern of South Street, Lothian Street and Buccleuch Street is evident on this map.

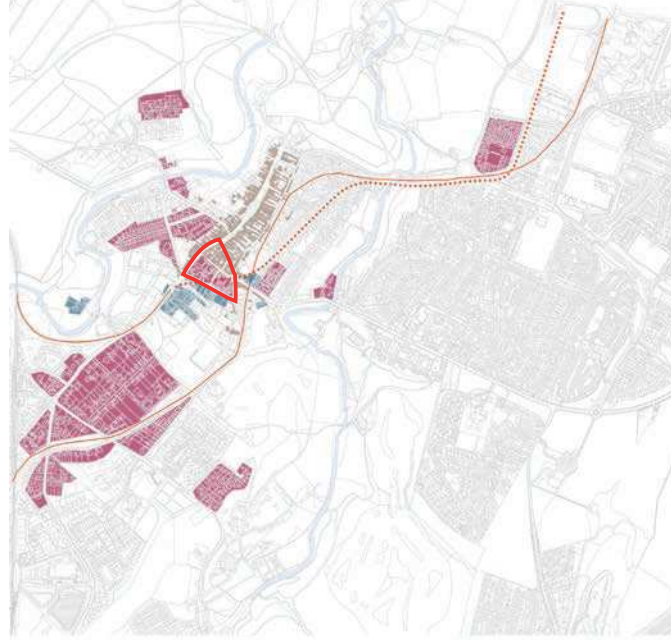


1.3 DEVELOPMENT OF DALKEITH



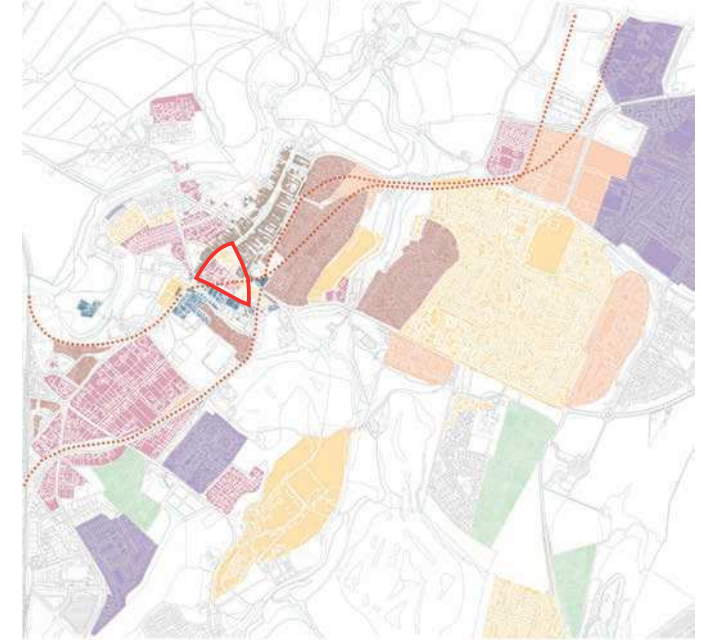
1822

The small but historic market town buildings comprise a 'fishbone' pattern of narrow closes leading off the spine formed by the High Street to create a tight urban form. The surrounding area is agricultural land.



1894

The role of Dalkeith as a market town brought prosperity and expansion. This was compounded by the introduction of the railway links to Edinburgh and to other parts of the country. There was also significant growth around Eskbank with the construction of substantial villas and the opening of the Eskbank Railway Station in the 1840s.



2000

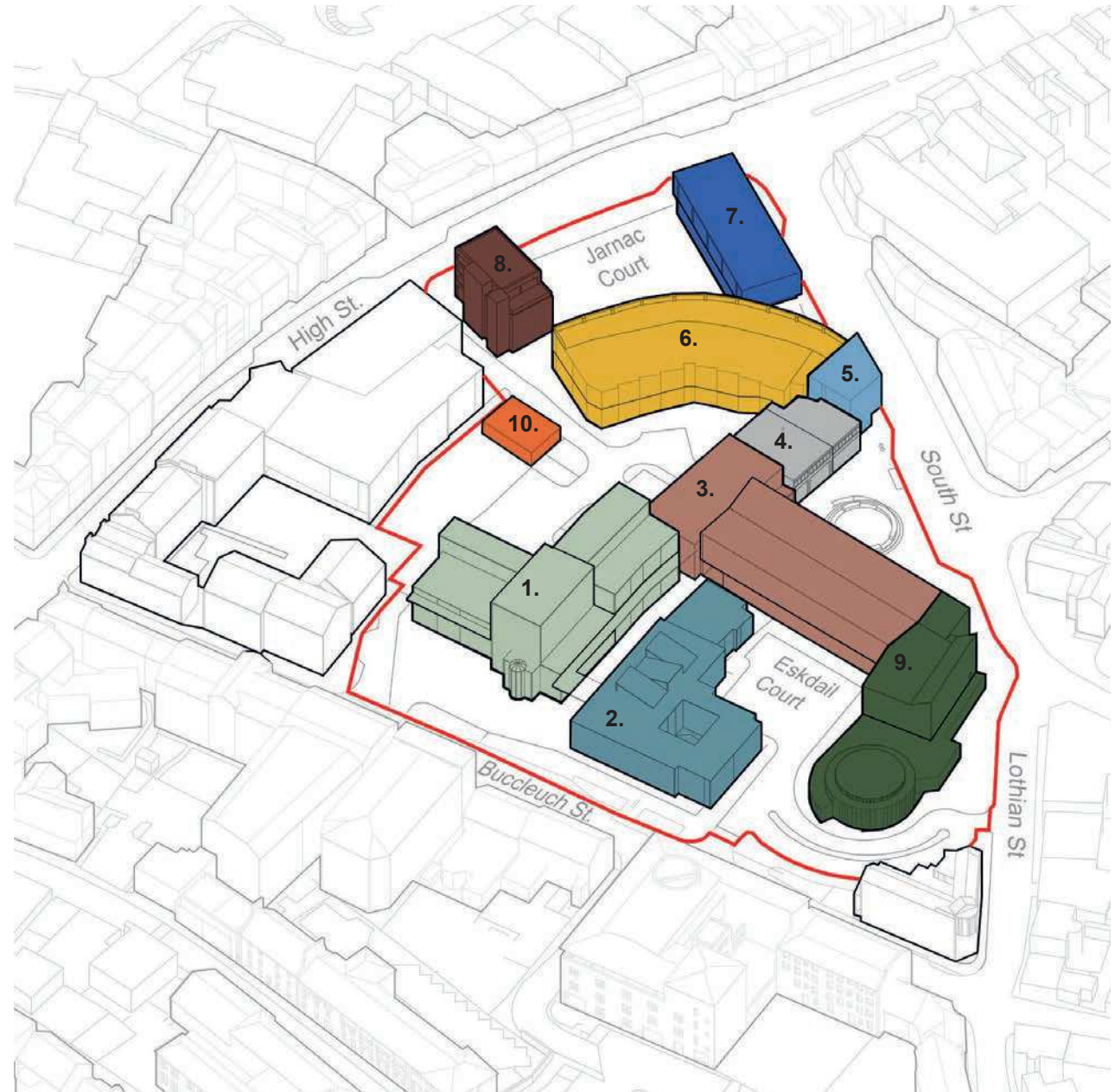
The the location of Dalkeith Country Park to the north, the local topography, and the green belt located to the west prevented a coherent expansion of the settlement. New housing areas have been concentrated to the east and south, and are removed from the town centre. This has resulted in a series of neighbourhoods that are detached from the commercial and administrative centre.

1.4 TOWN CENTRE REGENERATION SITE

BUILDING COMPONENTS

The 1960's redevelopment of Dalkeith town centre created a new commercial core. The existing building components are analysed below.

- 1** 21-23 Buccleuch St, 1-11 White Hart St, 1-7 Eskdail St - Buccleuch House, former Midlothian Council offices, is no longer fit for purpose and is vacant. The 4-storey building is flanked on two sides by 3-storey buildings with retail space at ground floor level and 2-storey maisonette flats located above.
- 2** Dalkeith Library and Arts Centre – this single storey building offers multi purpose flexible space for community use. To the north of the library is a single storey building with retail and commercial space.
- 3** 7 - 38 Eskdail Court - comprises of retail space at the ground floor level with 2-storey maisonettes located above. There is a 2-storey commercial space located on White Hart Lane where Midlothian Council Children and Families Department are currently located.
- 4** 1 - 3 Eskdail Court - 2-storey commercial space. The Union and MALANI are currently located in this building.
- 5** 1 Eskdail Court / 21 - 23 Jarnac Court - 4-storey building. Retail units at ground floor level and commercial space on upper floor levels.
- 6** 1 - 36 Jarnac Court - 1960s 3-storey building. Retail units at ground floor level and 2-storey maisonette flats located above.
- 7** Jarnac Court - 1960s 3-storey building. Retail units at ground floor level and the upper levels provide temporary and emergency accommodation. Owned and operated by Midlothian Council, extensive refurbishment was completed in 2022.
- 8** Soutra Point - 4-storey privately owned building. Retail (Farmfoods) at ground floor level and commercial space located above. Two office spaces are currently vacant.
- 9** One Dalkeith – privately owned single storey building. Extensive refurbishment works have recently been completed. This community hub offers multi-purpose flexible space for community events, workshop space and flexible start-up business accommodation. 6No. 2-storey maisonette flats bridge onto the north section of this building.
- 10** Public Toilets



Axonometric View of Existing Town Centre

1.5 SCOTTISH INDEX OF MULTIPLE DEPRIVATION

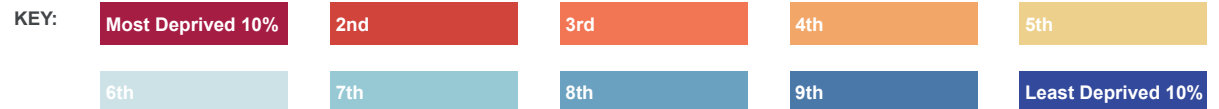
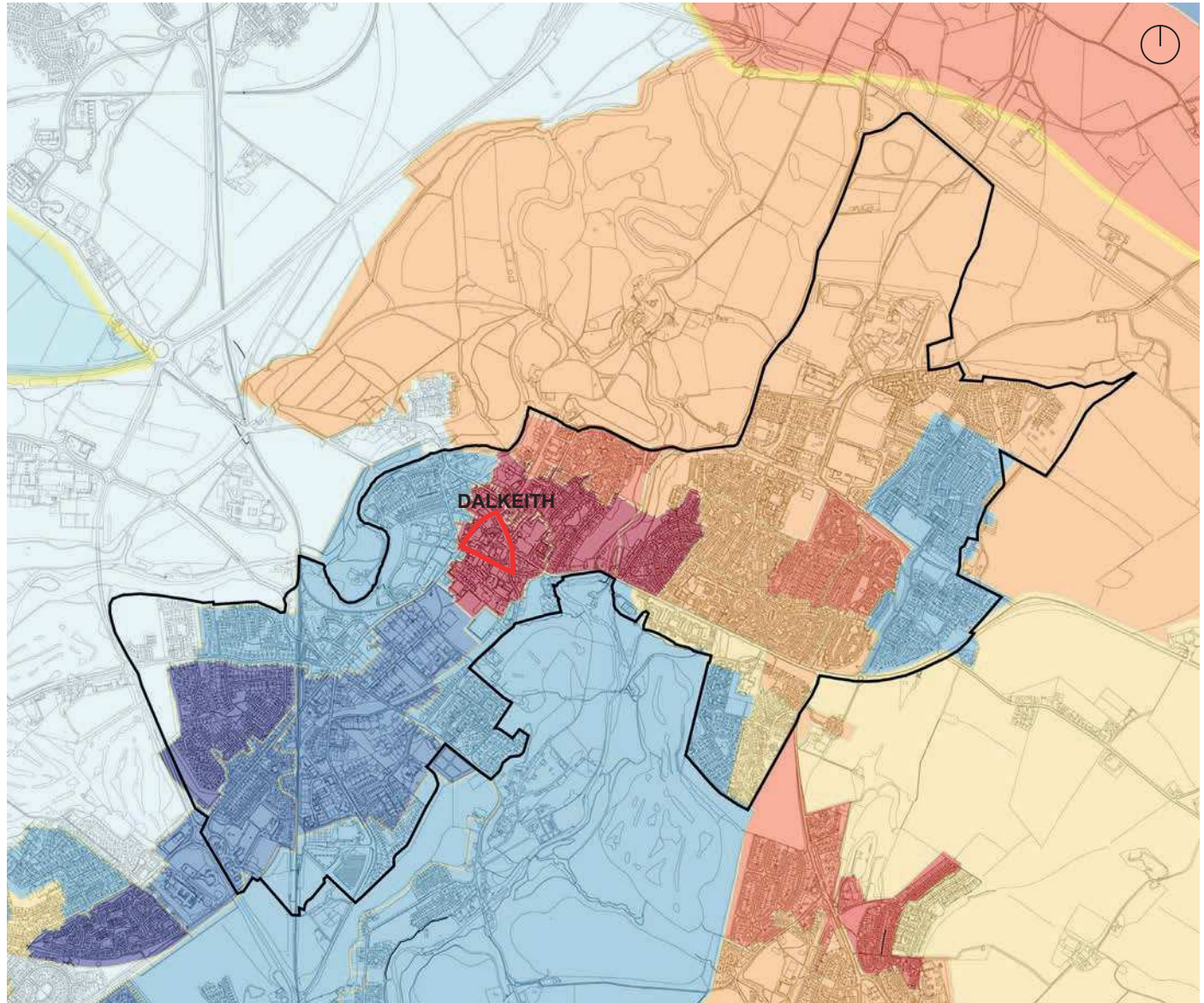
SIMD - DALKEITH

The Scottish Index of Multiple Deprivation (SIMD) is a tool for identifying the places in Scotland where people are experiencing disadvantage across different aspects of their lives. SIMD looks at the extent to which an area is deprived across seven domains: income, employment, education, health, access to services, crime and housing.

SIMD looks at multiple deprivation. 'Deprived' does not just mean 'poor' or 'low income'. It can also mean people have fewer resources and opportunities, for example in health and education.

SIMD ranks data zones from most deprived (ranked 1) to least deprived (ranked 6,976). The SIMD data for Dalkeith Town Centre is noted below:

Overall rank	404	Most deprived 10%
Income domain rank	725	2nd
Employment domain rank	157	Most deprived 10%
Health domain rank	838	2nd
Education/skills domain rank	733	2nd
Housing domain rank	2991	5th
Geographic access domain rank	5844	9th
Crime rank	47	Most deprived 10%



1.6 CONSULTATION FEEDBACK

COMMUNITY CONSULTATION

Between February and April 2022, Nesta People Powered Results worked alongside key representatives across the Council, voluntary and community sector and businesses to co-design a community engagement approach, using the Place Standard Tool, to allow people who live and work in Midlothian to share their views on the town centre. 315 people participated and the Insights report is appended to this report. A further consultation was held in September 2022 on draft proposals for the town centre.

Key points about the town centre were:

There was enthusiasm to build on what is already there in the town centre and maintain the open space.

While there is love for the town's historic buildings and the old 'closes', many told us that there is too much concrete and that buildings feel neglected and in need of redevelopment.

There was a strong consensus that the buildings in the town centre do not look properly cared for, and that this affects the feeling of Dalkeith as a whole. Although some people felt fond of the buildings, or appreciated them as good examples of post-war architecture, they were frequently described as 'tatty' and an 'eyesore' in their current state.

People were keen to see more green in the town centre to counteract the 'concrete jungle' feel.

Dalkeith Country park is a great asset and people would like to see more done to recognise parks and natural spaces and make the journey to get to them easier for people and families.

People also suggested simple ways to make it easier to spend time in green spaces by using gazebos and covered areas to 'weatherproof' them.

Residents and business owners were keen to see cafés and other business allowed to 'spill out' onto the street in nice weather, adding to the 'central square feel'.

The quotations used within the Strategies section of this report are extracts from the Dalkeith Town Centre Regeneration Engagement Insights Summary July 2022, and Overview Survey Results September 2022, by Nesta People Powered Results. Refer to Appendix 03 for the full reports.



A pedestrianised central square as a focal point for cultural events, markets and socialising

To give the town centre a vibrant feel, support local independent businesses and encourage people to linger



More diversity in the facilities and businesses located and operating in the town centre

To support the local economy, improve options for shopping and eating out and support the health and wellbeing of residents



Improve connections between green spaces, key transport links and the town centre

To help people transit easily between Dalkeith Country Park, Dalkeith town centre and transport links such as Eskbank station



Refresh and brighten the appearance of the town centre

Ensure the buildings look cared for, introduce trees, flowers and greenery, and commission street art to soften buildings and add colour

Insights Summary Report, Key Themes, People Powered Results, July 2022

1.6 CONSULTATION FEEDBACK

WHAT THE COMMUNITY SAID

MOVING AROUND

- Reduce traffic on the High Street to make it safer for pedestrians and cyclists.
- Reopen walking routes to Ironmills Park
- Highlight walking routes around the town centre and to Dalkeith Country Park.
- Improve cycle routes and cycle parking.
- Introduce protected cycle lanes in key locations.
- Re-introduce e-bikes to town centre.
- Introduce a shuttle bus to and from town centre, Eskbank Station and Dalkeith Country Park.
- Improve parking and ensure access for disabled people and shoppers.
- Introduce EV Charging points.

SERVICES AND AMENITIES

- Prioritise improvements to Jarnac Court, Eskdail Court and Buccleuch Street to improve housing conditions
- Create space for independent businesses and local farmers to have pop-up market stalls in the town centre.

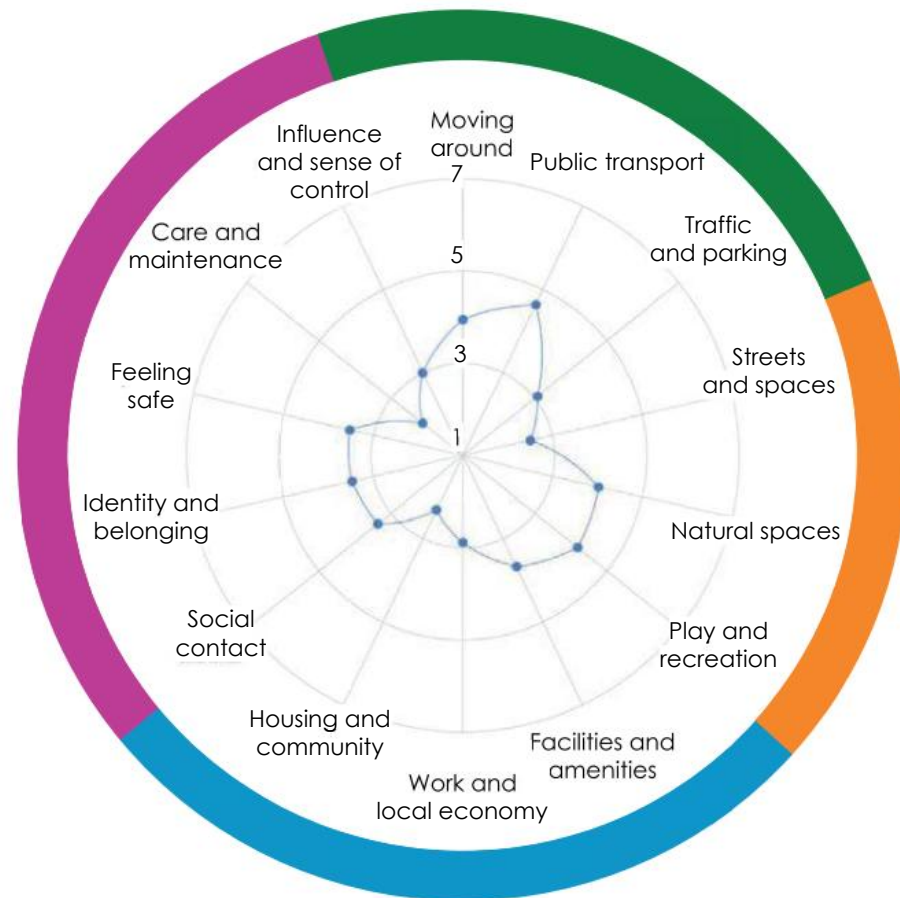
PLACES AND SPACES

- Want to see a well maintained, updated and green town centre with independent shops and more non-retail social and cultural opportunities.
- Pedestrianisation of the central area, including the High Street.
- Encourage local street art to add vibrancy and colour.
- Building covered areas to weatherproof parks and outdoor spaces.
- Adding trees, shrubs, flower beds and planters to central spaces
- Incentivising a diverse range of independent businesses to set up in the town centre.

IDENTITY AND FEELING SAFE

- Preserve a town centre 'focal point' possibly including a market or outdoor seating.
- Opportunity for residents to feed into decisions e.g. Community Board.
- Improve safety and lighting in the town centre and closes at night
- Improve the condition of the shops and housing in the town centre.
- Doing more to maintain greenery e.g. planters and trees

Refer to Appendix 03 for the Dalkeith Town Centre Regeneration Engagement Insights Summary July 2022, and Overview Survey Results September 2022, by Nesta People Powered Results.



*Insights Summary Report, Place Standard Tool Voting Results.
Voting was made on a scale of 1 (not working well at all) to 7 (couldn't be better) - people considered the 14 place standard indicators to reflect on life in Dalkeith.
People Powered Results, July 2022*

1.6 CONSULTATION FEEDBACK

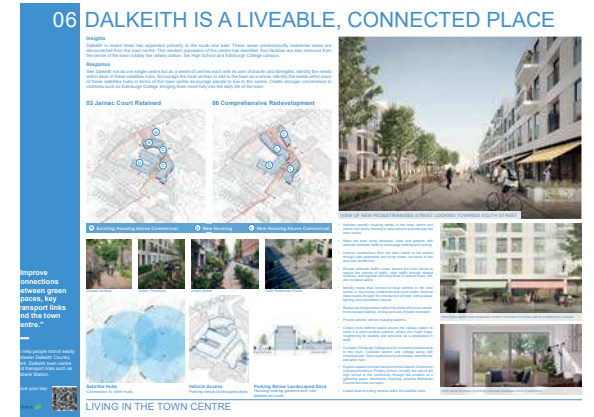
DRAFT PROPOSALS CONSULTATION

During August 2022, Midlothian Council invited residents, local groups, and businesses to view and comment on draft proposals for the town centre. A community drop-in event was held in Dalkeith Arts Centre, representatives from Midlothian Council and Reiach and Hall Architects were available to discuss the proposals and to listen to people's views. The draft proposals outlined two approaches to the town regeneration site, the first approach, Jarnac Court Retained, illustrated how the site could be redeveloped whilst also retaining the existing buildings located on Jarnac Court. The second approach, Comprehensive Redevelopment, demonstrated opportunities for a more extensive redevelopment through the removal of the existing buildings throughout the town centre regeneration site.

The proposals were displayed in Dalkeith Library, and online during August and September 2022, giving more people the chance to see what was being proposed and to share their views. 182 survey responses were received and are summarised below:

- The survey findings show that many people are in favour of some demolition and redevelopment, particularly around Jarnac Court and Eskdail Court.
- A number also said that they want to see high quality, green, sustainable buildings that will stand the test of time.
- There is support for pedestrianising some of the town centre, where people can feel safe walking, wheeling and cycling.
- People want a greener town centre, with more trees, planters and places to sit.
- There is support for providing new, safe transport connections between local places and the town centre, especially Eskbank station, with some suggesting cycle routes and improved accessibility for pedestrians and wheelchair users.
- The survey shows that people want more independent businesses and a more diverse range of 'higher quality' shops, restaurants and cafes.
- There is support for providing more events, activities and facilities in the town centre to encourage health and wellbeing. In particular, there were many comments about film, cinema, theatre, and sports, and free or affordable activities for teenagers.
- There is also a desire to see Dalkeith develop its own cultural identity and programme of events, separate to Edinburgh.

It was clear from the consultation that the majority of those who visited the drop-in event favoured the Comprehensive Redevelopment proposal. It was felt that this ambitious approach offered a real opportunity to respond effectively to the issues encountered in the town centre while addressing the needs and ambitions of the local community. These views endorsed the council's vision for a regenerated and reinvigorated town centre.



Draft Proposals - Examples of Boards Displayed at Dalkeith Library and online, August to September 2022

1.7 PROPERTY MARKET REVIEW

INTRODUCTION - RYDEN

Ryden was appointed by Midlothian Council to provide commercial property advice for the Dalkeith Town Centre Development Framework in order to guide the Council and Masterplanners on the redevelopment potential to support the regeneration of the area.

The study area generally includes existing buildings and townscape which are in a poor state of repair.

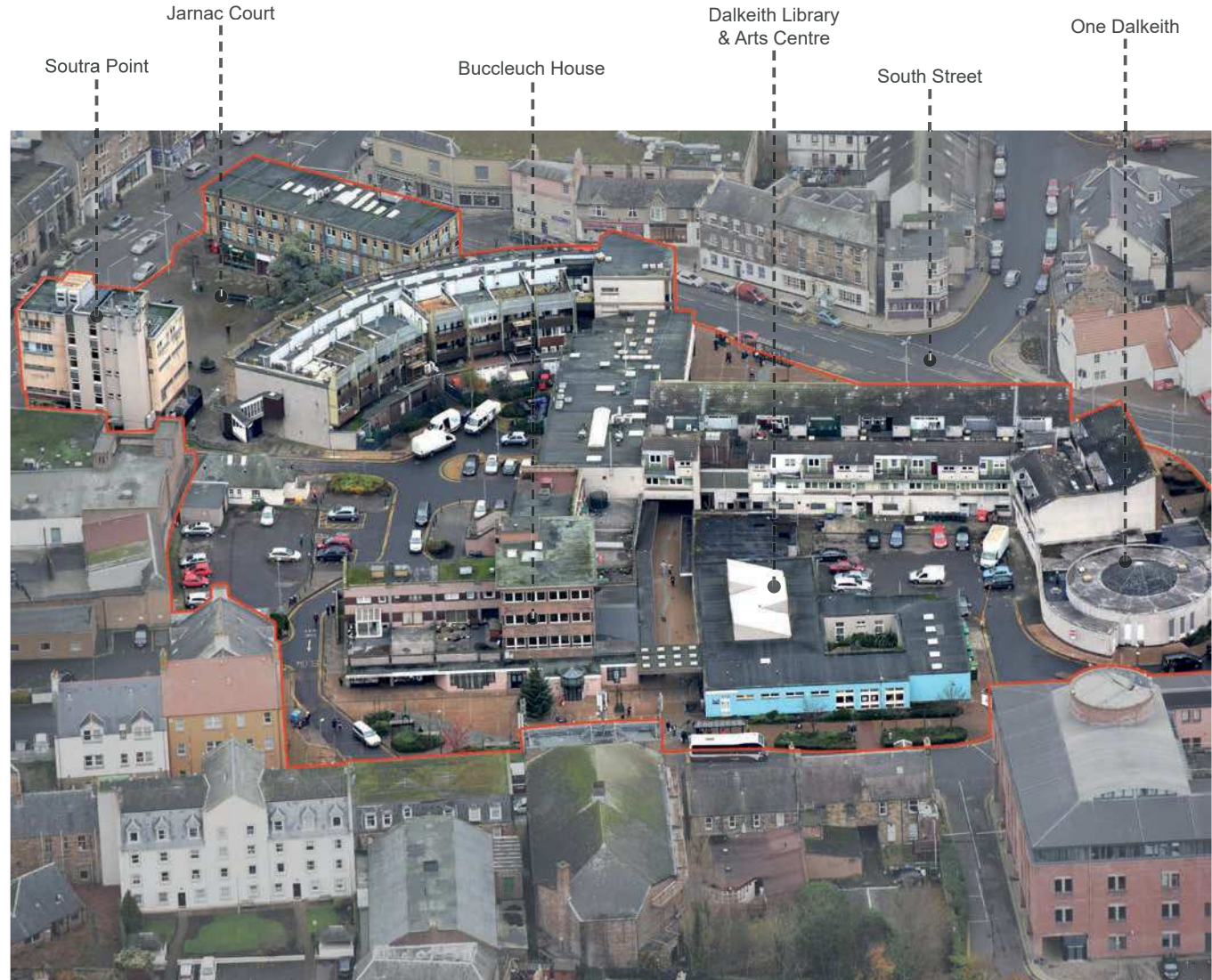
The existing residential accommodation located within the town centre regeneration site, has poor amenity and outlook and the community spaces lack active frontages and feel detached from the town centre. Midlothian Council is located within multiple buildings on the site however new patterns of working mean that some buildings are only partially occupied or vacant.

There are also a number of existing local traders and small multiple retailers and other services operating from the town regeneration site.

The Development Framework area is understood to include the following:

- 44 residential flats and Council provision of 22 rooms for temporary or emergency accommodation
- 49 commercial properties, 2 ATMs and 2 car parks
- 11 vacant commercial properties - the total net area of commercial space is approximately 10,070m² (108,400 sq.ft.)
- In relation to the wider LDP town centre, the redevelopment site has 13% of residential units, 20% of commercial units and 65% of commercial unit vacancies.

Refer to Appendix 02 for the Ryden Dalkeith Town Centre Development Framework Property Market Review Report.



Aerial view of Dalkeith Town Centre Regeneration site

1.7 PROPERTY MARKET REVIEW

HOUSING PROPERTY REVIEW - RYDEN

Dalkeith has an active residential sale and rental market and has benefited over the past 15 years from new build stock however the focus has tended to be on the outskirts of the town and in the provision of family housing.

EXISTING TOWN CENTRE REGENERATION SITE

There are 44No. 2-bed maisonette flats located on the existing site.

All maisonette flats are located on the upper floor levels and are accessed by communal stairs. There is no lift access to housing.

All properties have access to a roof terrace or balcony space, however these spaces are in a poor condition and there are no green spaces associated with the housing.

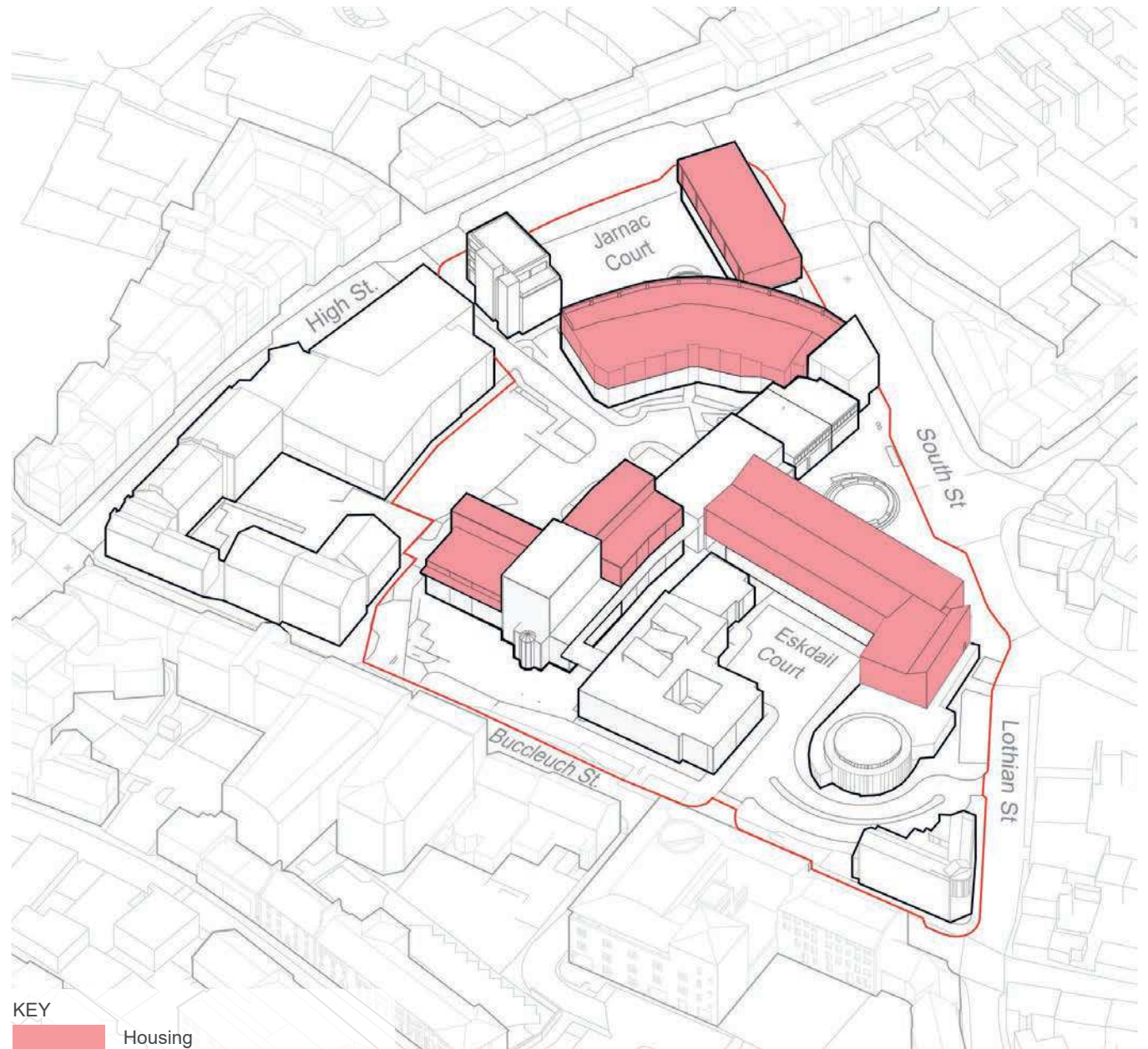
There are 20No. privately owned flats on the site, and 24No. properties are owned by Midlothian Council.

Temporary and Emergency Housing accommodation is provided on two upper floor levels of the recently renovated Jarnac Court building.

Refer to Appendix 02 for the Ryden Dalkeith Town Centre Development Framework Property Market Review Report.



2-bed maisonette flats are located above retail units on Buccleuch Street, White Hart Street, Eskdail Court and Jarnac Court



Existing Buildings Axonometric Showing Housing on Upper Floor Levels

1.7 PROPERTY MARKET REVIEW

COMMERCIAL PROPERTY REVIEW - RYDEN

The town centre regeneration site comprise of 49 occupied commercial properties and 11 vacant commercial properties.

The approximate total net area of commercial space is 10,070m².

There is a mix of commercial properties, retail units, and community facilities. The majority of buildings are owned by Midlothian Council however there are 16No. privately owned commercial/retail properties on the site.

With the exception of Soutra Point, the net floor area of the majority of the individual retail units located on the site are in the region of 90m². The commercial space at 21 Eskdail Court, is currently occupied by One Dalkeith and provides over 800m² of community use space.

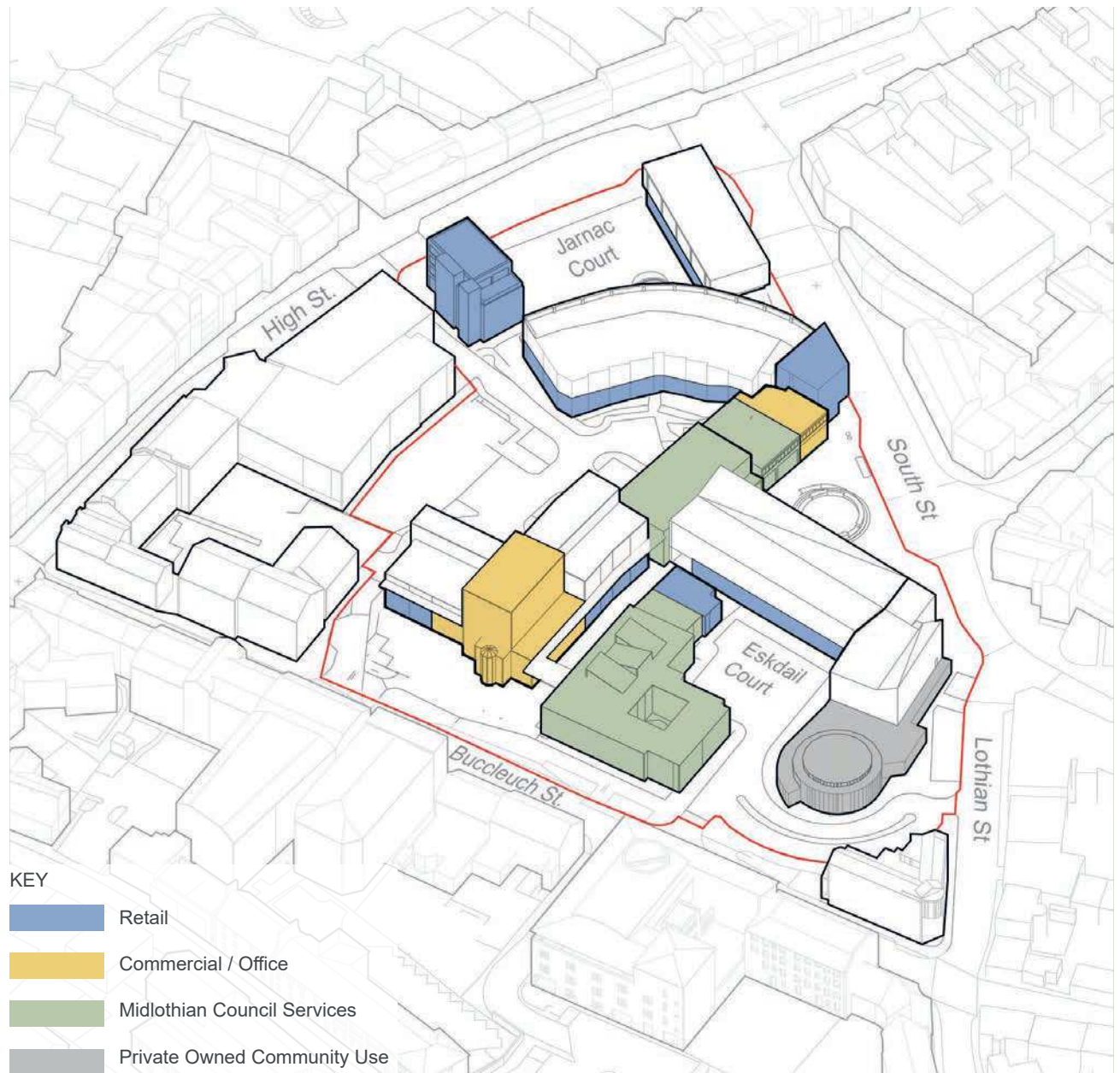
Midlothian Council occupies a number of properties on the site, these include Midlothian Children and Families, and the Midlothian Housing Project. Dalkeith Library and Arts Centre provides a range of community services and the Arts Centre is also used by various Community Groups and Clubs.

The Dalkeith town centre vacancy rate is only 2%. However, the regeneration site contains 65% of all commercial unit vacancies within the LDP town centre. Vacant properties include Buccleuch House, 8 White Hart Street, 37 Jarnac Court and some upper floor levels of Soutra Point.

Refer to Appendix 02 for the Ryden Dalkeith Town Centre Development Framework Property Market Review Report.



Retail units located at ground floor level on Jarnac Court and Eskdail Court, Buccleuch House and many upper floor levels of the commercial buildings are vacant.



Existing Buildings Axonometric Showing Commercial/Employment/Community Use at Ground Floor Level

1.8 TRANSPORT OBSERVATIONS

The following key findings have been provided by Midlothian Council Sustainable Transport Department and ARUP, refer to Appendix 02 for the ARUP Transport Input Report.

TRAFFIC AND MANAGEMENT OPERATION

Analysis of typical traffic movements within the town centre identifies congestion on the majority of the approach roads and internal links, including the High Street.

The streets and routes which surround the study area are very busy with car traffic which limits active travel. Road surfaces in general are in a poor state of repair and there are unsatisfactory servicing arrangements on and around the site which present issues of safety and environmental health.

Pavements are narrow, at times are blocked by vehicles and bins, and parts of the site feel unsafe whilst walking in the evenings. Whilst King's Park is in close proximity to the town centre and the Town Regeneration site there are no clear, safe linkages and it again feels disconnected.

The town centre experiences high traffic volumes and low vehicle speeds due to queuing, particularly at the junction between High Street and Buccleuch Street, and the staggered junction between High Street, South Street and Edinburgh Road. These levels of congestion contribute to increased levels of pollutants with a subsequent impact on air quality.



No cycle lanes and insufficient street width for cycle routes on High Street

PUBLIC TRANSPORT

Existing bus stops and shelters are located at Jarnac Court, Buccleuch Street and South Street. The bus stops located on Jarnac Court and Buccleuch Street are well served and are often busy throughout the day.

The taxi rank located on Eskdail Court is disconnected from the High Street.

Public transport to Eskbank Station is routed via Bonnyrigg Road rather than via a direct route on Dalhousie Road. The nearest bus stop to the station is located at Tesco Supermarket, which is on the opposite side of the railway line station.

PARKING

Midlothian Parking Strategy Report 2017, indicates an under provision of parking by 60% within the immediate town centre, however, it should be noted that there are surrounding existing public car parks in close proximity to the site. There is an area of private parking for residents and tenants on Eskdail Street. The car park located on Eskdail Court is owned by Midlothian Council, however this parking is currently being used by Eskdail Court residents.



Service access to Jarnac Court via the public realm

ACTIVE TRAVEL

The NCN 1 and 196 bypasses the town centre and there are no cycle lanes to connect this route to the town centre. The cycle lane located on Gilmerton Road/Melville Road ends at Eskbank roundabout, and there are no safe cycle lanes leading from this roundabout to the town centre or to the surrounding area.

Routes into King's Park are accessed via Eskbank Road and Abbey Road, and there are no cycle lanes routed to the park.

E-bikes have been removed from the town centre. E-bikes are currently located at Edinburgh College and are within a short walking distance of Eskbank Station. Cycle parking is provided on the High Street and at Eskdail Court.

There are proposals to introduce a new active travel route along the A7 between the Sheriffhall Roundabout and Eskbank Railway Station. This will create a strategic active travel link within Midlothian that will connect to further links toward Edinburgh and other locations within Midlothian. This new route will also promote multi-modal travel by tying in with rail services at Eskbank Station. Midlothian Council are currently in the process of updating their Active Travel Strategy which will identify this route as a key project.



Taxi Rank located on Eskdail Court is disconnected from the High St.

1.9 ARCHITECTURAL OBSERVATIONS

REIACH AND HALL ARCHITECTS



Jarnac Court - Buildings and townscapes in a poor state of repair and lack of green space in the public realm.



Eskdail Court - Buildings and townscapes in a poor state of repair and lack of green space in the public realm.



Dalkeith Library - The library facilities and arts centre have no active frontage.



White Hart Lane - Forbidding route towards Eskdail Court.



Jarnac Court - Existing housing overlooking car park and retail services, and lack of amenity space.



Eskdail Court - Housing overlooking car park and service access. Housing lacks amenity space and are in poor condition.



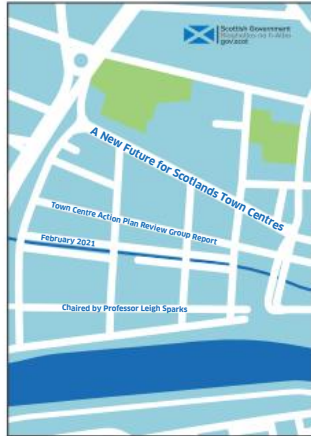
Eskdail Street - Existing buildings in poor condition and forbidding routes.

1.10 POLICY AND GUIDANCE DOCUMENTS

NATIONAL POLICY AND GUIDANCE DOCUMENTS



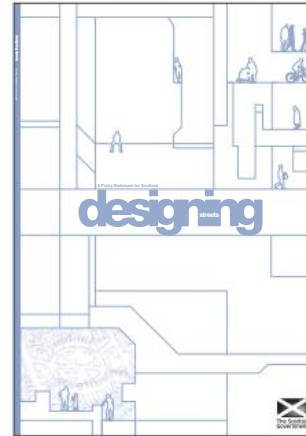
Housing to 2040. A vision for future homes and communities
March 2021



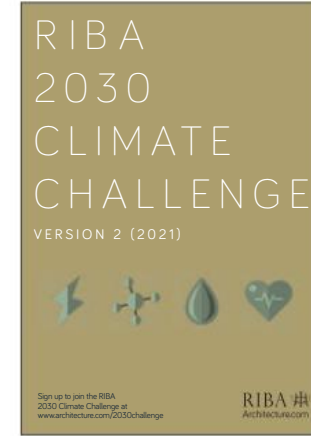
A New Future for Scotland's Town Centres
February 2021
Chaired by Professor Leigh Sparks



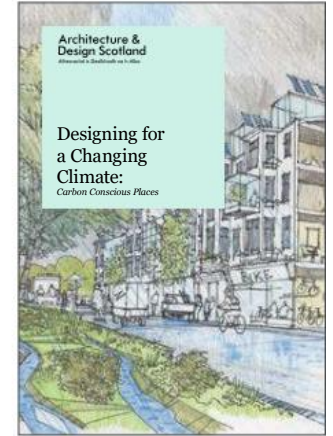
National Planning Framework 4
February 2023



Designing Streets – A Policy Statement for Scotland.



RIBA 2030 Climate Challenge
2021



Architecture and Design Scotland – Carbon Conscious Places

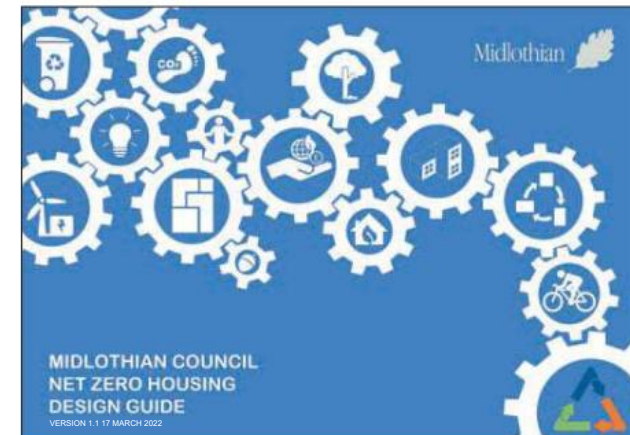
MIDLOTHIAN COUNCIL POLICY AND GUIDANCE DOCUMENTS



Midlothian Local Development Plan 2017



Midlothian Active Travel Strategy 2018 - 2021



Midlothian Council Net Zero Housing Design Guide - 2023

1.11 MIDLOTHIAN LOCAL DEVELOPMENT PLAN 2017

The current development plan for Midlothian is made up of two plans –

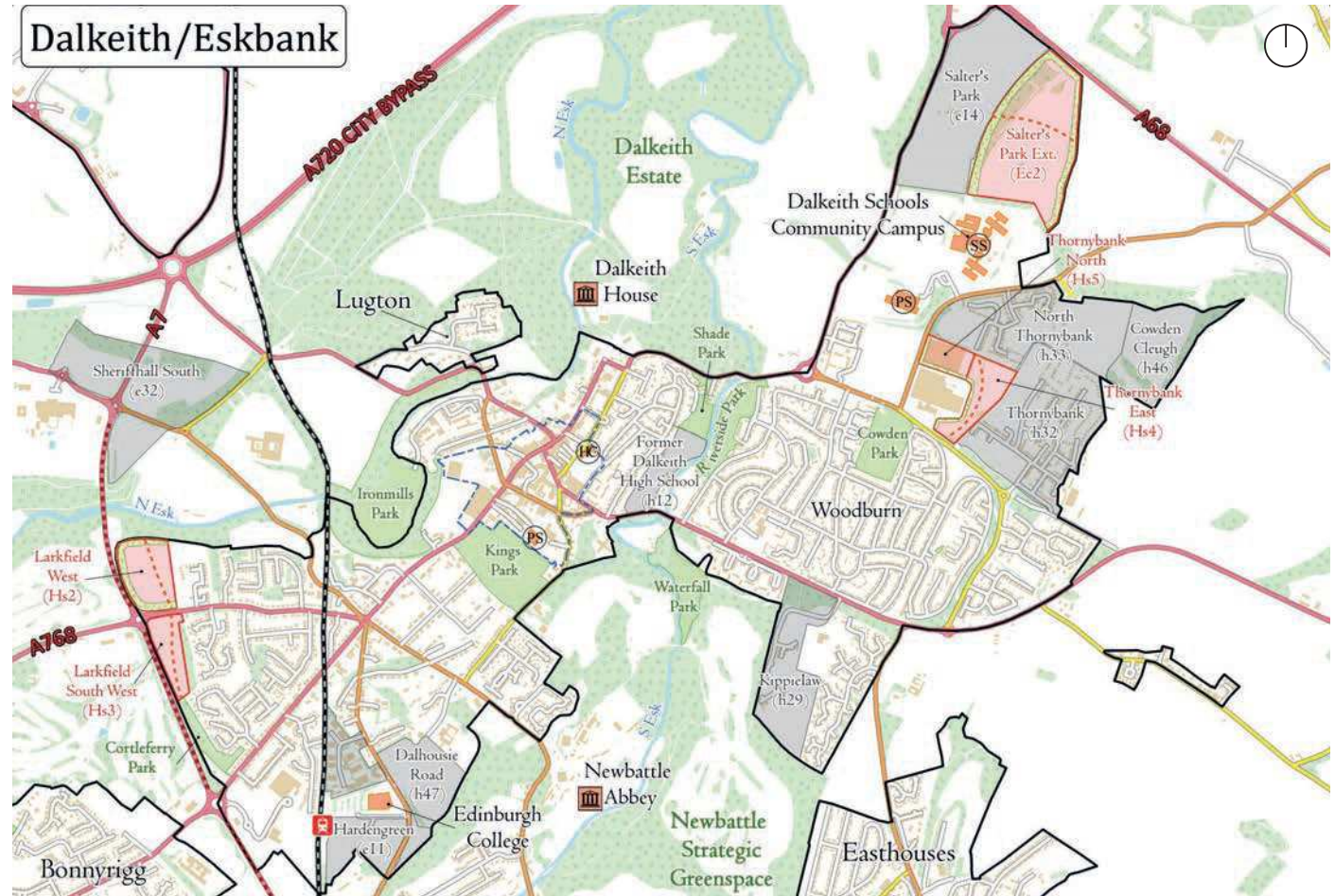
- The Midlothian Local Development Plan, adopted 7 November 2017.
- The Strategic Development Plan (SDP) for Edinburgh and South-East Scotland, which was approved in 2013.

The 2017 Midlothian Local Development Plan sets out the development strategy for Midlothian for the next 10 years including the housing and economic land requirements identified in the SDP. It also sets out the detailed policies used to determine planning applications in Midlothian.

The further residential expansion to the north-east of Dalkeith has now largely been delivered.

The further residential expansion to the north-east of Dalkeith has now largely been delivered.

On 11 January 2023, the National Planning Framework 4 was approved by the Scottish Parliament. Midlothian Council has now commenced the replacement of the LDP with Midlothian LDP2.



Midlothian Local Development Plan 2017 - Dalkeith/ Eskbank Settlement Statement Map

1.11 MIDLOTHIAN LOCAL DEVELOPMENT PLAN 2017

The following policies will be particularly important for any development within Dalkeith town centre:

DEV 2 - Protecting Amenities within in Built Up Areas

Development will be permitted within existing and future built-up areas, and in particular within residential areas, unless it is likely to detract materially from the existing character or amenity of the area.

ENV19 - Conservation Areas

Dalkeith House and Park Conservation Area
 Eskbank and Ironmills Conservation Area
 Newbattle Conservation Area

TCR1 - Town Centres

Proposals for retail, commercial leisure development or other uses which will attract significant numbers of people, will be supported in Midlothian's town centres, provided their scale and function is consistent with the town centre's role, as set out in the network of centres and subject to the amenity of neighbouring uses being preserved.

Change of use from retail will only be permitted if the subsequent use is one which contributes positively to footfall in, and the vitality of, the town centre* and subject to the Council being satisfied that the proposals are acceptable in terms of the amenity, environment, traffic and parking arrangements of the town centre, with reference to the relevant Supplementary Guidance (paragraph 4.6.4).

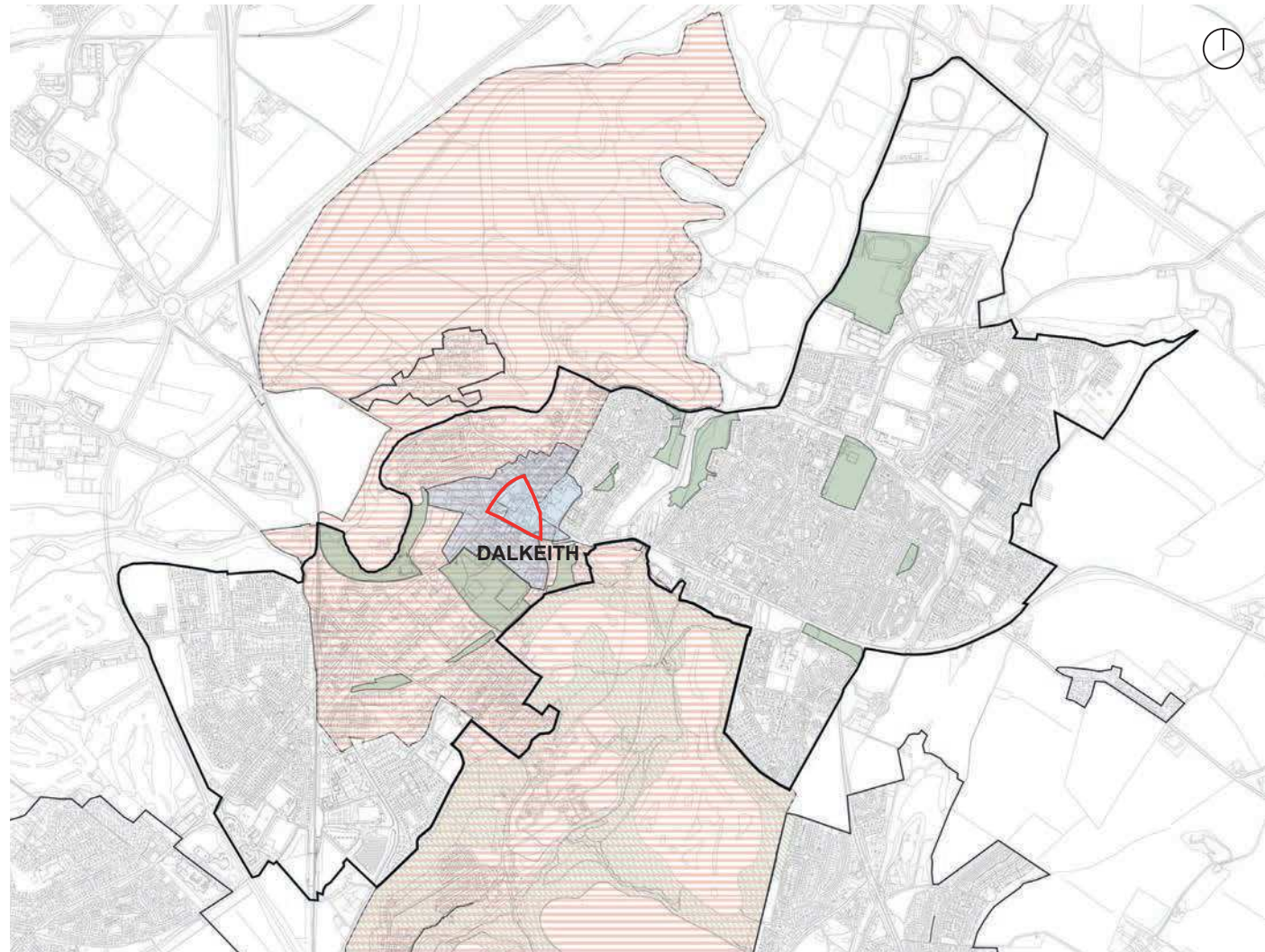
Conversion of ground level retail space to residential uses will not be permitted. The conversion of upper floors to housing and the formation of new residential space above ground-level structures in town centres is supported.

Proposals for open air markets will be supported in Midlothian's town centres provided the amenity of neighbouring uses and the functioning of the road network is not adversely affected.






DEV 8 - Open Spaces

The Council will seek to protect and enhance the open spaces identified on the Proposals Map. Development will not be permitted in these areas that would:

- A. result in a permanent loss of the open space; and/or
- B. adversely affect the accessibility of the open space; and/or
- C. diminish the quality, amenity or biodiversity of the open space; and/or
- D. otherwise undermine the value of the open space as part of the Midlothian Green Network or the potential for the enhancement of the open space for this purpose.



KEY:

	DEV 2 - Protecting Amenities within in Built Up Areas		DEV 8 - Open Spaces (Within Settlement Area)
	ENV19 - Conservation Areas		DEV 8 - Open Spaces (Outside Settlement Area)
	TCR1 - Town Centre		

1.12 SITE ANALYSIS IN TOWN CONTEXT

EXISTING TRAVEL ROUTES

BORDERS RAIL LINE

The Borders Rail Line connects the City of Edinburgh to Galashiels. The train line runs via Eskbank Station. The station is a 25 minute walk from the town centre. The nearest bus stop is located at Eskbank Tesco Superstore. Trains run daily every 30 minutes to Edinburgh Waverley between the hours of 0625 and 2000hrs, after which the service is hourly until 2355 hrs, the weekend services is also hourly. Journey time is approximately 20 minutes.

BUS ROUTES

Dalkeith has 19 bus routes. The town is served by a number of bus routes that connect the town to the rest of Midlothian and the City of Edinburgh.

WALKING PATHS

A number of core paths are located in and around Dalkeith, Some paths are undefined such as the route adjacent to the cemetery and Midlothian Indoor Bowling Club.

MULTI-USER PATHS

The multi-user path which passes along the B6392 connects to the A7 and on to the dumbbell interchange over the city by-pass, this route continues north-west along the A772 towards Gilmerton and Edinburgh. Another multi-user path links Sheriffhall Roundabout to Lugton Brae. There are also a small number of shorter multi-user paths/routes located within parks and dedicated green spaces.

ON-ROAD CYCLE LANES

There are no on road cycle routes within the town centre. An on road cycle route is located on Melville Road (B6392).

CYCLE ROUTES

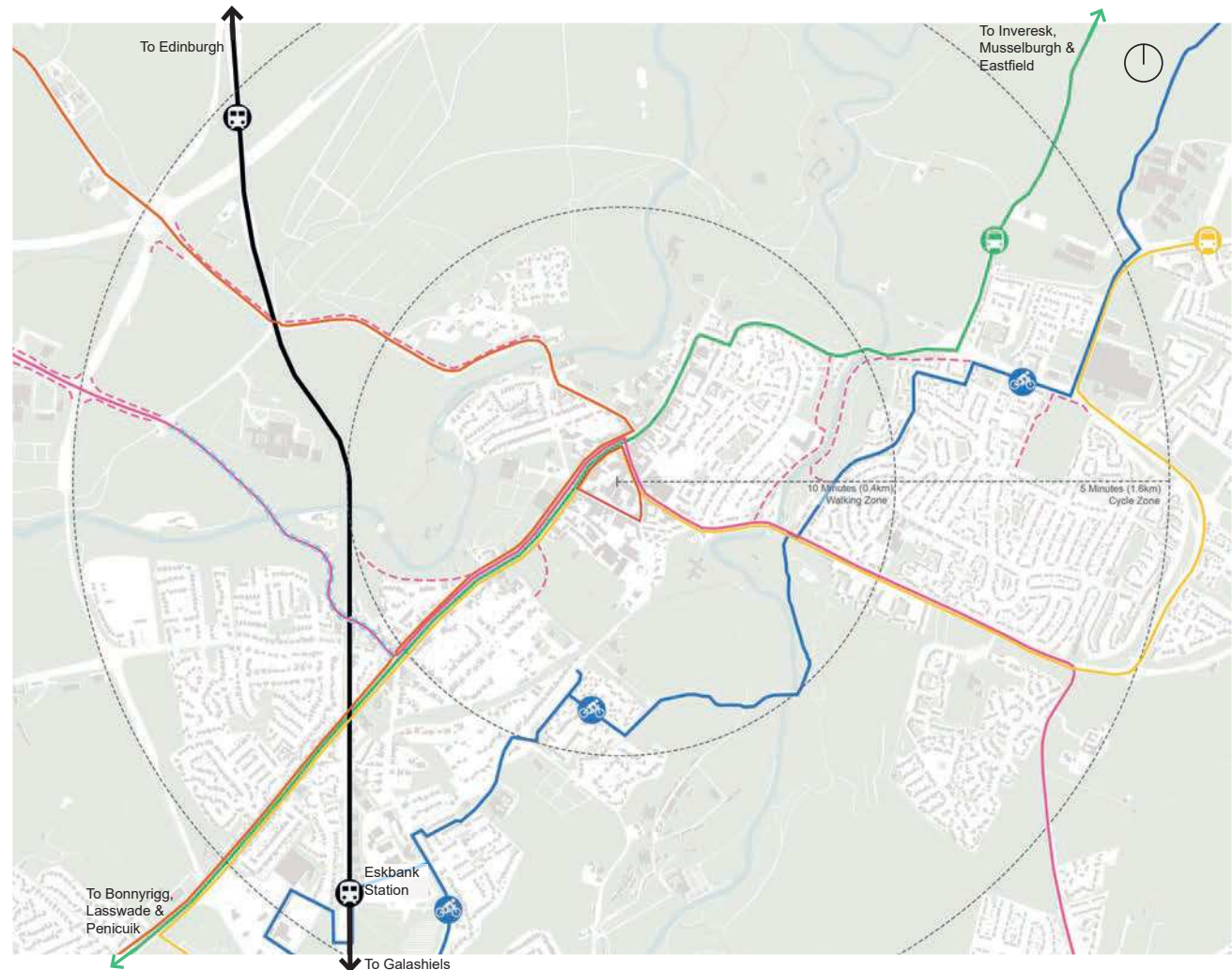
The NCN routes at Dalhousie Road housing estate and St David's Terrace have no road markings and cycle route signage is unclear and difficult to navigate. Cycle routes bypass Dalkeith Town Centre completely. There are a number of junctions (eg. Ancrum Bank/Newbattle Road) where there are no dedicated traffic lights/crossings for cyclists.









NCN Route 1 - Newcastle to Edinburgh (Coast to Castles) (25km)

The Coast to Castles route passes through Midlothian on quiet roads from the Borders,northwards towards Bonnyrigg. The route becomes mainly on-road in Bonnyrigg and continues towards Dalkeith campus. The route then continues towards Whitecraig in East Lothian and connects into Musselburgh and Edinburgh.

NCN Route 196 - Penicuik to East Lothian via Dalkeith (16km)

A 16km cycleway begins at Valleyeld in Penicuik and extends eastwards through Auchendinny, Roslin Glen, Rosewell, Bonnyrigg, Eskbank and Dalkeith. The route also connects to Haddington via the Pencaitland cycleway.



KEY:				
	Borders Rail Line	NCNR 1 / NCNR 196	On Road Cycle Lane	Multi-User Path
				
	No. 140 Bus Route	No. 139 Bus Route	No. 3 Bus Route	No. 49 Bus Route

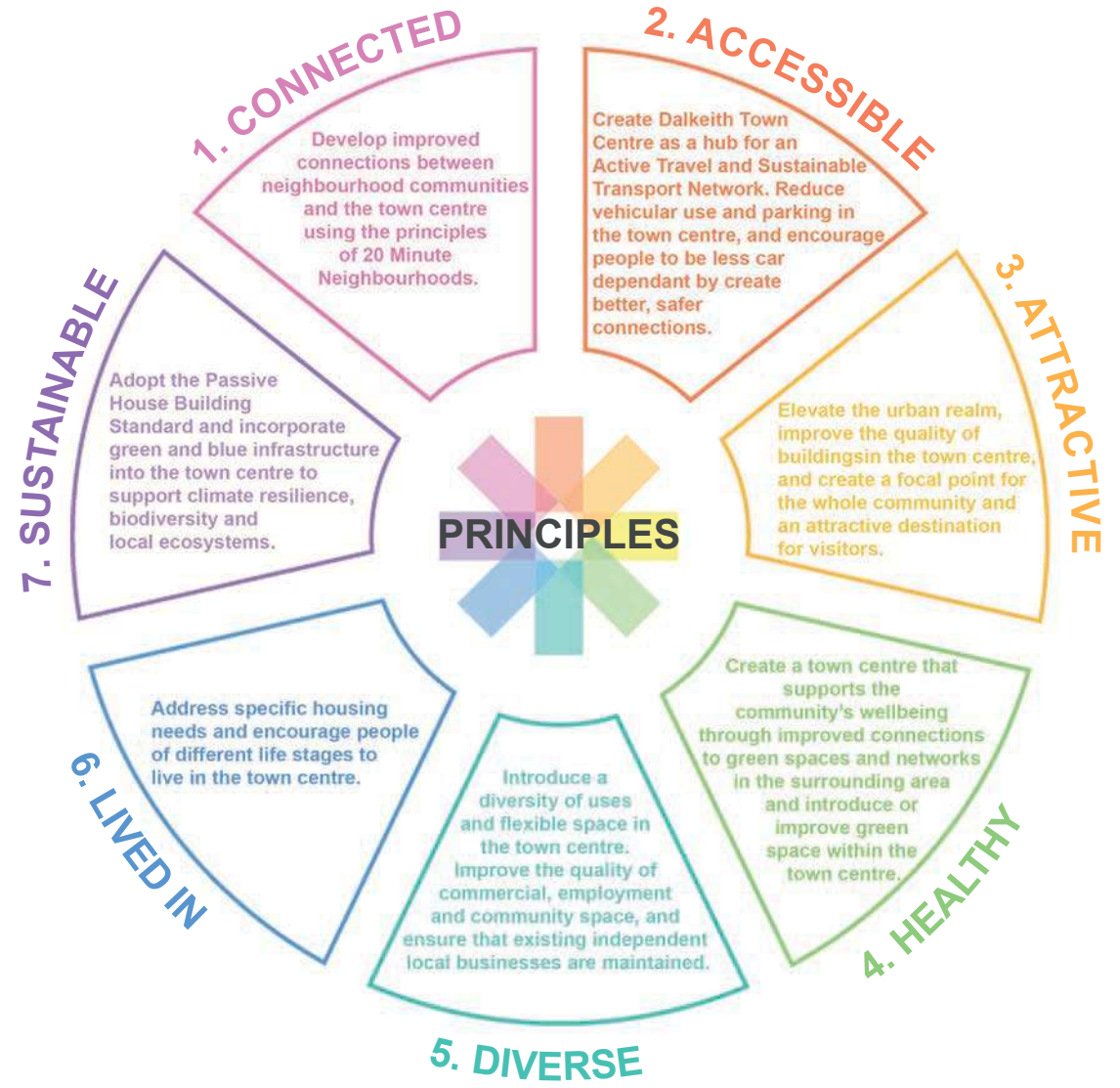
DALKEITH TOWN CENTRE DEVELOPMENT FRAMEWORK

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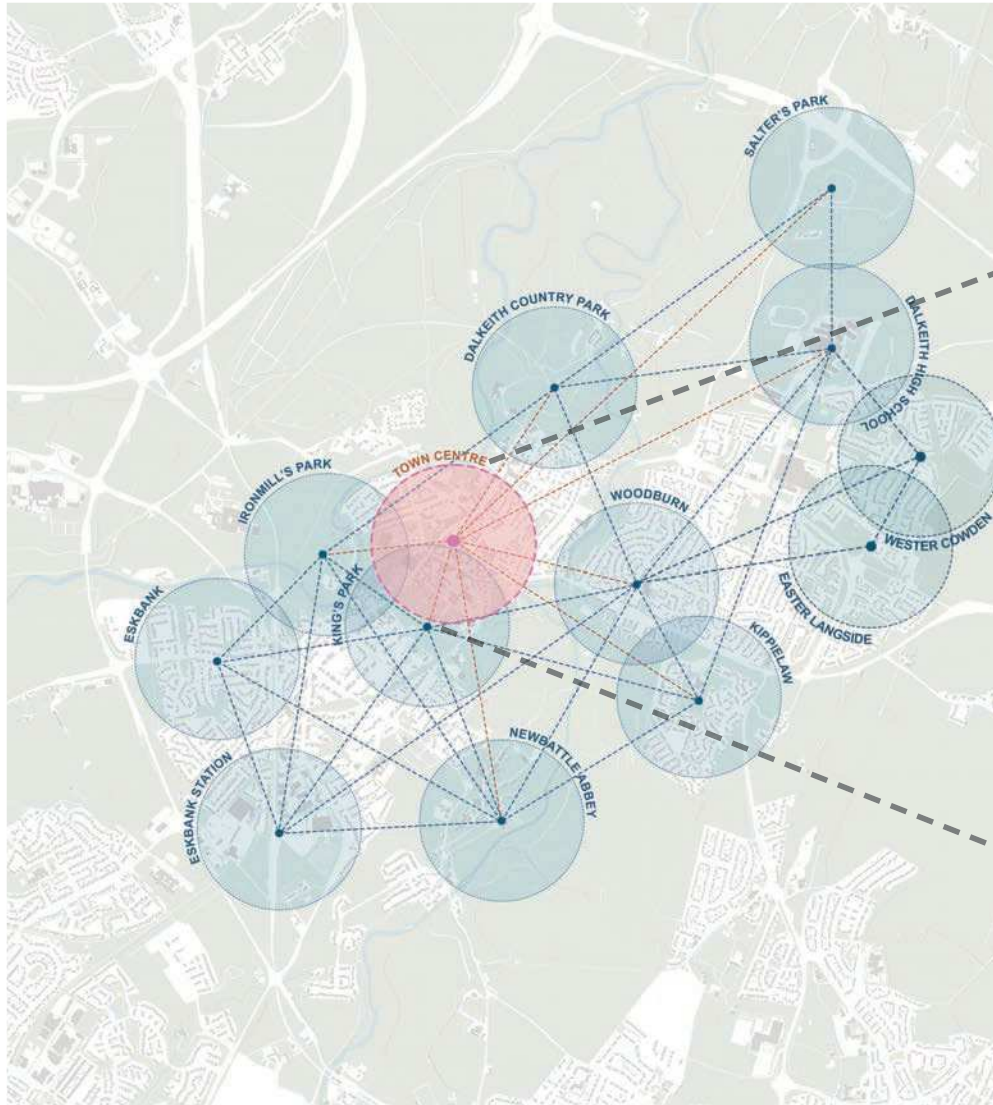
02

DEVELOPMENT FRAMEWORK

2.1 VISION AND PRINCIPLES

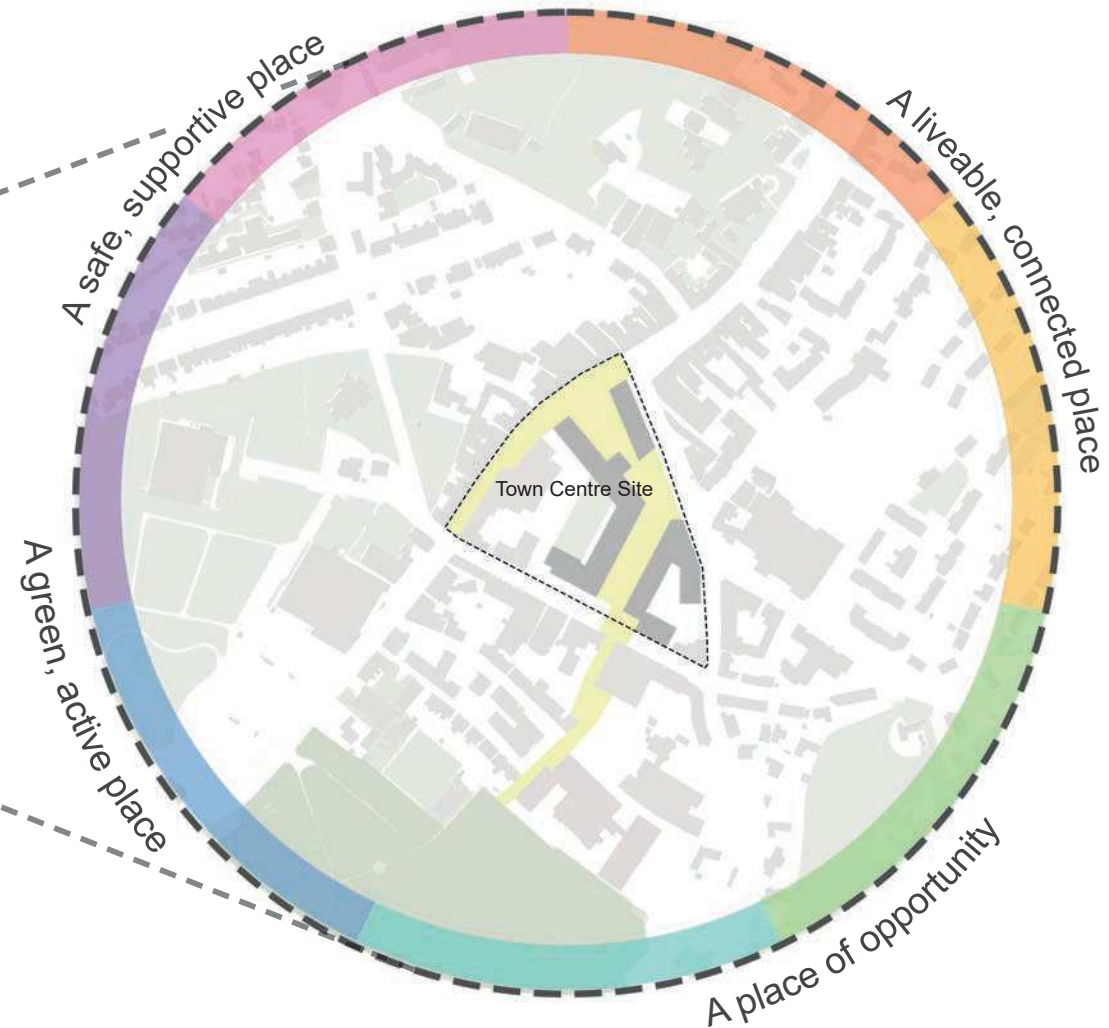


2.2 DALKEITH 20-MINUTE NEIGHBOURHOOD



DALKEITH 20 MINUTE NEIGHBOURHOOD

Dalkeith has developed as a series of neighbourhoods, many of which are separated from the commercial and administrative centre due to geographic constraints. There is an opportunity to embed a 20 minute neighbourhood approach in Dalkeith to better connect communities and services. This will require the transformation of the active travel network in and around the town centre.



DALKEITH TOWN CENTRE MASTERPLAN

This study identifies the town centre as a key hub. The site highlighted above has been identified as a development opportunity. The Development Framework Key Principles, alongside findings from community consultation have generated the Strategies for the regeneration of Dalkeith town centre.

2.3 DALKEITH TOWN CENTRE MASTERPLAN

To deliver the vision and principles, a framework is needed to guide the future development of Dalkeith town centre. This framework is to be taken into account when generating proposals for a better connected, regenerated and redeveloped town centre.

The outline design of the Town Centre Regeneration Framework looks to the traditional townscape patterns of street and squares that characterise the older parts of Dalkeith. Streets that are designed primarily for the pedestrian, streets on which people live, work and shop, squares that invite people to pause and chat, a place that promotes a sense of community and well-being.

Developments over time have eroded the idea of active frontages be it shops, front doors or gardens onto the public realm. New residential and commercial facades will look out onto the streets and squares while also creating enclosed backyards and gardens that provide privacy and amenity for the residents.

The proposed framework connects the High Street to Buccleuch Street and Kings Park beyond through a series of connected streets, predominantly traffic free. Landscape and the introduction of trees back into the town centre is a key aspect of the design. Trees moderate climate and offer an attractive green amenity for residents and visitors alike to enjoy.

While the scale of the proposals adds some density and activity to the town centre through an increase in the resident population the overall massing retains a human scale that is wholly appropriate to the scale of the existing historic townscape. The regeneration of the town centre offers an opportunity to rediscover a liveable and walkable town that is centred on people and place while retaining the business and energy of the existing town centre.

The strategies outlined in section 3.0 demonstrate how this framework could be delivered.



DALKEITH TOWN CENTRE DEVELOPMENT FRAMEWORK

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03 STRATEGIES

3.1 CONNECT NEIGHBOURHOOD COMMUNITIES AND TOWN CENTRE



You asked us to “Improve connections between green spaces, key transport links and the town centre.”

The principles of the 20 Minute Neighbourhood underpin the following strategies to connect Dalkeith town centre to neighbouring communities and surrounding areas.

See Dalkeith not as one single centre but as a series of centres each with its own character and strengths. Identify the needs within each of these satellite hubs. Encourage the local centres to add to the town as a whole. Identify the needs within each of these satellite hubs in terms of the town centre, and encourage people to live in the centre.

Identify routes that connect the local centres to the town centre i.e. bus routes, pedestrian and cycle routes. Improve these routes through the introduction of trees, sitting areas, lighting, and information boards.

Review parking provision within the whole of the town centre, to encourage walking, cycling and use of public transport.

Develop connections from the town centre to the station through safe pedestrian and cycle routes, alongside taxi rank and shuttle bus provision.

Help people transit easily between Dalkeith Country Park, Dalkeith town centre and transport links such as Eskbank Station.

Create more defined space around the Eskbank Railway Station to make it a more positive addition, where you might linger, heightening its visibility and attraction as a destination in itself.

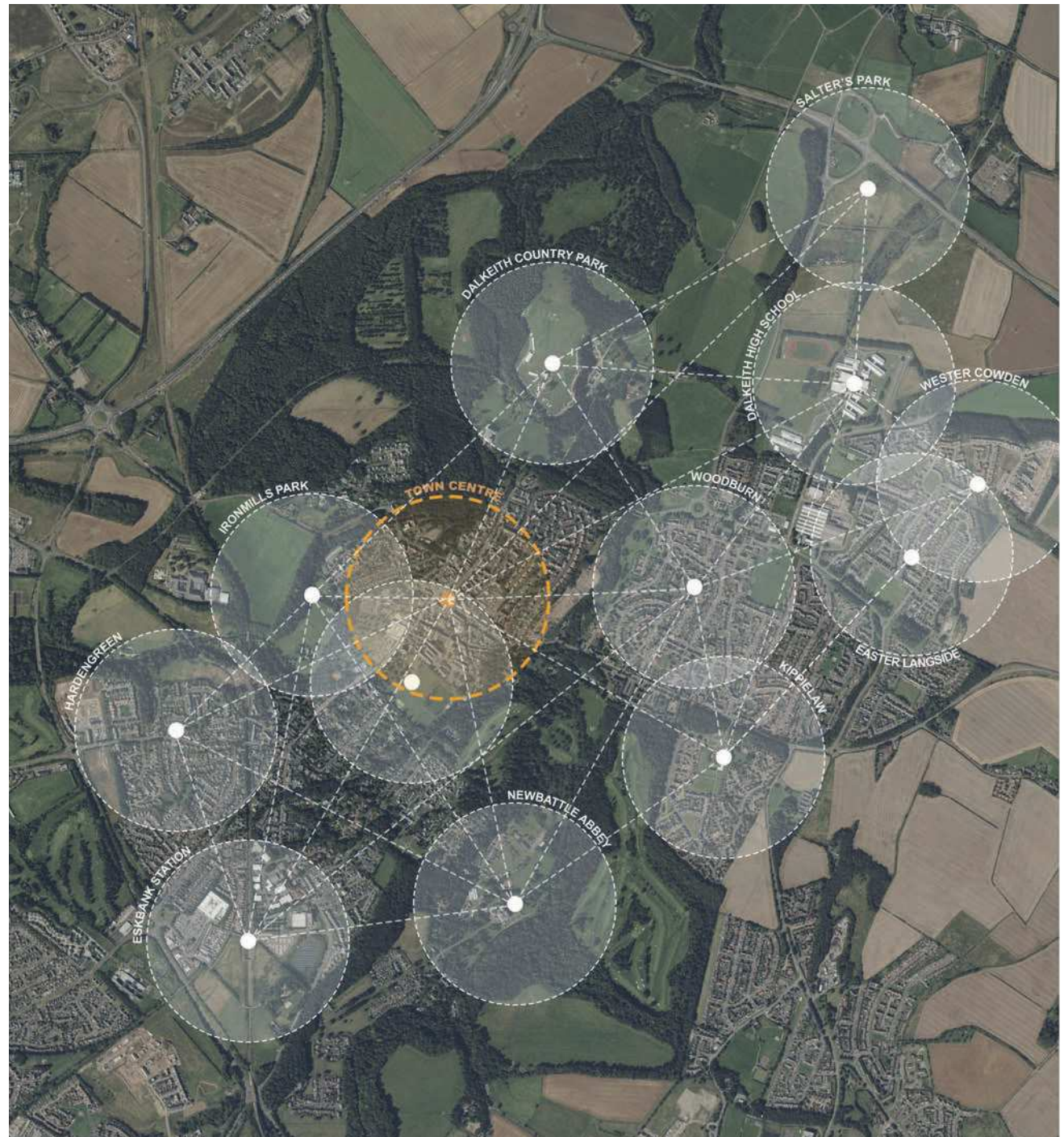
Consider Edinburgh College and its connection/relationship to the town. Consider station and college along with industrial estate, Tesco superstore as a business, commercial, education hub.

Create stronger connections to institutions such as Edinburgh College bringing them more fully into the daily life of the town.

Explore creation of a local hub around the Dalkeith Community Campus/Woodburn Primary School. Amplify the role of the Dalkeith Schools Community Campus in the surrounding community through the creation of a gathering space, allotments, recycling, services out-reach.

Provide clear information on extended walks within the town and out into Midlothian, making this information available to locals and to those outside the town.

Improve connections to the North and South Esk valleys, these offer fantastic walks and critical ecological networks which can be more fully developed as learning spaces.



Satellite Hubs surrounding Dalkeith Town Centre

3.2 TRANSFORMING CONNECTIONS TO CREATE A 20 MINUTE NEIGHBOURHOOD



You said “people want the town centre to be more walking and cycling friendly, with less and slower traffic.”

The following aspirational proposals transforming connections to create a 20 Minute Neighbourhood are subject to funding and detailed design studies:

ACTIVE TRAVEL ROUTE - TOWN CENTRE AND KING'S PARK

The town centre regeneration includes for the redevelopment of White Hart Street. This will see the erection of new residential and mixed-use buildings with an opportunity to provide a new pedestrianised route with green infrastructure as well as improvements to the public realm. As part of a separate study, the Development Framework offers an opportunity to extend this route directly to King's Park through the reallocation of land within Midlothian House Carpark and the redevelopment of King's Park Primary School.

CONNECTED CYCLE ROUTES TO TOWN CENTRE

The opportunity to create safe and direct cycle routes to connect the town centre to the existing National Cycle Route Network could be explored as part of a separate design study.

ACTIVE TRAVEL ROUTE - TOWN CENTRE AND ESKBANK RAILWAY STATION

A more direct active travel route to Eskbank Station could be developed as part of a separate design study to support multi-modal travel.

DIRECT PEDESTRIAN ROUTE TO IRONMILLS PARK

A new direct and safer pedestrian route could be explored to connect the town centre to Ironmills Park.

ACTIVE TRAVEL ROUTE - TOWN CENTRE AND DALKEITH COUNTRY PARK

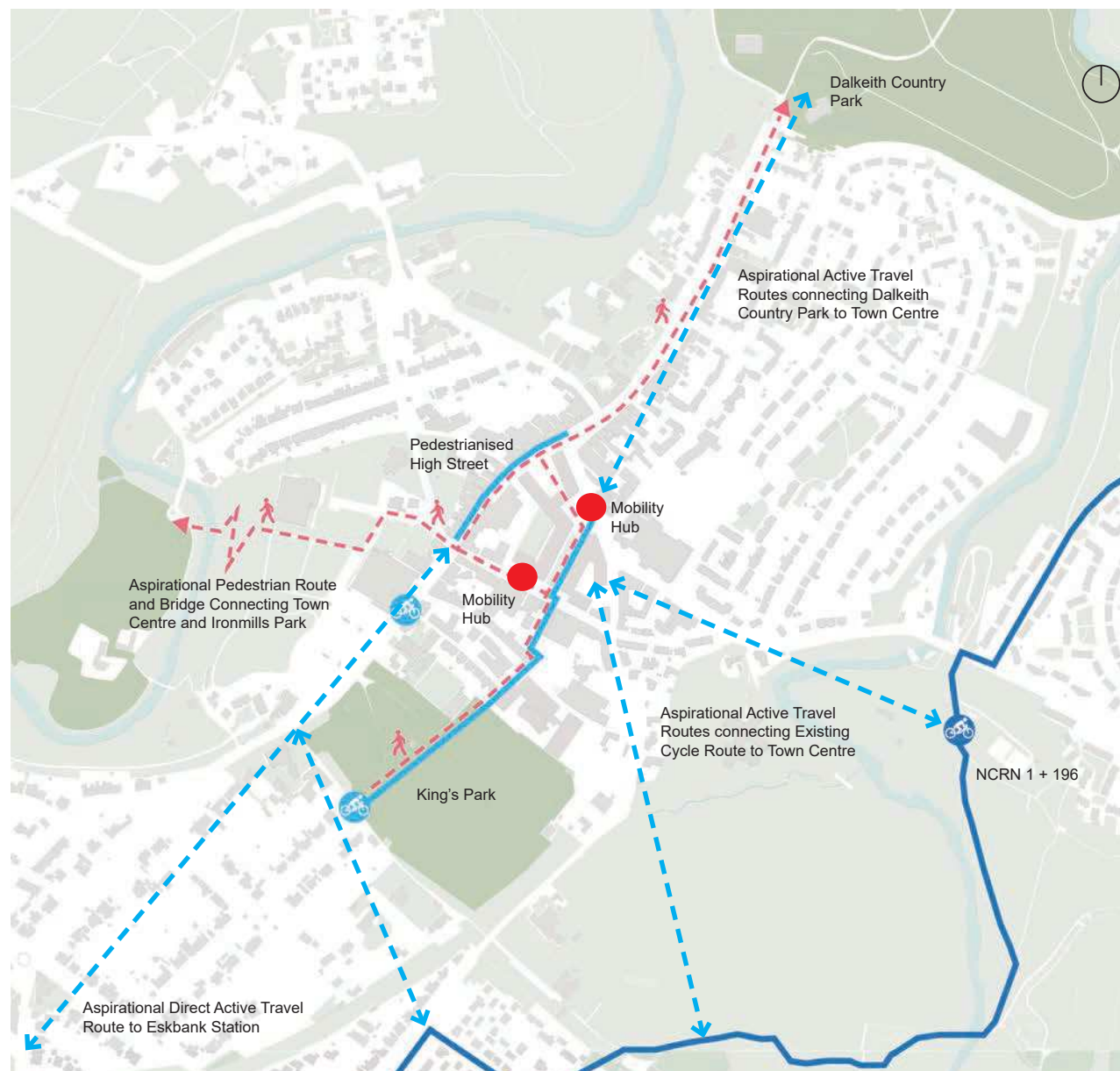
The introduction of a safe active travel route that directly connects the town centre to Dalkeith Country Park could be developed.

REGENERATION SITE - PEDESTRIANISED HIGH STREET

It is proposed that a section of the High Street (A6094) between Buccleuch Street and South Street be pedestrianised allowing for public realm enhancements as well as dedicated walking, wheeling, and cycling infrastructure. The introduction of pedestrianisation would also allow for air quality improvements via a reduction in harmful pollutants and improved streetscape.

REGENERATION SITE - MOBILITY HUBS

Mobility Hubs are proposed on Buccleuch Street and South Street. Hubs are sited to support Multi Modal travel and include bus shelters with phone charging and integrated art, cycle parking, e-bikes and e-scooters, taxi ranks, and pick up/drop off bays.



3.2 TRANSFORMING CONNECTIONS TO CREATE A 20 MINUTE NEIGHBOURHOOD



You said “public transport is good, but it needs to be affordable and easy to use.”

ASPIRATIONAL MULTI-MODAL TRAVEL AND CONNECTIONS TO EXISTING ROUTES

A low proportion of the housing in Dalkeith can be accessed within a 10 minute walking distance of the town centre. The majority of housing within Dalkeith can be accessed within the 10 minute cycling zone. However the routes to and from the town centre are busy with traffic and there are no safe routes connecting the NCN route to the town centre and town amenities. The aspirational proposals noted below are subject to funding and detailed design studies:

CYCLE ROUTES

New safe cycle routes could be explored as part of a separate study to connect the existing NCN1 to the town centre and to the High School Campus.

BUS ROUTES

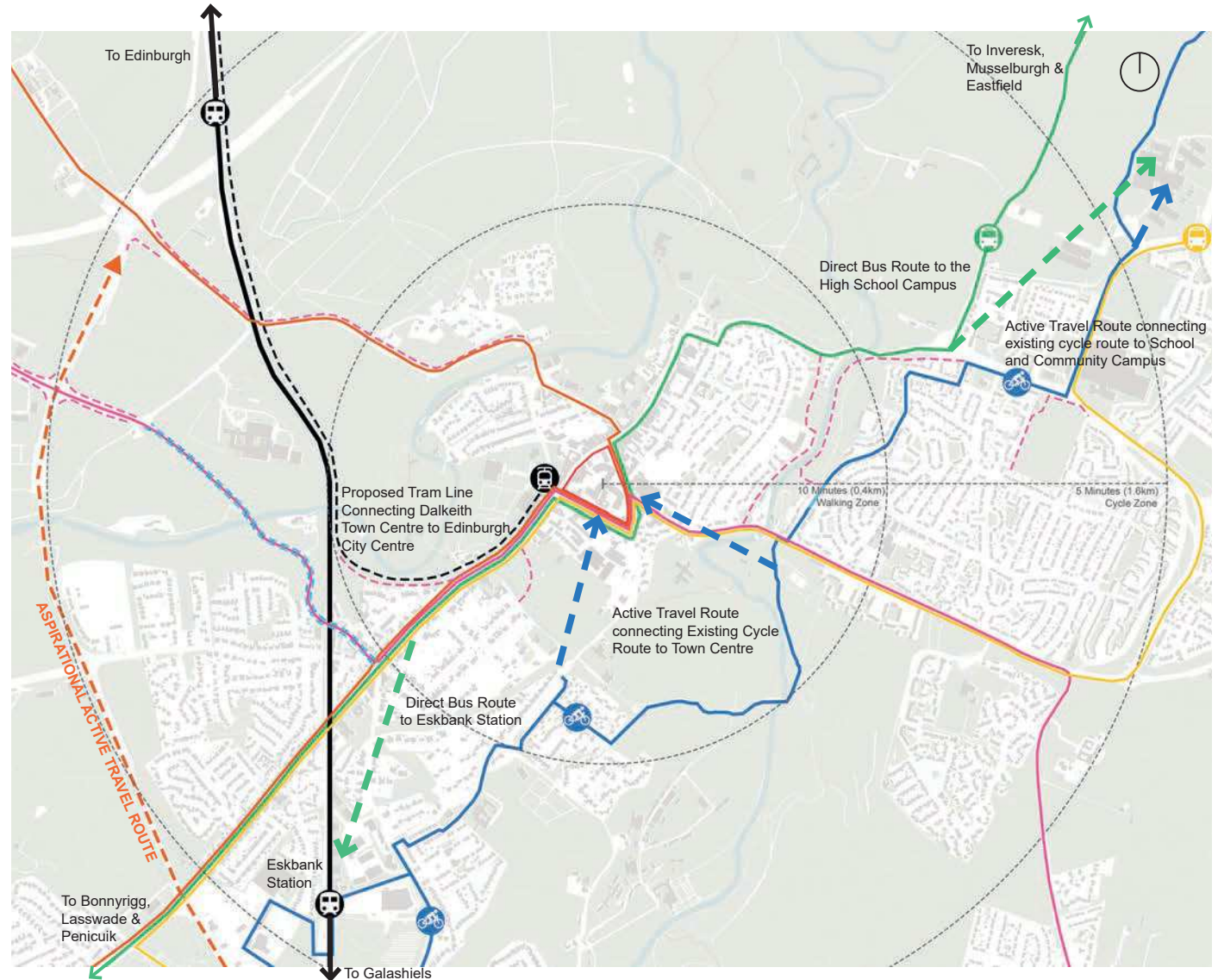
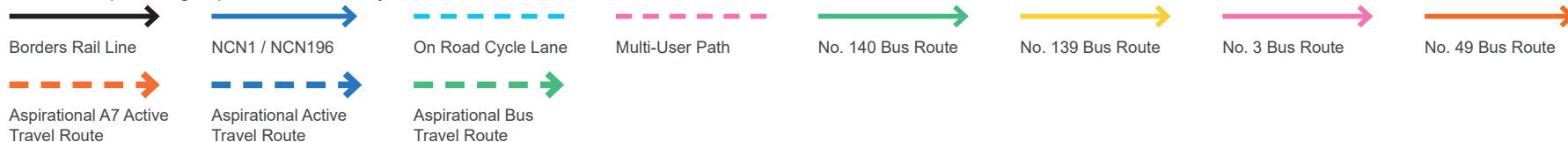
With the removal of buses from the south section of the High Street, it is proposed that Buccleuch Street and South Street become key bus routes within the centre of Dalkeith. There is an opportunity to widen footways and provide mobility hub concepts within the corridor. There is also an opportunity to introduce traffic calming measures through the use of raised tables.

Connections to Eskbank Railway Station through an improved direct bus route to connect the town centre to Eskbank Station could be developed to support multi-modal travel. The Midlothian Council A7 Active Travel Feasibility Study will include looking at the feasibility of a link from the A7 to Eskbank Train Station.

EDINBURGH TRAM EXTENSION

The National Planning Framework 4 (NPF4) identifies Edinburgh and South East Scotland Mass Transit as a key project, with a potential connection from the Edinburgh BioQuarter to Shawfair and, on to Dalkeith as a potential future tram extension in the longer term. The extension of mass transit would enhance the level of public transport provision in the region, including Bus Rapid Transit (BRT) and Tram. It would complement and integrate with the current bus, tram and heavy rail networks, providing improved connectivity.

KEY:



3.3 IMPROVED PUBLIC TRANSPORT



You asked for “Improved sustainable transport that is accessible, affordable, frequent and reliable.”

As the transport sector strives to decarbonise, it is essential to rethink how we integrate public transport services with walking, cycling, and micro-mobility to make it easier for people to travel seamlessly.

The concept of a Mobility Hub grows from a basic bus shelter to incorporate a range of other modes and place-specific services in response to local needs within Dalkeith.

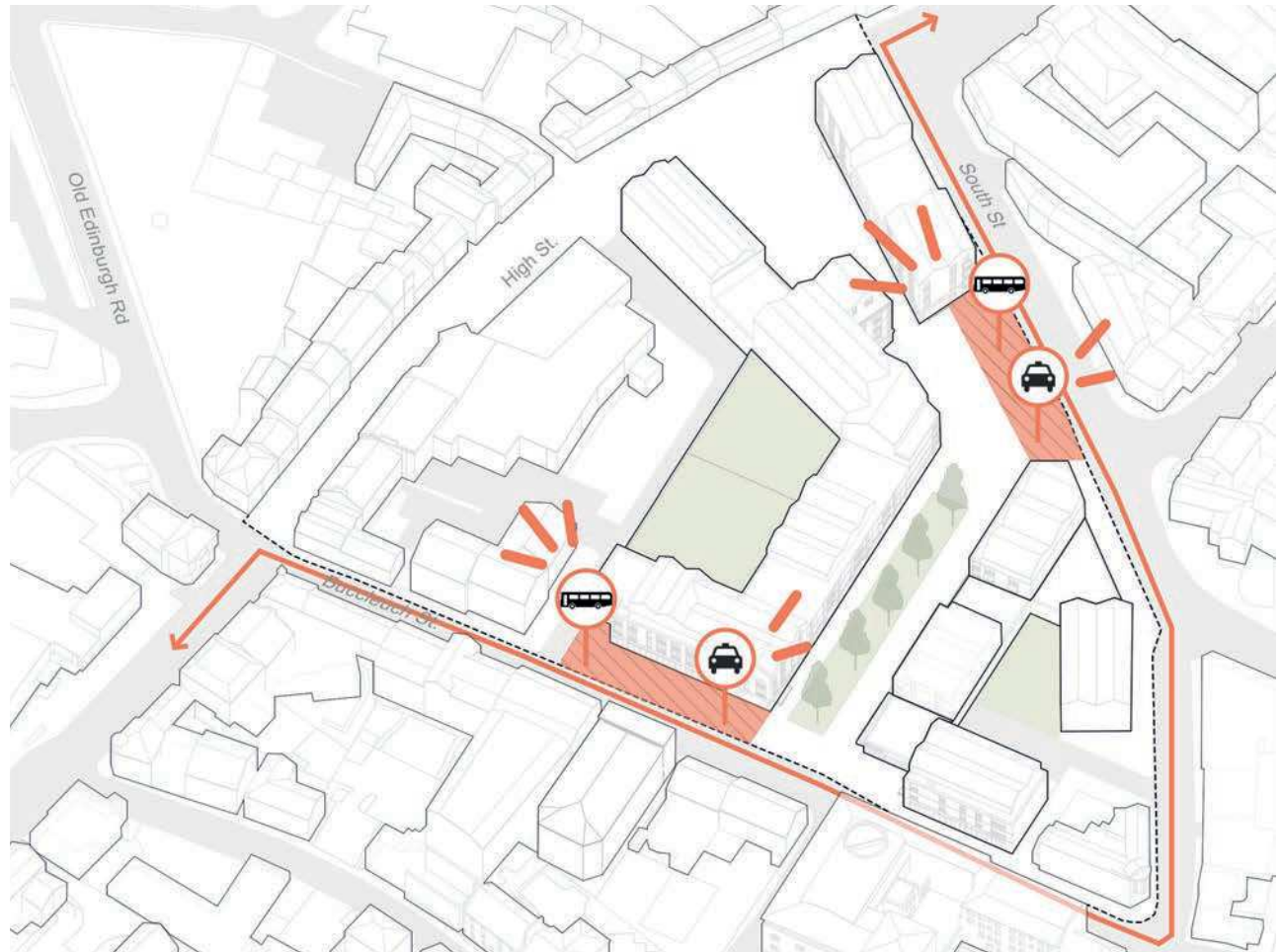
The town centre will benefit from the provision of Mobility Hubs on Buccleuch Street and South Street as a means of integrating public transport with other modes, focused primarily on walking and cycling.

Mobility Hubs are places where people can switch from one mode of transport to another, with convenient facilities designed for a low-carbon society. They form a network of structures that cluster together a full suite of complementary transport modes to enable sustainable journeys.

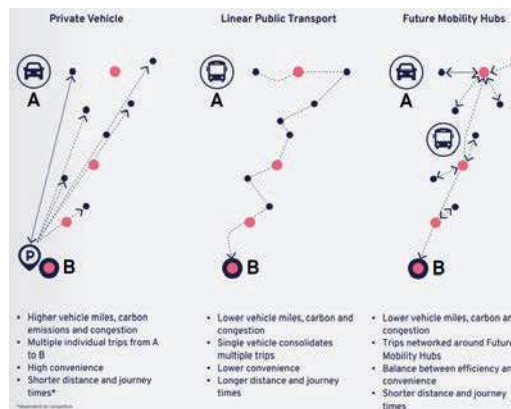
The modular approach provided by Mobility Hubs will allow them to be delivered in response to the specific requirements and space available along Buccleuch Street and South Street. They will use the existing bus stop locations as a base from which to provide local residents and visitors with increased movement options and promote the message that non-car based travel modes are both realistic and practical options.

Crucially, Mobility Hubs are not simply bus stops or taxi ranks. Dalkeith town centre will benefit from encouraging the incorporation of an improved public transport offering with other travel modes and user facilities (i.e. e-bike charging stations, etc.). These facilities, combining public transport with active travel, will help make the town centre a more inviting, safer and greener space.

Findings from the Midlothian Council Parking Strategy suggest that the existing car parking provision within the town centre is currently under-utilised. Provision of the Mobility Hubs on Buccleuch Street and South Street will help to encourage a further reduction in the use of existing car parking facilities while at the same time invigorating the existing streetscape, encouraging non-car based trips and enhancing the public realm.



Proposed introduction of Mobility Hubs on Buccleuch Street and South Street support the re-routing of traffic away from the High Street



Mobility Hubs - refer to Appendix 02 - ARUP Transport Input Report

3.4 IMPROVED OPPORTUNITIES FOR ACTIVE TRAVEL

Further work will be undertaken in conjunction with Midlothian Council and key stakeholders, including Sustrans and SEStrans, to look at wider active travel connections from the centre of Dalkeith and key destination points throughout the wider area.

The key principle that must form the basis of any new mixed-user infrastructure is that routes must be attractive, direct and safe.

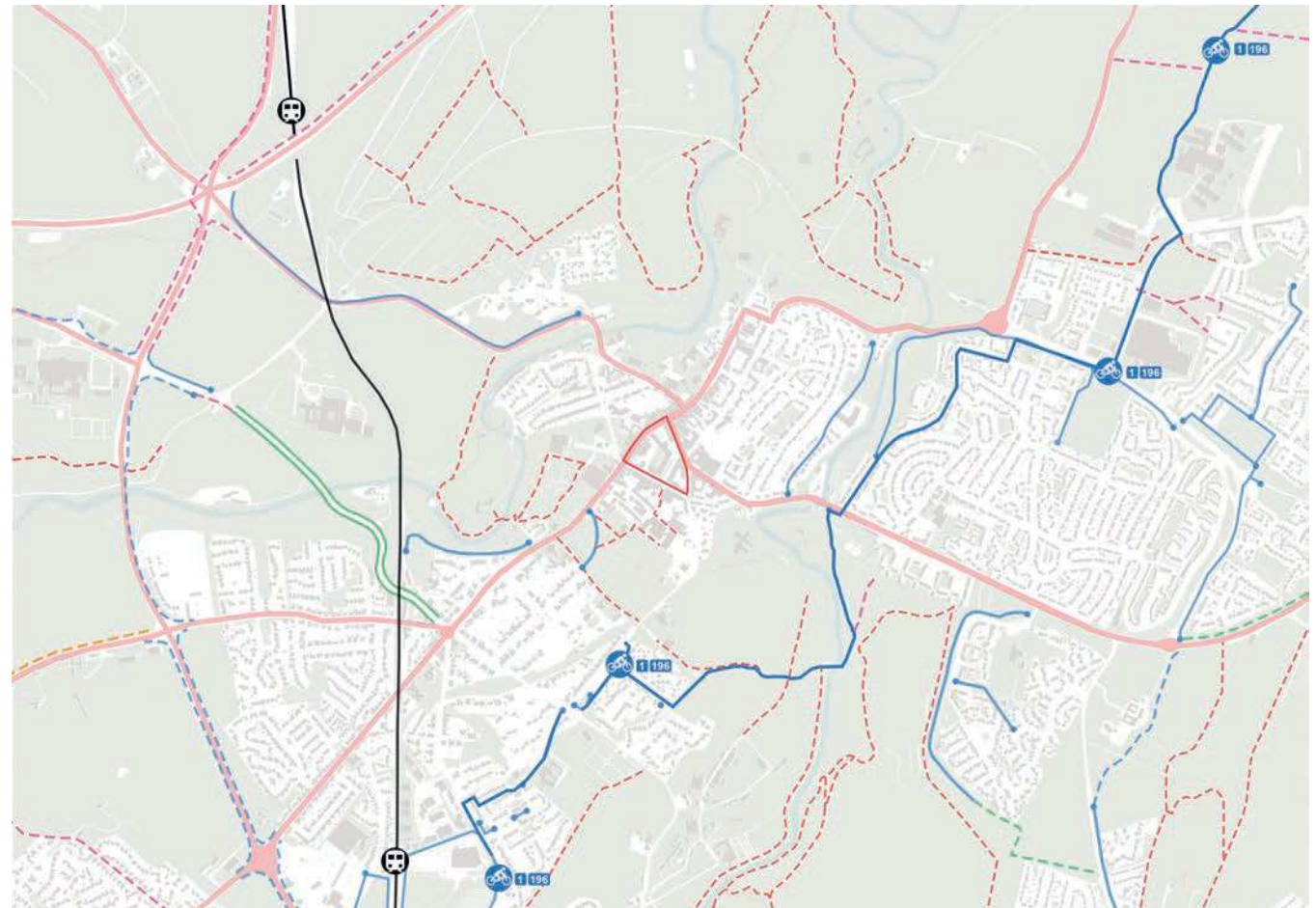
Future opportunities will be developed in accordance with Midlothian Council's Active Travel Strategy and SEStrans region-wide active travel network strategy, where connections to Dalkeith are proposed as part of the development of the network.

Further 'next steps' include:

- Midlothian Council's Sustainable Transport Team will look to utilise funding opportunities to improve active travel connections to/from the town centre, and will look to improve active travel provision where missing links within the town centre exist.
- Applications to Sustran's Places for Everyone Stage 0-2 funding will be made in summer 2023 to look into connections to/from Dalkeith along key travel routes - assessing potential routes and designs for active travel provision linking Dalkeith town centre to Eskbank, the A7 corridor, Dalkeith Country Park, communities to the East, as well as existing on and off-road provision.
- Applications will also be made to Sustran's Networks fund where applicable. Midlothian Council's Active Travel Strategy will identify aspirational routes within the Dalkeith and surrounding area, for which suitable funding will then be sought.

KEY:

Footpath		Aspirational Active Travel Routes
Cycleway/MUP		Short Term
On Road Cycle lane		Medium Term
Proposed Cycleway		Long Term
National Cycleway		
Borders Railway		



Midlothian Active Travel Strategy - Dalkeith



Active Travel Route along Key Routes



Segregated Cycle Paths

3.5 OPTIMISE EXISTING TOWN CENTRE PARKING SITES



You said “people want to ditch their cars, but they need help to do it.”

Midlothian Council are currently developing a new parking strategy for the area. All future proposals will need to comply with this guidance. There are opportunities to use the existing underutilised parking sites that are a short walk from the town centre.

Consideration should also be given to the wider context of how future parking within the town centre will interface with the provision of Mobility Hubs and public transport improvements, as these would reduce the need for people to use a car to come into the town centre.

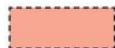
Midlothian Council's 2017 Strategy highlights underutilised parking sites that are within a 5-minute walk of the High Street. There is an opportunity to explore ways to maximise the use of these existing car parks, and to provide safe walking routes linking them.

Future next steps should be based upon the findings from a survey of existing parking usage, therefore providing an accurate set of contemporary baseline data.

The proposed reduction of parking within the town centre regeneration site creates an opportunity for the introduction of green space and space for walking and cycling, thereby creating a more attractive environment.

A review of the *Midlothian Council Parking Standards 2014* will consider town centre parking standards and guidance to encourage reduced dependency on vehicular use and to support Active Travel.

KEY:

 EXISTING CAR PARKING

 PROPOSED CAR PARKING

*Parking numbers taken from Midlothian Parking Strategy Report 2017



3.6 PEDESTRIANISATION OF HIGH ST.



You said “Dalkeith should be a place to travel to and live in, not somewhere people drive through.”

To implement this strategy Dalkeith town centre should be a place for people. Pedestrianisation of the High Street, coupled with a regenerated central square, will give the town centre back to the community, local residents and visitors alike.

Community consultation identified a need for the town centre to become, safer, more accessible, healthier, with simple, liveable, dignified spaces and streets. Pedestrianisation of the High Street will help deliver these positive ambitions and a longer-term vision for a thriving community.

The challenges created through pedestrianisation, particularly on local businesses, public transport provision, and traffic movements in and around the town centre will be carefully and respectfully considered as part of a series of future studies which aim to look at the specific details on further developing the principles presented by this development framework.

Future studies will help define the specific requirements to ensure that any pedestrianisation is both appropriate and feasible, and has the desired effect of enhancing the town centre space and encouraging future investment opportunities.

These studies will also help to determine the most appropriate level of pedestrianisation for the High Street - opportunities for full pedestrianisation or pedestrianisation on specific days or during certain times of days could be explored.

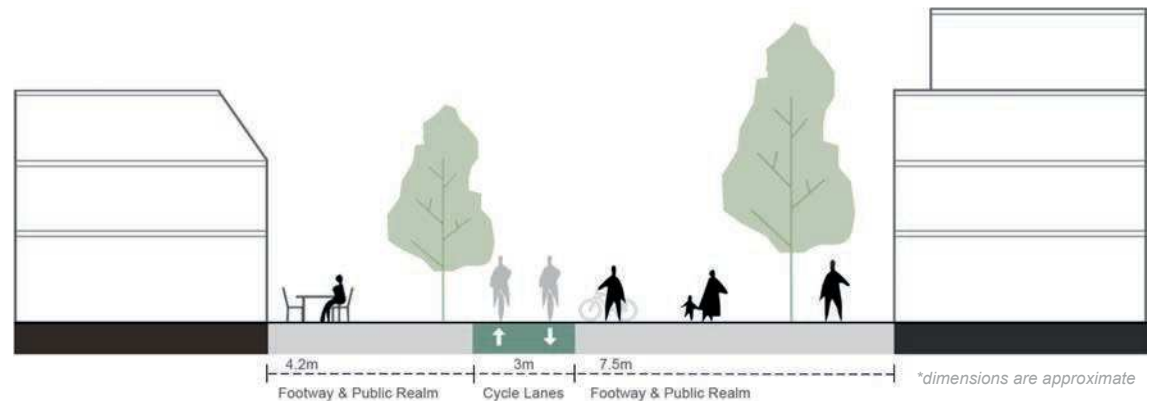
Pedestrianisation of the High Street would help to provide a more attractive, safer and greener space with reduced levels of vehicular traffic where the emphasis is on walking, cycling and public transport.

The enhancement of the public realm through pedestrianisation would encourage cafés and restaurants to spill out onto pavements, and the creation of a vibrant feel in the town centre would support the local independent businesses and encourage people to linger.

The configuration of the enhanced public realm at Jarnac Court and Eskdail Court forms a direct and safe connection to the proposed Active Travel route on the new Walk. Public spaces will be accessible to all ages and abilities, and, safe and engaging for Midlothian’s many young families. Pedestrianisation will help create streets where older people feel able to confidently walk, knowing that they can rest if they need to.



Pedestrianisation of High Street Axonometric Diagram



**dimensions are approximate*

Pedestrianisation of High Street Section View

3.6 PEDESTRIANISATION OF HIGH ST.



You said “Dalkeith should be a place to travel to and live in, not somewhere people drive through.”

Following on from the Development Framework outline proposals, the next design stages and areas of further study will consider in much greater detail a number of key local issues, namely:

- Engagement with local businesses to understand their needs and requirements, and respond to their perceptions and opinions on the potential impacts of pedestrianisation.
- Potential impact on servicing arrangements.
- Existing public transport provision and how this will be integrated into the delivery of Mobility Hubs on Buccleuch Street and South Street.
- Vehicle tracking to ensure buses can easily manoeuvre on proposed new bus routes and to develop Mobility Hub infrastructure.
- Undertaking traffic modelling to demonstrate the potential impact resulting from possible traffic displacement, including the operation of junctions.

The outcomes of these studies will help inform the specific measures and levels of pedestrianisation that are appropriate for the High Street.

Further information, along with a series of real-life case studies which set out the benefits of pedestrianisation in town centre locations, is provided in the Arup Transport Report in Appendix 02.



Frans Halsstraat, Amsterdam



Illustrative View of Pedestrianised High Street

3.7 IMPROVED TOWN SQUARE & ENHANCED CIVIC SPACES



You asked for “A pedestrianised central square as a focal point for cultural events, markets and socialising.”

The regeneration of the town centre site offers an opportunity to improve and enhance the existing town square and civic spaces to create an energised attractive central core that encourages the local and non-local to visit, increasing opportunities for business, enterprise and social engagement.

These enhancement would give the town centre a vibrant feel, support the local independent businesses and encourage people to linger.

Create a more obvious central gathering space which becomes an orientation space for visitors and residents alike, and an opportunity for information from across the county to be displayed and easily accessed by everyone.

Opportunity to create a market /civic space as town centre core. Focal point for sharing information, resources and skills and focal point for events, open to all.

Incorporate public art and to give the public realm a focal point.

Introduce play within the public realm and create a town centre that is attractive to all ages.

Ensure civic spaces are a focus for public generated ideas and initiatives such as food markets, music events, carnivals, art festivals, book fairs, and antique fairs. Create flexible, simple and available public space.

Enhance the appearance of external public spaces, introduce more green space and increase access to council facilities and services.



3.7 IMPROVED TOWN SQUARE & ENHANCED CIVIC SPACES



You asked for “A pedestrianised central square as a focal point for cultural events, markets and socialising.”



Public art installation, Madrid



Farmer's Market



Play park, Amsterdam



Outdoor Seating Spaces



Illustrative View of Improved Jarnac Square

3.8 THE WALK & A ROUTE FROM THE TOWN CENTRE TO KING'S PARK



You asked for “A town centre that is walking and cycling friendly, with less and slower traffic.”

THE WALK

Create an improved route within the masterplan site to prioritise pedestrians and cyclists, and reduce vehicular use.

Create a safe, accessible and attractive town centre with simple, liveable, dignified spaces and streets.

Encourage cafés, restaurants and community spaces to spill out onto the new walk.

Create an environment with reduced air and noise pollution and opportunities to connect with nature.

Ensure that street design and public spaces are accessible to all ages and abilities.

Encourage overlooking from new housing and activities to limit antisocial behaviour.

ROUTE FROM THE TOWN CENTRE TO KING'S PARK

Create a direct Active Travel route that connects the town centre to King's Park Primary School and King's Park.

Form a route that creates wider connections into other green networks within and around the town centre.

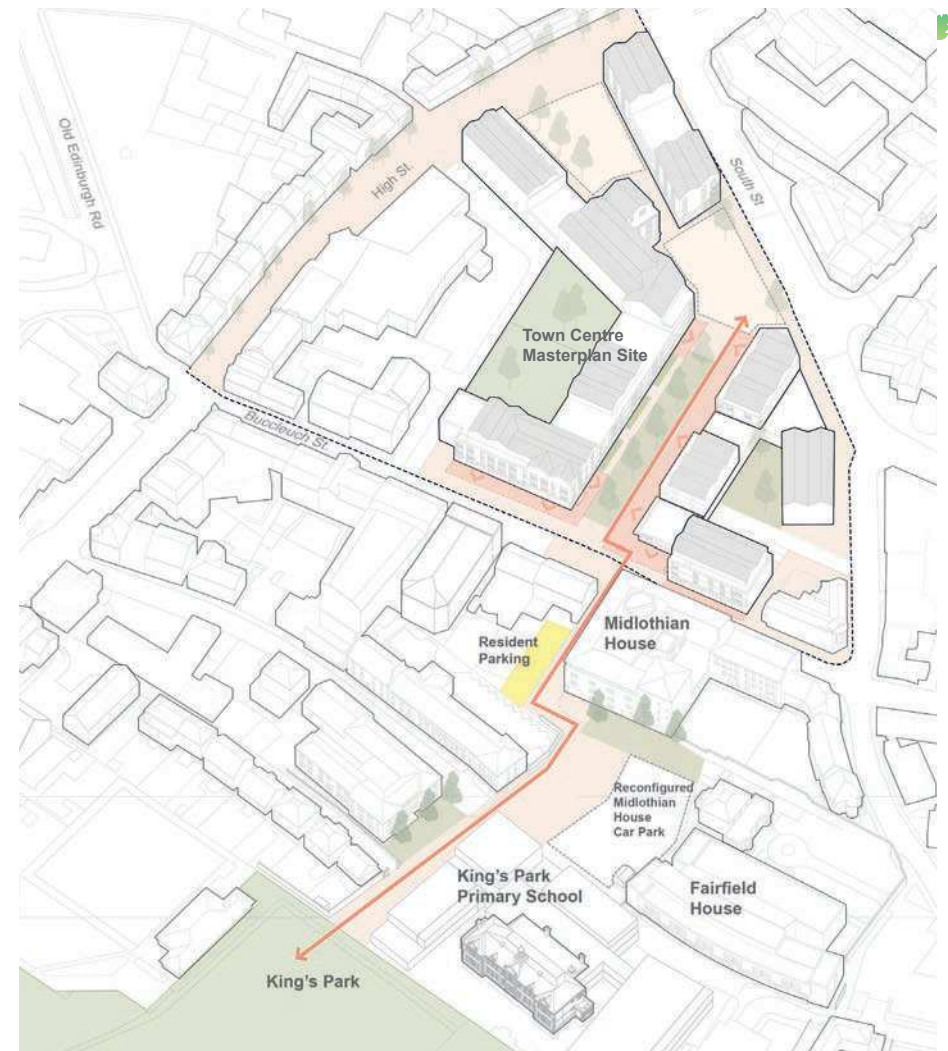
Improved links create an opportunity to expand the use of green space out with the Town Centre Masterplan site.

The extension of the Active Travel route from the town centre site through to King's Park will require the character of the existing route to change.

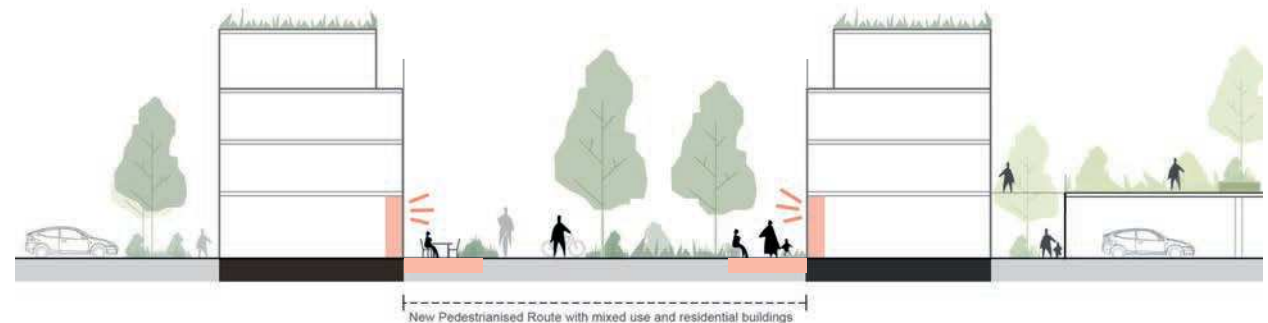
Access to Midlothian Council's Passivhaus development on Buccleuch Street, including access to residents parking, will be maintained through careful and appropriate design and signage. Pedestrian and cycle movements will be prioritised through the use of pavement surfaces which promote open, inviting and liveable spaces, while at the same time providing restricted single-user vehicular access.

Opportunity to reconsider vehicular access to and the extent of Midlothian House car park to carve out space for a new public realm.

The extension of an enhanced route into King's Park is dependant on the reconfiguration of the King's Park Primary School site and the school campus masterplan being delivered.



Axonometric View of the New Walk and proposed route connecting town centre to King's Park



Section of New Walk showing Active Frontage and Proposed Active Travel Route

3.8 THE WALK & A ROUTE FROM TOWN CENTRE TO KING'S PARK



You asked for “A town centre that is walking and cycling friendly, with less and slower traffic.”



Shared Surface



Attractive Green Route



Safe Active Travel Route



Illustrative View of New Walk

3.9 PROVIDE A MIX OF HOUSING TENURE & TYPES



You asked for “A variety of housing tenure options and housing that meets the needs of families and older people”

Activate the town centre through people living and working there.

Increase the resident population within the centre by creating affordable, good quality housing in the town centre.

Address specific housing needs in the town centre and create new family housing to help activate and energise the town centre.

Introduce a mix of housing tenures and types that reflect local housing needs and support people at all stages of life, including social housing, mid market rent, build to rent and housing for sale. This will allow people to move home as their needs change without leaving the neighbourhood.

The town centre regeneration proposal enhances the residential provision on the site from 44 No. 2-bed maisonette flats, to around 136 No.* Residential units that are a mix of 2-bed and 3-bed flats.

The approximate net gain for residential use on the site is 7800m².*

In order to maximise the ground floor area within the development for commercial/employment/community use, a small number of ground floor flats are located on the new walk, the majority of flats are located on the upper floor levels.

There is significant affordable housing demand in Dalkeith. The Town Centre Regeneration site offers an opportunity to incorporate not just properties for social rent but other affordable housing models such as mid-market rent and shared equity/low-cost home ownership.

Through residential developer consultation and consideration of future demographics the site is considered to offer a particular opportunity in terms of its location for housing for older people or those with other supported living requirements.

Private for sale housing could also form part of a wider tenure mix.

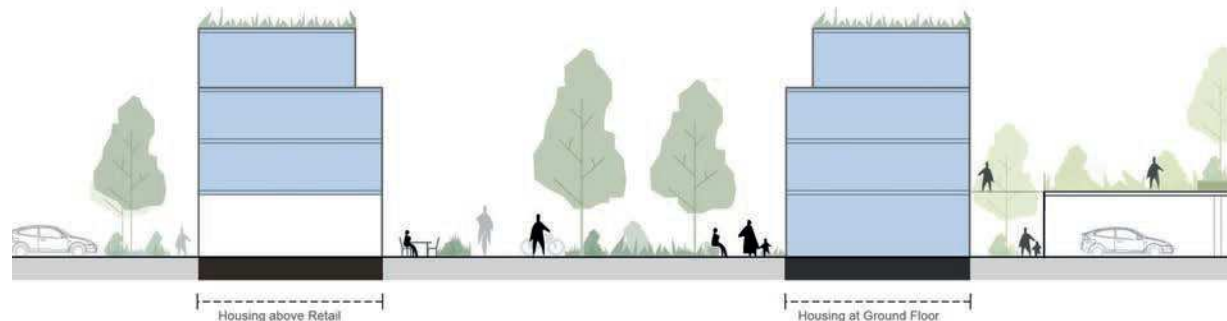
There is demand in the area for two and three bedroom properties, and flats are the most appropriate construction type for this site.

Opportunities for partnering with a lead developer with the capacity to deliver an affordable housing-led development could be explored during the next project stage.

**Note – all floor areas are approximate. All area measurements have been generated using OS Map site information only. A full site survey and building surveys are required during the next stage. Further to these detailed surveys, the site area and building floor areas will need to be recalculated and reappraised. Financial appraisals should not rely on the measured information until verified by accurate measured surveys.*



Axonometric View of Housing on Upper Levels



Section of New Walk showing Housing Types

3.9 PROVIDE A MIX OF HOUSING TENURE & TYPES



You asked for “A variety of housing tenure options and housing that meets the needs of families and older people”



Mix of Housing with Balconies



Housing with Setbacks/ Terraces



Housing with landscaping



Illustrative View at Eskdail Court showing housing mix

3.10 CREATE FLEXIBLE SPACE FOR COMMERCIAL, EMPLOYMENT & COMMUNITY USE



You asked for “More diversity in the facilities and businesses located and operating in the town centre”

The proposed increase to the level of development within the town centre will create flexible commercial/employment/community space alongside new housing, and so encourage a diverse range of facilities and community uses. The masterplan shows the potential of increasing the total GIFA of the existing buildings by approximately 50%.*

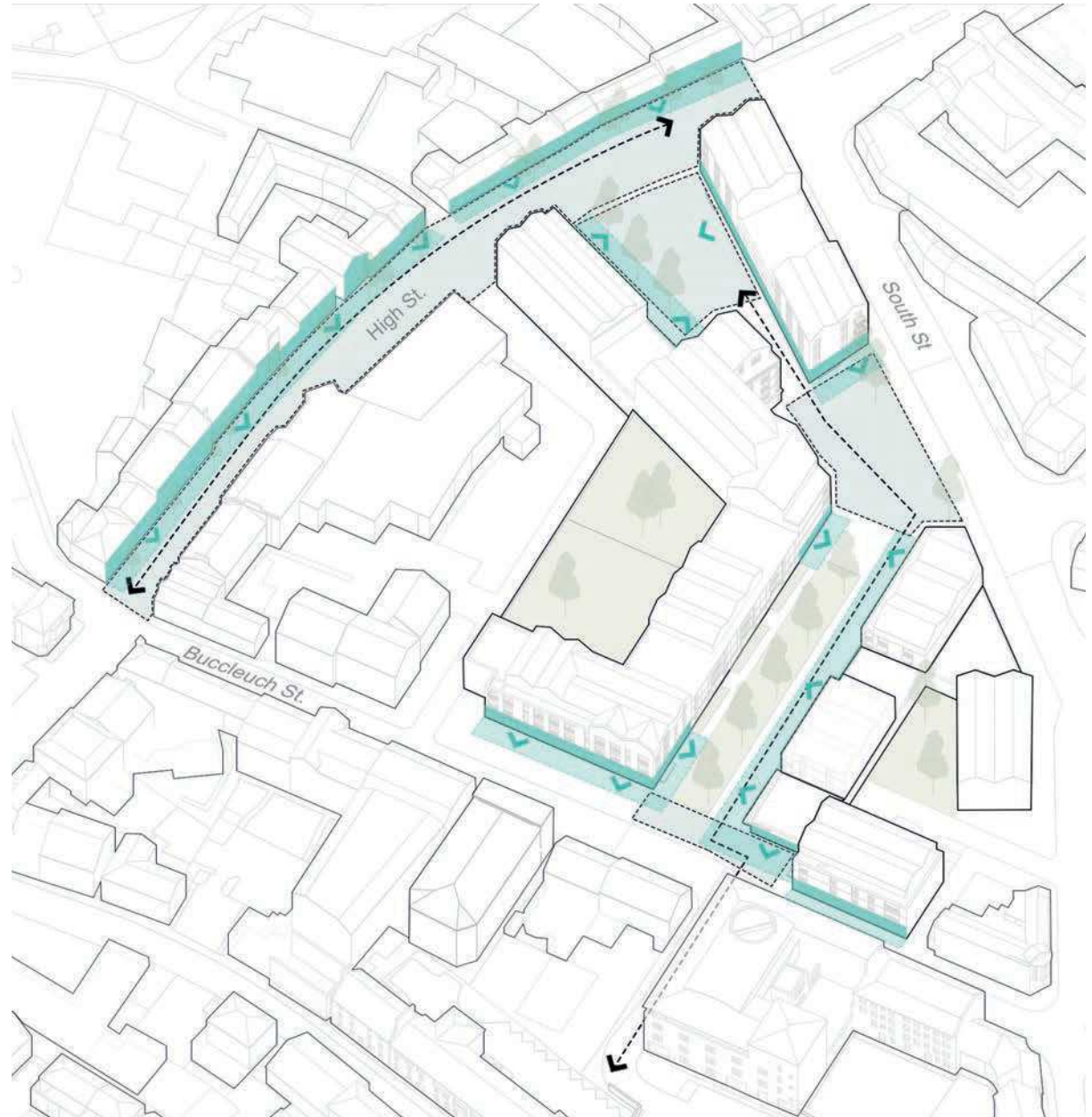
A lack of demand for commercial space on upper floor levels has led to high vacancies within the town centre regeneration site. Therefore, the proposed use of the ground floor space is predominantly commercial/employment /community use and upper floor levels are dedicated to housing.

Locating commercial/education/community use at ground floor level only, results in an overall reduction in the total area of commercial use space on the site. Should market demands change, increased commercial/employment/community use space can be achieved by introducing this at upper floor levels.

Other strategies include:

- Offer flexible spaces that meet local economy demands, improve options for shopping and eating out and support the health and well-being of residents.
- Create more opportunities for both existing and start-up businesses. Business could be assisted through the pedestrianisation of areas of the town centre thereby creating more footfall rather than spaces dominated by traffic.
- Improve the flexibility of commercial spaces and include affordable start-up spaces and workshops, imagining Dalkeith as a “making place”.
- Develop strong connections to local colleges and create opportunities in priority skill areas.
- Engage with local business to see how visitors could be encouraged to come to Dalkeith and linger.
- Create opportunities in the regeneration process that local communities can benefit from to enhance prosperity and community wealth.
- Explore new ways to deliver services to support the community in the town centre e.g. shared space for public and third sector service providers.
- Support connections between local suppliers and the Community Kitchen developed by One Dalkeith and seek to expand opportunities for local food initiatives.

**Note – all floor areas are approximate. All area measurements have been generated using OS Map site information only. A full site survey and building surveys are required during the next stage. Further to these detailed surveys, the site area and building floor areas will need to be recalculated and reappraised. Financial appraisals should not rely on the measured information until verified by accurate measured surveys.*



Axonometric View of Proposed Town Centre with Ground Floor Commercial/ Employment/ Community Space and Active Frontage

3.10 CREATE FLEXIBLE SPACE FOR COMMERCIAL, EMPLOYMENT & COMMUNITY USE



You asked for “More diversity in the facilities and businesses located and operating in the town centre”

There is demand for flexible ground floor units that can accommodate a range of uses including retail, food and drink, office and community uses.

The quality of commercial/employment/community space will be improved as will the surrounding environment making the Town Centre Regeneration site an attractive location for business and community activities.

The design and configuration of commercial space should offer flexibility across the relevant planning use classes and should be capable of adaption and reconfiguration to offer varying unit sizes.

Commercial units should be priced on a basis that offers efficiencies in terms of non-domestic rates burdens and reliefs and are therefore attractive to small local businesses, as there is a limited market for larger anchor occupiers.

Refer to Appendix 02 for the Ryden Dalkeith Town Centre Development Framework Property Market Review Report.



Outdoor Gathering Spaces and Markets



Illustrative View of New Dalkeith Library & Arts Centre

3.11 INTRODUCTION OF GREEN SPACE



You said “Refresh and brighten the appearance of the town centre”

Health and well-being, biodiversity, climate change resilience and sustainability are key issues that society as a whole is grappling with. Dalkeith is extremely well placed to address these issues not only for local residents but also for those farther afield.

The Development Framework offers an opportunity to extend the green network of the town centre regeneration site and connect to other existing assets such as King’s Park, Ironmills Park, Dalkeith Country Park and to the river networks.

The extension of the Active Travel route beyond the town centre regeneration site is an opportunity to increase amenity through more clarified and safe connections to King’s Park. Imagine King’s Park and town centre as two complementary and connected civic spaces around which the life of the town engages and flourishes.

There is an opportunity to broaden the work of the Dalkeith Guerrilla Gardeners and to incorporate initiatives such as allotments and community gardens in conjunction with the redevelopment of King’s Park Primary School.

The introduction of a new route from the town centre to Ironmills Park improves connections to river and woodland walks and provides direct access to the pavilion community facilities and café.

The proposed active travel routes within the town centre could also be extended to provide a safe direct connection to Dalkeith Country Park.

Identify opportunities to introduce pocket parks and areas for wildlife throughout the town, with wider use of trees to mitigate the impacts of climate change.

Capitalise on local expertise to imagine Dalkeith town centre as a park, provide opportunities to cultivate productive green spaces, share gardening advice, plant fruit trees and offer free plants in the community.



Axonometric View of Introduction of Green Spaces and Active Travel Route to King's Park

3.11 INTRODUCTION OF GREEN SPACE



You said “Refresh and brighten the appearance of the town centre”

The Development Framework is an opportunity to introduce green space within the public realm of the town centre, along pedestrian routes and, through the creation of public and private gardens around the residential development.

Tree and plant species to be selected to support the local eco-systems and to enhance biodiversity.

Gardens and green spaces to support a sustainable productive urban landscape. Encourage gardening, and an interest in ecology and wildlife.

Commission street art to bring fun and add colour to public spaces.

Introduce a central play space within the public realm to offer opportunities for play and engagement with green space in the town centre. Create inclusive civic spaces that are accessible to everyone and for all age groups.



Housing with Gardens



Green Routes



Housing with Green Thresholds



Illustrative View of New Housing with Green Spaces

3.12 HOUSING WITH ACCESS TO GARDENS, BALCONIES & ROOF TERRACES



You said “Provide new housing options with access to green space, parking and to ensure residents feels safe.”

Propose an emphasis on green space as a fundamental element of the new residential developments with high quality gardens and balconies for new flatted dwellings.

Residential parking and service access to the ground floor commercial spaces, is concealed below a raised shared landscaped garden deck that can be accessed by the housing residents.

Create housing that offers residents views to green spaces and tree canopies.

The provision of private outdoor garden space to ground floor flats and balconies on the upper floor levels can foster a sense of ownership and allows for personalisation.

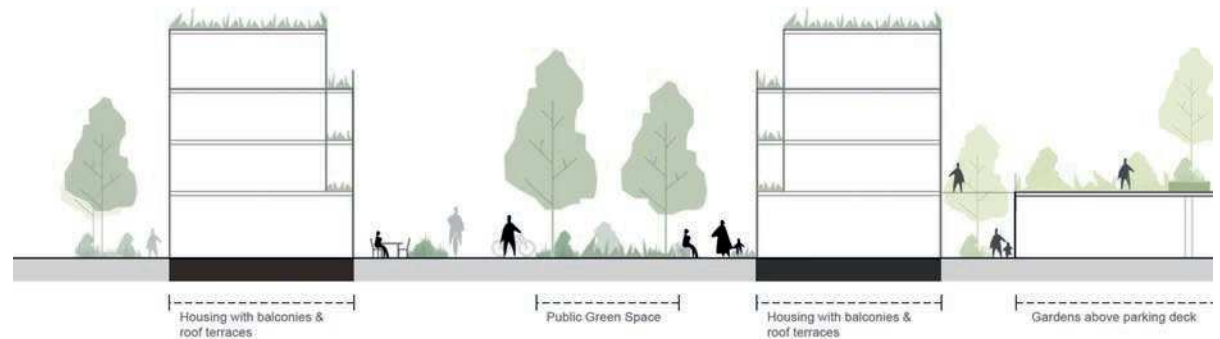
Private gardens create a threshold and margin of green space between public pavements and the windows of residential properties.

Access to private and shared green space encourage residents to create wildlife areas in their gardens.

The introduction of vegetation and greenery provides shade, shields against external noise, heat and filters pollution from the air.



Axonometric view of terraces, private gardens and public green spaces



Section of housing with private gardens, roof terraces and balconies

3.12 HOUSING WITH ACCESS TO GARDENS, BALCONIES & ROOF TERRACES



You said "Provide new housing options with access to green space, parking and to ensure residents feels safe."



New housing with share green space and roof terrace



Residential gardens



Community gardening



Private Courtyard Gardens



Illustrative View of New Housing with Balconies & Terraces

3.13 SUSTAINABLE DEVELOPMENT & BUILDINGS



You asked for “Redevelopment that supports a future ‘Green Dalkeith’ ”

Integrate the 20 Minute Neighbourhood approach in Dalkeith to create a connected and walkable place for people to live - allow everyone to choose to live, work and play more locally.

Higher density development maximises the use of infrastructure, its cost and carbon weight.

Introduce new active travel networks that prioritise and encourage walking, cycling and the use of public transport, and discourage vehicular use.

Review the parking provision within the whole of the town centre and reduce parking provision within the new development.
Provide electric vehicle charging stations in car parks.

Provide access to secure short stay cycle parking for visitors and long stay cycle parking for residents at homes, for employees at workplaces and for passengers/visitors at mobility hubs. Cycle parking to be near destination entrances and to be more convenient than car parking spaces.

E-bike provision and charging points to be integrated within proposed Mobility Hubs located on Buccleuch Street and South Street.

Minimise the need for operational energy, and design buildings to meet Passive House Standards where possible.
Use of robust, environmentally friendly materials with low embodied energy.

Opportunities for the re-use of materials from demolitions within the site to be explored.
Design for easy maintenance and conversion.

Design for durability and long-life spans, and incorporate circular economy principles.

Encourage biophilic design in architecture i.e. landscape at centre of town and new residential areas.

Support and identify opportunities for sharing of assets and services.

Encourage recycling and a sustainable economy through furniture exchange, clothes exchange etc.



Introduction of Active Travel Routes



Design for Durability



Electric Car Charging Points



E-Bike Hire

DALKEITH TOWN CENTRE DEVELOPMENT FRAMEWORK

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04 DESIGN GUIDELINES

4.1 SUSTAINABILITY

These guidelines not intended to be a definitive statement of Midlothian Council requirements. Any additional requirements will be clarified by Midlothian Council on a project-by-project basis. Reference should be made to the design principles contained within the Local Development Plan.

SUSTAINABILITY

All projects should consider and implement the principles of responsible sustainable design.

SOCIAL SUSTAINABILITY

Social sustainability at the heart of the Development Framework for Dalkeith. The masterplan for the town centre regeneration advocates the principles of the 20 minute neighbourhood through the creation of mixed use development that encourages residential use as well as commercial, civic and cultural. All uses must be accessible and inclusive to all age groups and abilities. Introduce a mix of housing tenures and types that reflect local housing needs and support people at all stages of life, including social housing, mid market rent, build to rent and housing for sale.

ACTIVE TRAVEL

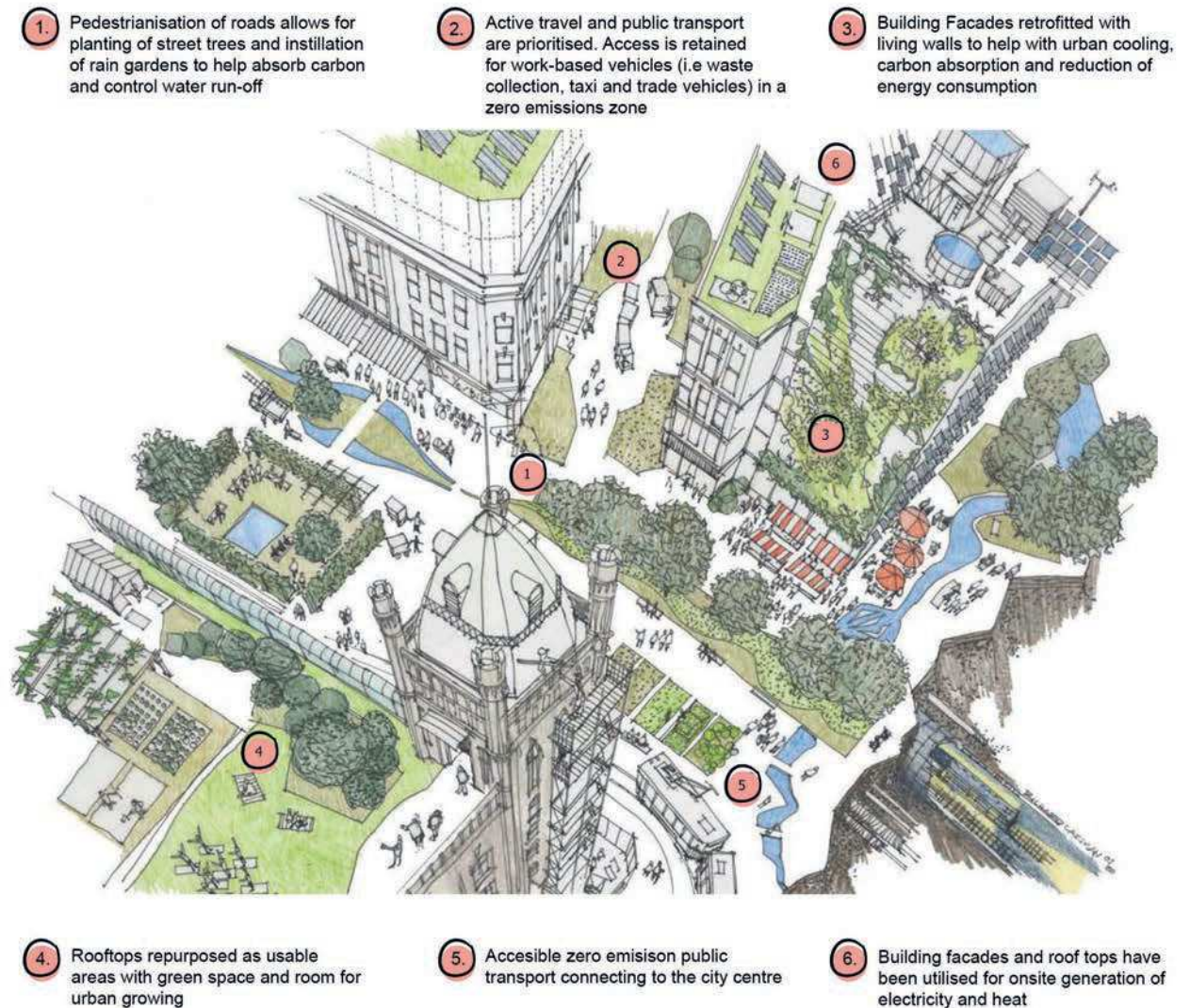
The Development Framework for Dalkeith town centre seeks to embed an Active Travel network in order to reduce reliance on the car within the centre of the town while supporting walking, cycling and increased use of public transport. The Framework promotes active travel through the quality of the proposed pedestrianised public spaces and routes.

ENERGY EFFICIENCY

All projects should minimise energy use through careful and responsible design, adopting strategies of fabric first, Passivhaus and Enerphit approaches in the case of existing buildings.

MINIMISING EMBODIED ENERGY

All projects should consider the careful and economic use of environmentally friendly, robust materials with low embodied energy characteristics. Projects should be designed for ease of maintenance and should consider future conversion i.e. designing for durability and long life spans. Designs should incorporate circular economy principles.



Principles of a Scottish City Centre in 2050, Designing for a Changing Climate: Carbon Conscious Places by Architecture & Design Scotland

4.2 DALKEITH CONSERVATION AREA

Reference is made to Dalkeith House and Park Conservation Area Appraisal that contains sections on the High Street. This comprehensive document details the history and characteristics of Dalkeith. It is a highly informative and useful source for the designer.

A number of sections from the Conservation Area Appraisal are quoted below to give a flavour of the quality the contents.

“Midlothian Council designated Dalkeith conservation area in 1972. This included the High Street. The conservation area was extended to include Dalkeith House and Park in 1981. Dalkeith has a fascinating history with a surviving mediaeval street layout and many historic buildings dating from the 17th, 18th and 19th centuries. Many of these are listed because of their historic and architectural value. Dalkeith was an important market town, at its most prosperous during the 19th century

In a conservation area it is the buildings and also the spaces between them that make the area special. It is this special and unique character that planning controls seek to preserve and enhance. Care should therefore be taken to ensure that new development is appropriate and contributes positively to the character and appearance of the area.”

CHARACTER ANALYSIS

“Pleasant Dalkeith! With its bonny river, its gardens full of gooseberry bushes and pear trees, its grass parks spotted with sheep, and its grand green woods.” (David Moir, Mansie Wauch)

Massing and Composition. A continuous street frontage straight onto the pavement with articulation achieved by certain blocks being advanced and differences in height. Walls are predominantly of squared, dressed and coursed sandstone, sometimes with ashlar dressings. Nos 196-198 set the standard with exemplary snecked grey and pink masonry. Others such as No 115 are random rubble with squared quoins. Some walls are harled.

In the East High Street the urban space and the materials and the quality of the buildings combine to produce a street which has many attractive qualities which should be more positively recognised. The medieval street plan of the East High Street and the development of its backlands along the lines of the old burgage plots is important. The burgage pattern has often been lost to redevelopment but where this remains it is a visible testimony to the history of the town and adds to its character, as at Brunton’s Close. This pattern

should be respected in future redevelopment. To date the 19th and 20th century architecture, through the use of appropriate scale and materials, has appreciated the quality of the street and this should continue. In particular the existing scale, proportion, and materials of the buildings should be respected.

ARCHITECTURAL CHARACTER

The High Street is the commercial centre of Dalkeith, largely developed in the 19th century. The buildings included within the conservation area face the open pedestrian area created by Jarnac Court in the 1960s. There are some high quality buildings along the street frontage but many have been altered unsympathetically and there have been a number of unfortunate 20th century intrusions.



View of High St looking East



View of High St, Dalkeith

4.3 CIVIC SPACES & STREETScape

CIVIC SPACES

A fundamental aim of the regeneration proposals is the creation of dignified, well designed and robust public spaces. These spaces are literally central to the regeneration ambitions as such their design and materiality are critical not only for their spatial quality but for their long-term durability. Civic spaces need to cater for all ages and enhance the lives of both young and old citizens. These spaces should incorporate designs that encourage and support outdoor play and family recreation.

SHARED STREETS

The proposals are designed to promote active travel and invite residents and visitors not only to move safely and enjoyably through the pedestrianised streets but also to linger, to enjoy the shared spaces along with the retail, cultural and commercial provision. Quality of materials and detail resolution as in the civic spaces is critical.

THRESHOLDS/ FRONTAGES

The main pedestrianised walks and squares are lined by active commercial and retail frontages. Where residential accommodation does front the pedestrianised routes landscape elements and small private gardens mediate between private and public.

GREEN SPACES/ SOFT LANDSCAPING

The introduction of green landscaped elements is critical to the proposals. The landscape not only improves the ecology of the town centre it adds scale, texture and colour as well as improving the citizens' well-being and air quality. The species of trees and plants selected should be both robust and indigenous to Scotland. Trees should be considered for their townscape qualities of scale and presence as well as be easily maintained.

HARD LANDSCAPING

All hard landscaping should be of a high quality and robust in nature, preference for natural stone and clay pavements. Hard landscaping should add texture and material quality as well as delineating pedestrian, vehicle and cycle routes. Through simple patterns the hard landscaping must add scale and rhythm to the scene while avoiding large monolithic areas of poor material i.e. tarmac or concrete pavements.

STREET LIGHTING

Street lighting should be carefully considered both to create safe, well-lit public spaces and routes and to create spaces that are attractive at night. Consideration should be given to light pollution and effect on residents.

STREET FURNITURE

Street furniture should be well designed, robust and invite dignified use. Location of seating, litter bins etc. should consider the privacy of residential accommodation.



Improved Civic Spaces



Shared Streets



Thresholds/ Frontages



Improved Civic Spaces

4.4 BUILDING FORMS

MASSING

The Development Framework carefully considers the existing town centre scale and character while introducing increased density to the centre. The creation of pedestrianised routes and squares promotes walking and cycling while introducing green spaces into the centre of the town making it an attractive and safe place to live in, do business and visit. Key to these ambitions is an enhanced height and density of occupation at the centre. The overall massing of the proposals step down where they address and connect to existing buildings. The increased height at the centre addresses vistas across the two key public spaces and also responds visually to the key vista north along South Street.

BUILDING HEIGHTS

Buildings heights vary across the site in response to the adjacent existing buildings. Buildings heights are generally 4-storey with the exception of the buildings located to the south of Jarnac Court and Eskdail Court - these are 5-storey, and a 3-storey building is proposed on Lothian Street. In response to the retention of the existing One Dalkeith building in the longer term, the proposed buildings on the east side of the new walk comprise a single storey continuous ground floor level with a series of 3 storey towers above that are positioned to maintain daylight to the existing housing above the One Dalkeith building. The gable walls of the towers offer the opportunity for housing to overlook new roof gardens and ensure that view are

ROOFSCAPES

Roofs should be pitched to echo the traditional roofscape of much of the town centre. The roofs should be tonally dark grey to match the traditional slates.

Where the building mass drops to lower flat roofs these roofs should be accessible to adjacent residential accommodation incorporating green roof technologies which contribute to sustainable rainwater retention, ecology and the well-being of the residents.



Axonometric View of proposed Housing with Pitched Roofs, Setbacks, Terraces & Dual Aspect Views



Massing



Building Heights



Roofscapes

4.5 ARCHITECTURE

ROOF TERRACES/ BUILDING SETBACKS

The general massing of the proposed blocked places emphasis on the creation of safe landscaped pedestrian streets and squares. The massing of the buildings responds to the scale of the spaces the buildings address. Where the building mass drops to acknowledge a given situation or to allow daylight and outlook to flats it is proposed that these flat roofs should be designed as landscaped roof terraces.

PRIVATE BALCONIES

Private balconies should be provided to flatted apartments. Balconies are considered an important aspect of a liveable city centres. Balconies offer the residents a measure of private external space while contributing to increased security through overlooking of public realm. Balconies also offer opportunities for planting while improving the ecology of the town centre.

DUAL ASPECT/ NATURAL DAYLIGHT

All apartments should be dual aspect to increase the opportunities for natural daylighting of all apartments.

SHARED GARDENS

In addition to balconies and landscaped roof terraces residents in the main residential flatted block have access to shared private green spaces. These are located as landscaped decks above car parking and service areas.



Axonometric View of proposed Housing with Pitched Roofs, Setbacks, Terraces & Dual Aspect Views



Roof Terraces/ Building Setbacks



Private Balconies



Dual Aspect Views



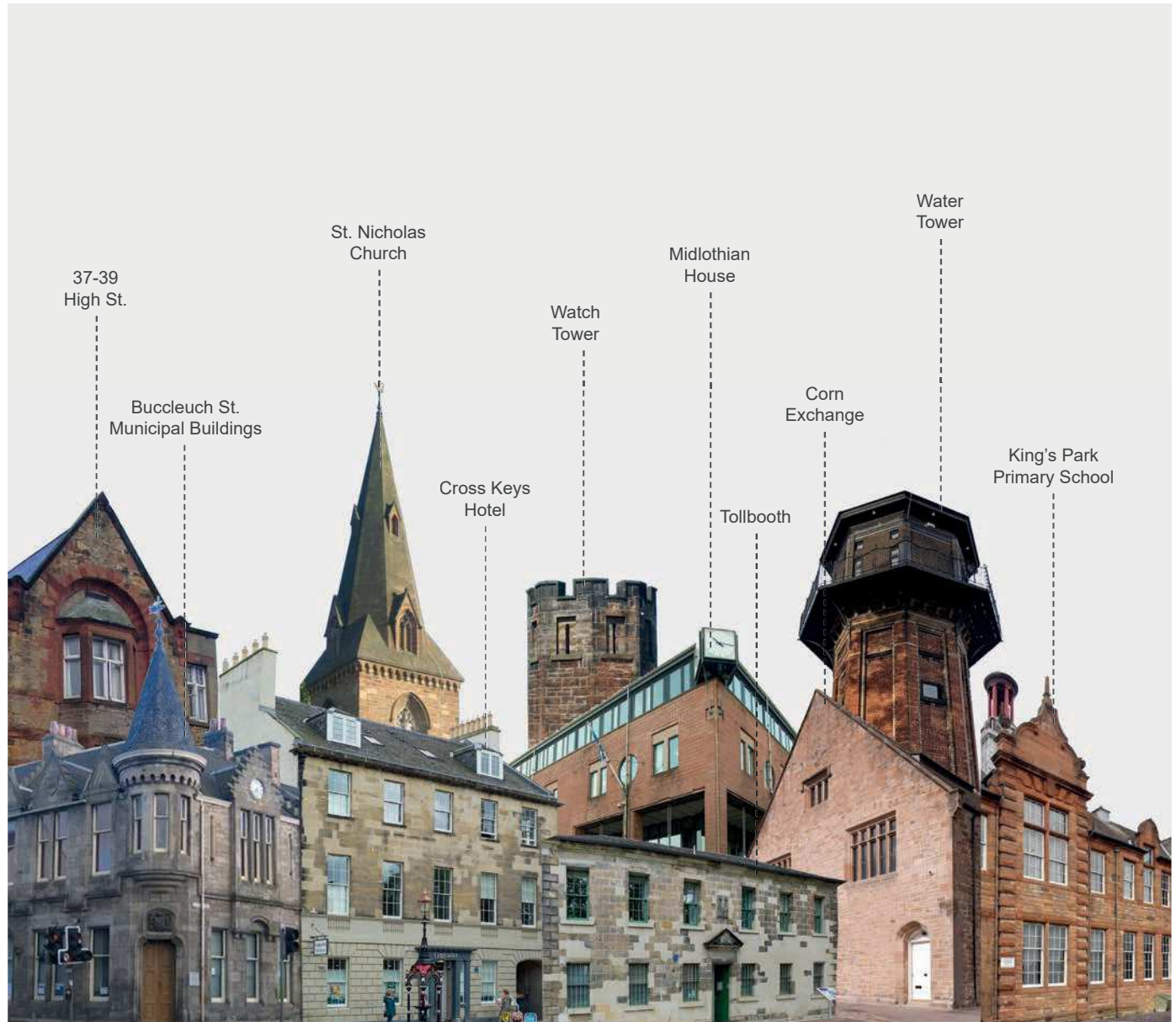
Shared Gardens

4.6 COLOUR AND MATERIALITY

The outline guide to materiality and colour looks to the existing buildings for its direction and content.

A “capriccio” or collage of key existing buildings from the town centre creates a palette of texture, material and colour. This image has been simplified to create a potential palette of colour. This palette would form the base colour spectrum for the masterplan. Materials could vary as long as they sit within this overall sense of muted natural colour.

The base materiality of any proposed buildings can then be layered with detail, i.e. shop canopies, metal balconies, railings, rainwater goods etc.. These secondary elements could work with complimentary colour and finish to activate and enliven the base palette.




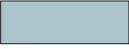







4.7 PHASED TOWN CENTRE DOWNTAKINGS

In order to minimise disruption to the community, residents and businesses a phased approach for the redevelopment of the town centre site has been developed to illustrate how this project could be taken forward.

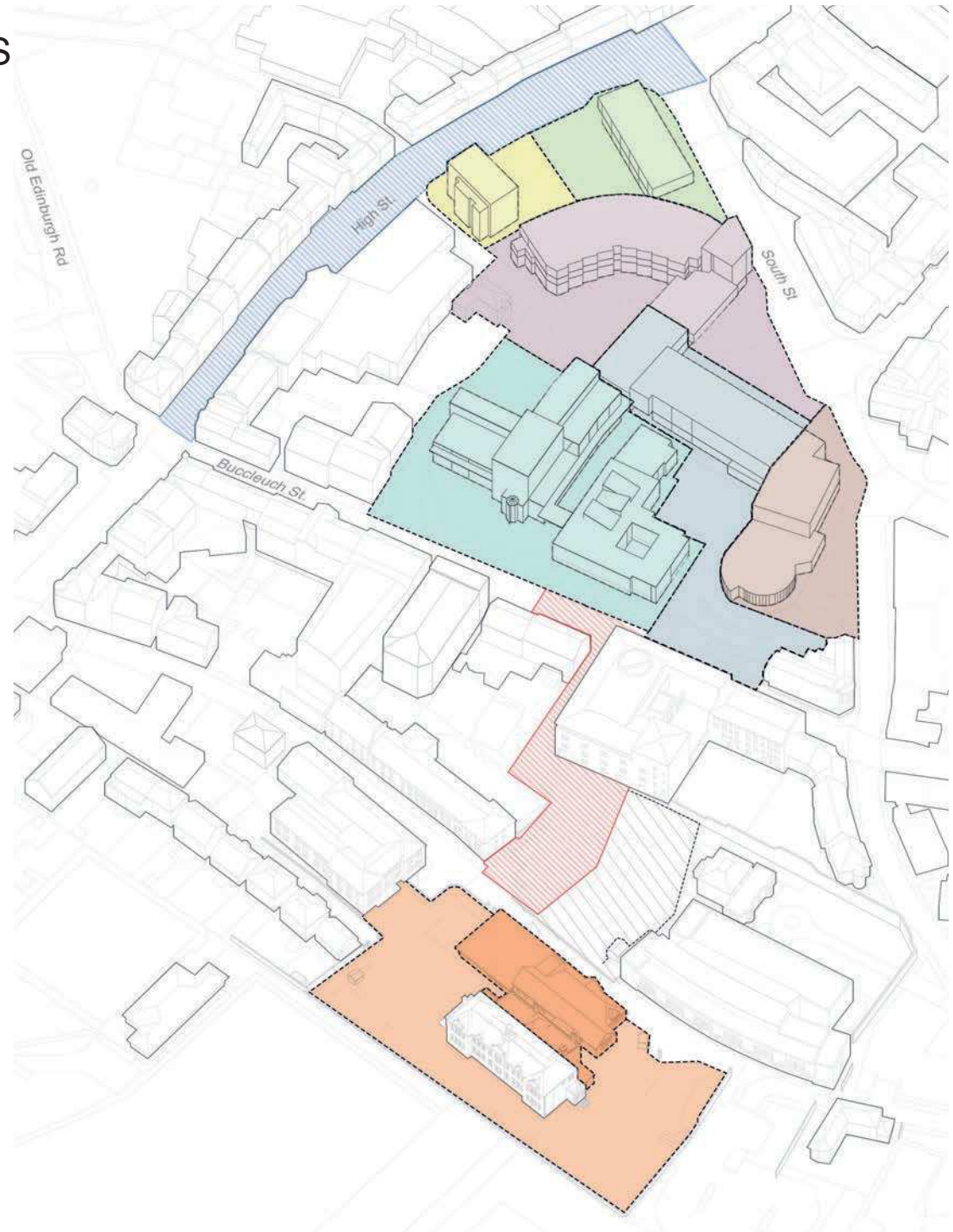
The proposed phasing of the mixed use development facilitates the decant of existing commercial and residential properties to newly completed buildings within the town centre site.

The order of the existing building downtakings has been developed to support the proposed phased redevelopment of the town centre site that is shown on the following page.

-  PHASE 1A
Existing streetscape downtakings.
-  PHASE 1B
Existing streetscape downtakings.
-  PHASE 2
Eskdaill Street site including Buccleuch House, Dalkeith Library and Arts Centre.
-  PHASE 3
Eskdaill Court.
-  PHASE 4
Jamac Court curved building.
-  PHASE 5
One Dalkeith.*
-  PHASE 6
Jamac Court rectangular building*
-  PHASE 7
Soutra Point.*
-  KING'S PARK PRIMARY SCHOOL
Proposed downtakings of existing nursery and dining room building.

* Phase 5, 6 and 7 - potential future developments that can be carried out in an alternative order to suit site requirements and the needs of the community.

Refer to Appendix 01 for the *Project Delivery Study*.
Refer to Appendix 02 for the *Dalkeith Town Regeneration Study CDM Considerations*.








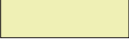



4.8 PHASED TOWN CENTRE REGENERATION

The phased approach to the redevelopment of the town centre site has been developed in consultation with Alliance CDM. Consideration has been given from a CDM perspective to the site constraints and the exiting environment to ensure that the safety of the public is maintained at all times.

Surveys of the existing site and existing buildings (including condition surveys, measured building surveys, structural surveys, utilities and services surveys and asbestos surveys) will be required in order for the phasing proposal to be further developed during the next stages.

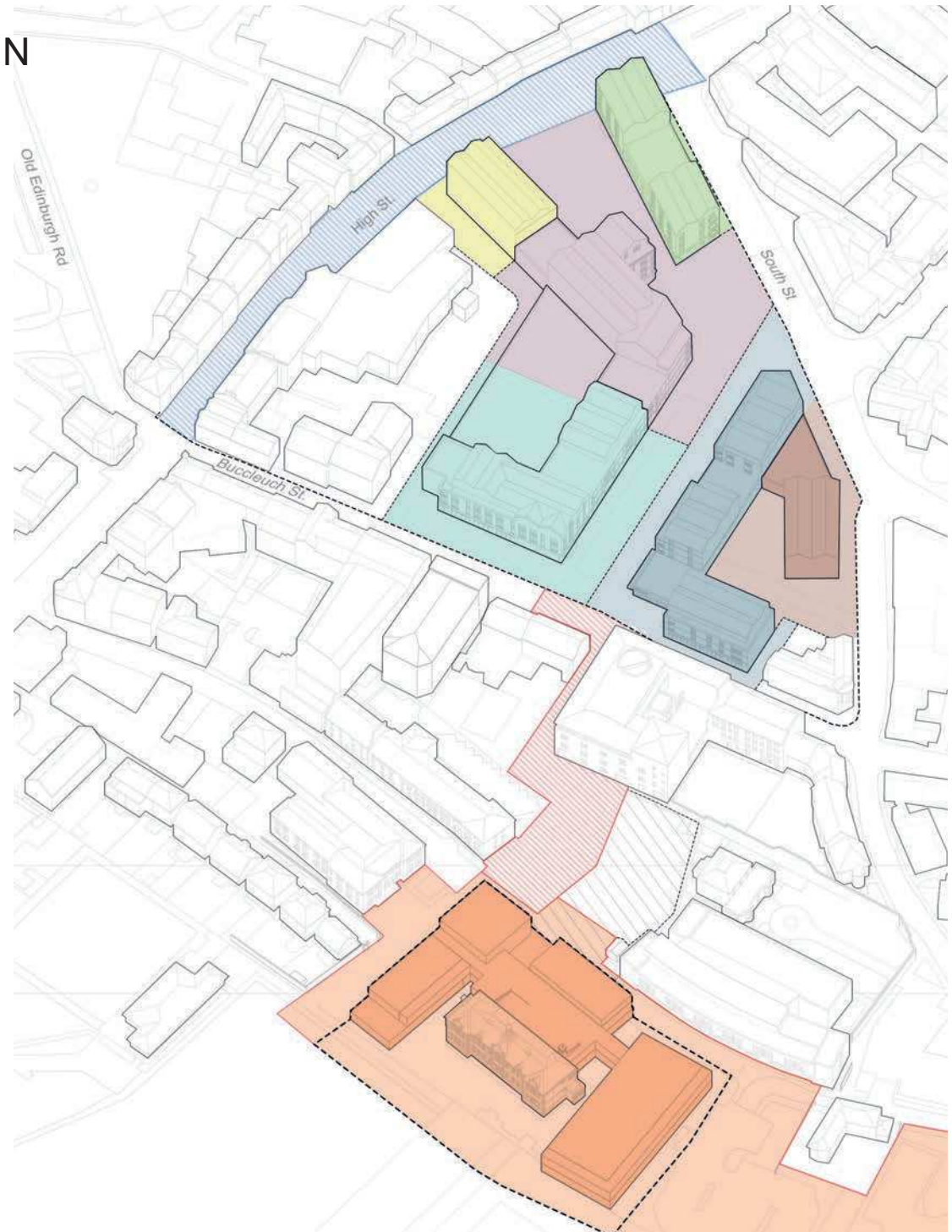
The delivery of all proposals contained within the Dalkeith Regeneration Development Framework will require further design and modelling work relating to each individual project or phase of development.

-  PHASE 1A
Pedestrianisation of High Street between Buccleuch Street and South Street
-  PHASE 1B
Active Travel route connecting the town centre and King's Park.
-  PHASE 2
Redevelopment of the Eskdail Street site including Buccleuch House, Dalkeith Library and Arts Centre.
-  PHASE 3
Redevelopment of Eskdail Court.
-  PHASE 4
Redevelopment of the curved mixed use building on Jarnac Court .
-  PHASE 5
Opportunity for redevelopment of the One Dalkeith site.*
-  PHASE 6
Opportunity for redevelopment of the Jarnac Court site.*
-  PHASE 7
Opportunity for redevelopment of the Soutra Point site.*
-  KING'S PARK PRIMARY SCHOOL
The reconfiguration of this site and the extension to the existing building, creates an opportunity for the new town centre active travel route to extend to King's Park.

* Phase 5, 6 and 7 - potential future developments that can be carried out in an alternative order to suit site requirements and the needs of the community.

Refer to Appendix 01 for the *Project Delivery Study*.

Refer to Appendix 02 for the *Dalkeith Town Regeneration Study CDM Considerations*.



05
IMAGE CREDITS

5.1 IMAGE CREDITS



Fig.1 Jarnac Court 1965
Auld Dalkeith



Fig.2 20 Minute Neighbourhood
Plan Melbourne 2017-2050



Fig.2 Cycle superhighway
Cycling Embassy of Denmark



Fig.3 Bourke St. Cycleway
Group GSA



Fig.4 Frans Halsstraat, Amsterdam
Thomas Schlijper



Fig.5 Earthtime 1.78 Madrid
Janet Echelman



Fig.6 Farmers Market, Pilsen
Alamy



Fig.7 Play park, Amsterdam
futurearchitectureplatform.org/



Fig.8 Dimes Square
Robert K. Chin



Fig.9 Pedestrianised Street
Thomas Schlijper



Fig.10 BIGYard / Zanderroth Architekten
Micheal Feser



Fig.11 Dutch Cycling Culture
Modacity



Fig.12 Berkshire Road
Mikhail Riches



Fig.13 Colville Estate, London
Karusavic Carson



Fig.14 Accordia Housing
Maccreanor Lavington



Fig.15 Scran Academy
www.scranacademy.com



Fig.16 Slovenia Outdoor Food Festival
www.slovenia.info



Fig.17 BIGYard / Zanderroth Architekten
Micheal Feser

5.1 IMAGE CREDITS



Fig.18 BIGyard / Zanderroth Architekten
Micheal Feser



Fig.19 South Gardens, Elephant Park
Gillespies



Fig.20 Accordia Housing
Maccreanor Lavington



Fig.21 Accordia Housing
Maccreanor Lavington



Fig.22 Landscaping
John Ryan



Fig.23 BIGyard / Zanderroth Architekten
Micheal Feser



Fig.24 CBS, Copenhagen Business School
Marianne Levinskab



Fig.25 Abode at Great Kneighton
Proctor & Matthews



Fig.26 Electric vehicle charging points
nationaltrust.org



Fig.27 E-Bikes Midlothian Campus
Edinburgh College

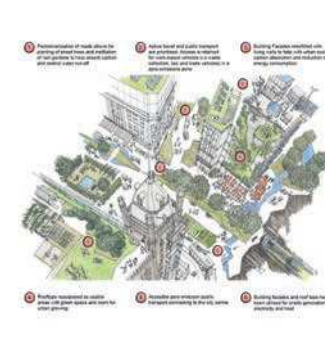


Fig.28 Principles of a Scottish City Centre
2050, Architecture & Design Scotland



Fig.29 View of High St looking East
Auld Dalkeith



Fig. 30 Burns Monument, Dalkeith
Auld Dalkeith



Fig.31 Accordia Housing
Maccreanor Lavington

DALKEITH TOWN CENTRE REGENERATION

6.1 APPENDIX 01 - PROJECT DELIVERY STUDY

– Phased Downtakings and Construction

6.1 PROJECT DELIVERY STUDY

PHASED DOWNTAKINGS AND CONSTRUCTION

COMPREHENSIVE REDEVELOPMENT PROPOSAL

CONTENTS

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PHASE 3 DOWNTAKINGS	71
CONSTRUCTION	72
PHASE 4 DOWNTAKINGS	73
CONSTRUCTION	74
PHASE 5 DOWNTAKINGS	75
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PHASE 6 DOWNTAKINGS	77
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PHASE 7 DOWNTAKINGS	79
CONSTRUCTION	80

PHASED DOWNTAKINGS AND CONSTRUCTION

INTRODUCTION

This document has been prepared by Reiach and Hall Architects in consultation with Midlothian Council and Alliance CDM.

The information contained within this report outlines an approach to the phased construction of the Comprehensive Redevelopment Proposal.

The proposed phasing will require further development during the next stages of the project.

Proposed Construction Phase 5, 6 and 7 are potential future phases that can be carried out separately, and the phasing order can be changed to suit the site and the development requirements.


Surveys of the existing site and existing buildings (including condition surveys, measured building surveys, structural surveys, utilities and services surveys and asbestos surveys) will be required in order for the construction phasing proposal to be further developed.

A separate phased decant study has been carried out to support the phased construction proposal. This study will require further development during the next stages of the project.

This document should be read alongside Appendix 02 Alliance CDM Report - *Dalkeith Town Regeneration Study CDM Considerations*.

PHASED GROUND/LANDSCAPE WORKS

COMPREHENSIVE REDEVELOPMENT PHASING

- 1A** Pedestrianisation of High Street - new ground surface treatment to create a shared surface between Buccleuch Street and South Street. Include for new trees, benches and hard and soft landscaping.
- 1B** King's Park Primary School - proposed works to be carried out under a separate contract.
- 2** New vehicular access to car park and service access route. New hard landscaping to Buccleuch Street and the new walk associated with the Phase 2 New Build. Include for Phase 2 private gardens, and soft landscaping within the new walk. Mobility Hub with bus stop, e-bikes, taxi rank to be included within this phase.
- 3** New hard landscaping associated with Phase 3 new build.
- 4** New layout to existing residential car park - new hard landscaping to be included to this area. Note - existing sub station retained. New vehicular access to car park and service access route. Include for Phase 4 private gardens, and soft landscaping on the new walk.
- 5** New courtyard formed between Phase 5 and Phase 3 buildings - include for hard and soft landscaping. New vehicular access to be constructed with access to service area and car park.
- 6** New hard landscaping associated with Phase 6 new build. Existing memorial wall and tree in Jarnac Court retained. Mobility Hub, with bus stop, e-bikes and drop off area on South Street to be included in this phase. New soft landscaping to create threshold between South Street and the public gathering space.
- 7** New hard landscaping associated with Phase 7 new build.
- L1** Traffic calming to be introduced on Buccleuch Street - raised table to be incorporated.
-  New hard landscaped shared surface proposed on section of route located between Midlothian House and the New Midlothian Council Passivhaus Housing Development (access required to 9no. parking spaces only). Forming part of the aspirational Active Travel route that links King's Park and King's Park Primary School to the town centre.
- L2** Traffic calming to be introduced on South Street - raised table to be incorporated.



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 2 DOWNTAKINGS

A separate phased decant study has been carried out to support the phased construction proposal. The decant study report outlines property addresses, property types, building uses and a proposed decant location for existing owners and tenants. This study will require further development during the next stages of the project.

The following town centre properties are included in the Phase 2 Downtakings:

COMMERCIAL

- 21 Buccleuch Street
- 23 Buccleuch Street
- 1-7 White Hart Street (Buccleuch House - vacant)
- 8 White Hart Street (vacant)
- 9-11 White Hart Street

MLC FACILITIES

- 4 - 6 White Hart Street (Voluntary Action)
- 2 & 2A White Hart Street (Library and Arts Centre)

HOUSING

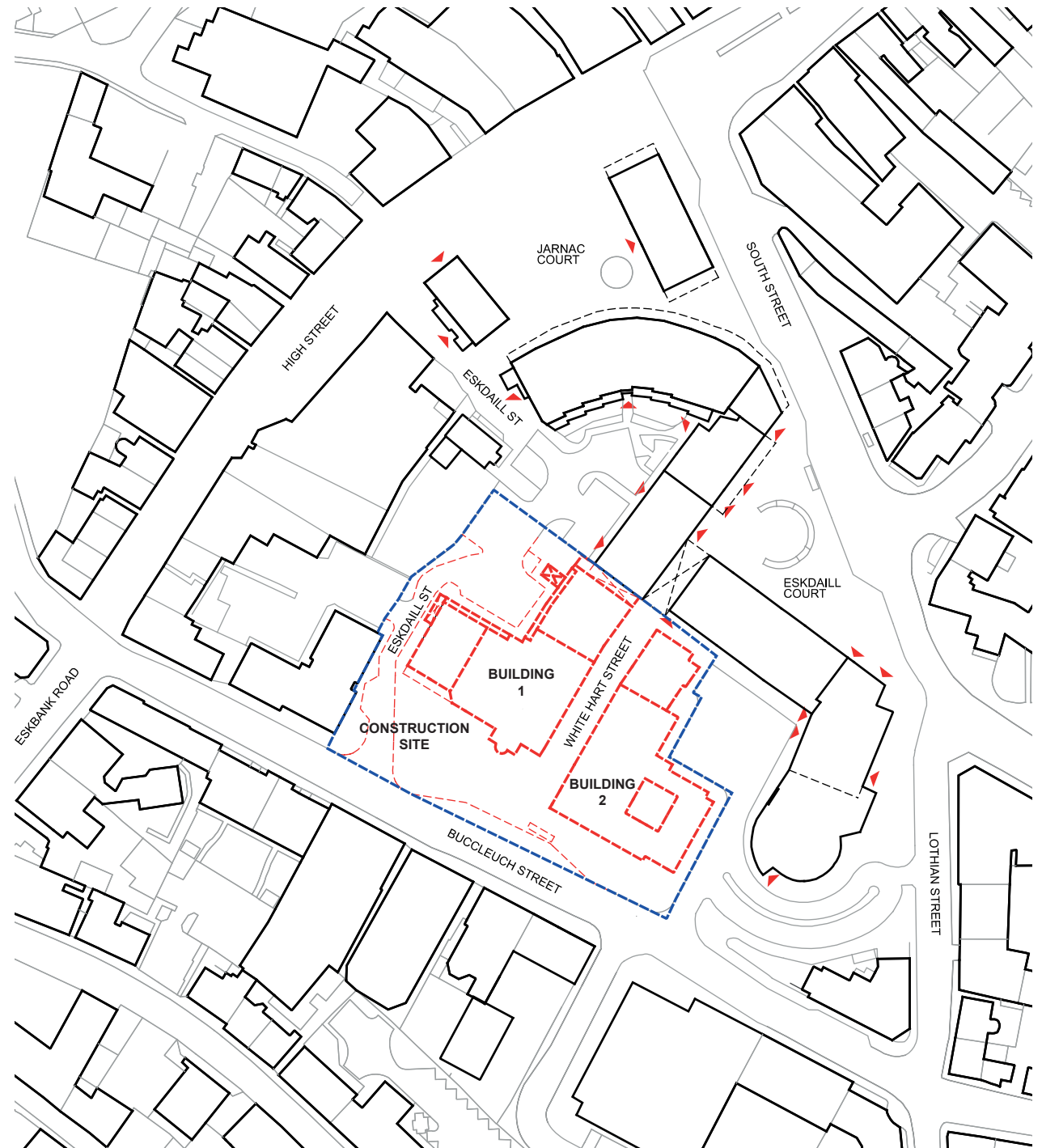
- 1 Eskdail Street
- 2 Eskdail Street
- 3 Eskdail Street
- 4 Eskdail Street
- 5 Eskdail Street
- 6 Eskdail Street
- 7 Eskdail Street

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

- Construction Site Boundary
- Downtakings



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 2 CONSTRUCTION

PHASE 2 NEW BUILD

- 1 Commercial/Employment/Community at Ground Floor Level and Housing on upper floor levels of new building.
- 2 Parking and service access to Commercial units located below a raised landscaped garden deck.
- 3 Green spaces associated with ground floor flats and the green area on the new 'walk' are to be constructed.
- 4 Existing residents parking and access to Eskdail Street to be reconfigured to allow for the Phase 1 construction works.

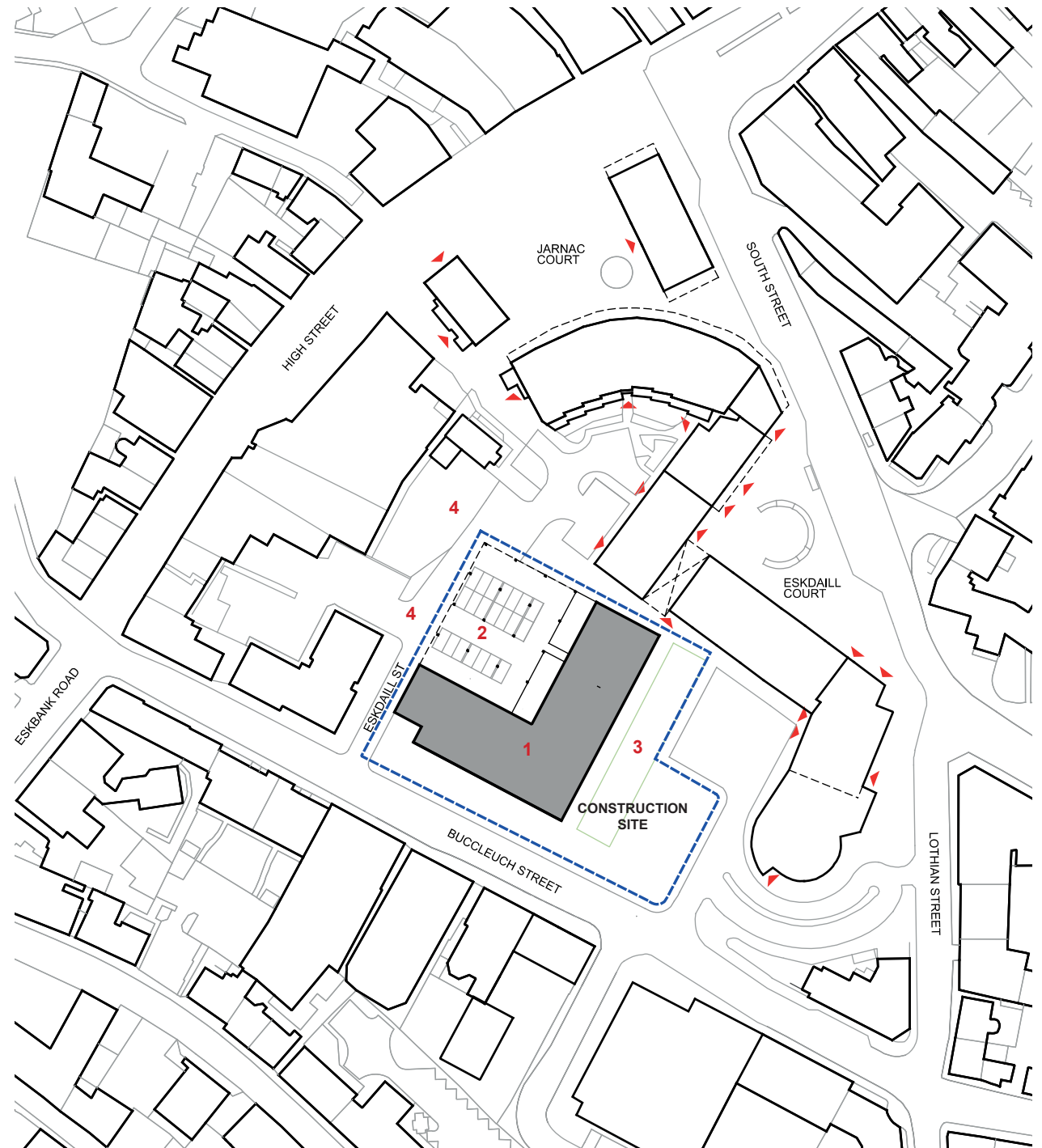
CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

----- Construction Site Boundary

■ Building to be Constructed



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 3 DOWNTAKINGS

A separate phased decant study has been carried out to support the phased construction proposal. The decant study report outlines property addresses, property types, building uses and a proposed decant location for existing owners and tenants. This study will require further development during the next stages of the project.

The following town centre properties are included in the Phase 3 Downtakings:

COMMERCIAL

- 9 Eskdaill Court
- 11 Eskdaill Court
- 13 Eskdaill Court
- 15 Eskdaill Court
- 17 Eskdaill Court
- 19 Eskdaill Court

MLC FACILITIES

- 7 Eskdaill Court (Children and Families)

HOUSING

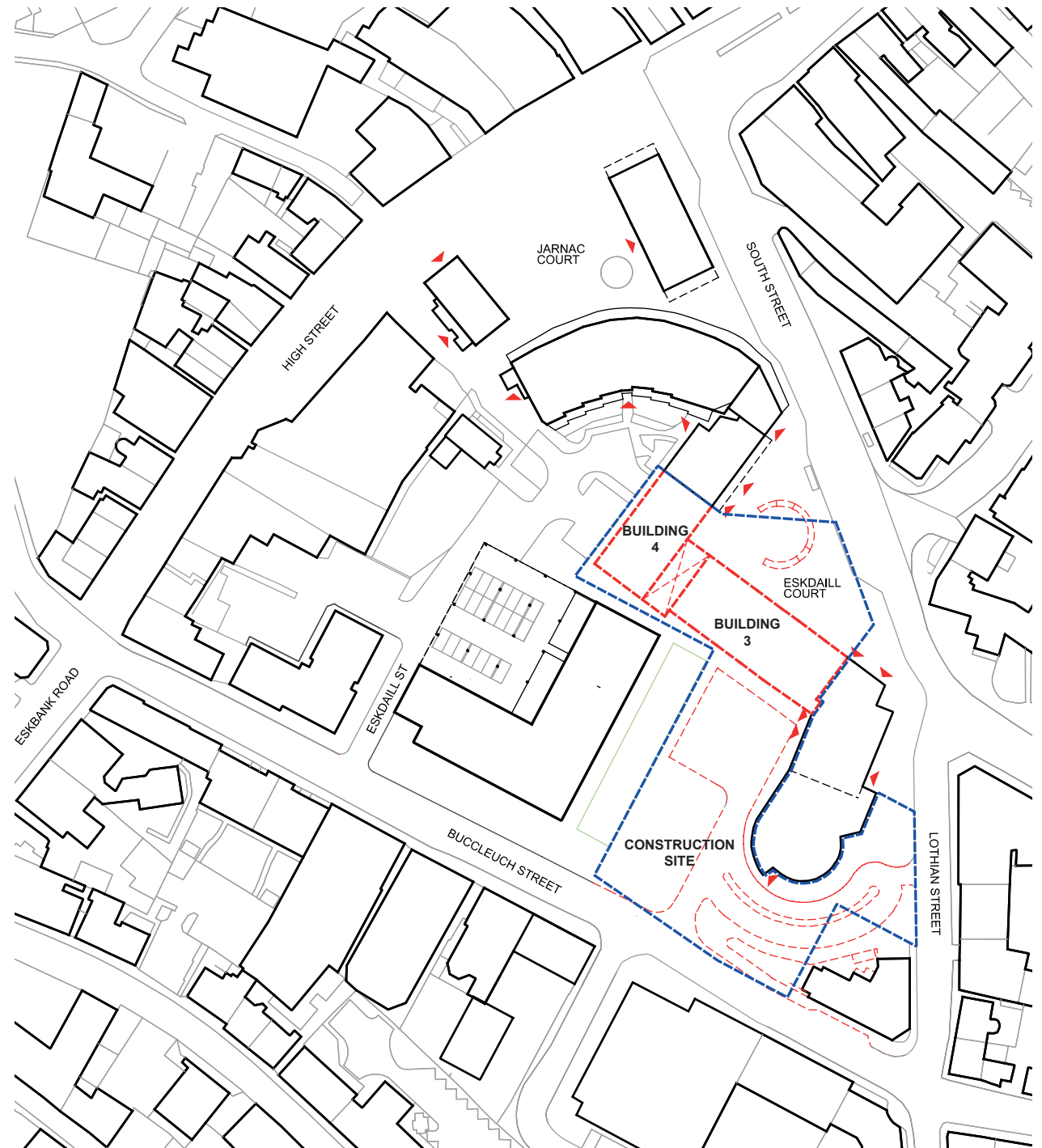
- 2 Eskdaill Court
- 4 Eskdaill Court
- 6 Eskdaill Court
- 8 Eskdaill Court
- 10 Eskdaill Court
- 12 Eskdaill Court
- 14 Eskdaill Court
- 16 Eskdaill Court
- 18 Eskdaill Court
- 20 Eskdaill Court
- 22 Eskdaill Court
- 24 Eskdaill Court
- 26 Eskdaill Court

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

- Construction Site Boundary
- Downtakings



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 3 CONSTRUCTION

PHASE 3 NEW BUILD

- 1 Commercial/Employment/Community at Ground Floor Level and Housing on upper floor levels of new building.
- 2 Existing One Dalkeith building to be retained with existing housing retained on upper floor levels.
- 3 Opportunity to reconfigure an area of land to the north of the existing Black Bull Bar to create a new outdoor social space.
- 4 New parking to be accessed via Lothian Street

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

- Construction Site Boundary
- Building to be Constructed



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 4 DOWNTAKINGS

A separate phased decant study has been carried out to support the phased construction proposal. The decant study report outlines property addresses, property types, building uses and a proposed decant location for existing owners and tenants. This study will require further development during the next stages of the project.

The following town centre properties are included in the Phase 3 Downtakings:

COMMERCIAL

- 1 Jarnac Court
- 5 Jarnac Court
- 9 Jarnac Court
- 13 Jarnac Court
- 17 Jarnac Court
- 21 Jarnac Court
- 1 Eskdaill Court
- 3 Jarnac Court
- 7 Jarnac Court
- 11 Jarnac Court
- 15 Jarnac Court
- 19 Jarnac Court
- 23 Jarnac Court

MLC FACILITIES

- 3 Eskdaill Court (MALANI)
- 5 Eskdaill Court (Midlothian Housing Project)
- 12A Eskdaill Street (Public Toilets)

HOUSING

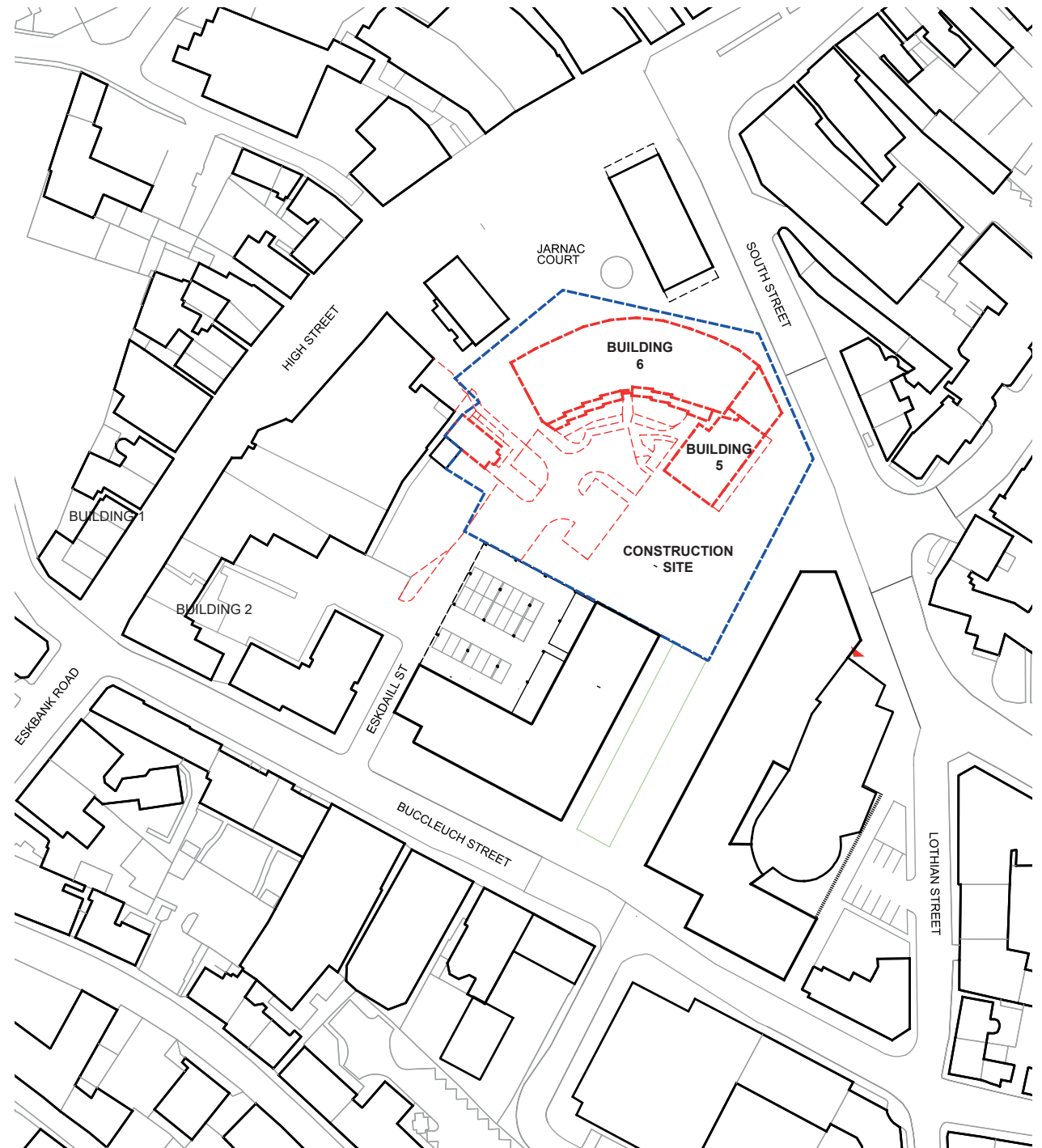
- 2 Jarnac Court
- 6 Jarnac Court
- 10 Jarnac Court
- 14 Jarnac Court
- 18 Jarnac Court
- 22 Jarnac Court
- 26 Jarnac Court
- 30 Jarnac Court
- 34 Jarnac Court
- 4 Jarnac Court
- 8 Jarnac Court
- 12 Jarnac Court
- 16 Jarnac Court
- 20 Jarnac Court
- 24 Jarnac Court
- 28 Jarnac Court
- 32 Jarnac Court
- 36 Jarnac Court

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

- Construction Site Boundary
- Downtakings



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 4 CONSTRUCTION

PHASE 4 NEW BUILD

- 1 Commercial/Employment/Community at Ground Floor Level and Housing on upper floor levels of new building.
- 2 Parking and service access to Commercial units located below a raised landscaped garden deck.
- 3 Green spaces associated with ground floor flats and the green area on the new 'walk' are to be constructed.
- 4 Existing residents parking and access to Eskdaill Street to be reconfigured to allow for Phase 4 construction works.

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

----- Construction Site Boundary

■ Building to be Constructed



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 5 DOWNTAKINGS

A separate phased decant study has been carried out to support the phased construction proposal. The decant study report outlines property addresses, property types, building uses and a proposed decant location for existing owners and tenants. This study will require further development during the next stages of the project.

The following town centre properties are included in the Phase 3 Downtakings:

COMMERCIAL/COMMUNITY

- 21 Eskdail Court (One Dalkeith)

HOUSING

- 28 Eskdail Court
- 30 Eskdail Court
- 32 Eskdail Court
- 34 Eskdail Court
- 36 Eskdail Court
- 38 Eskdail Court

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

- Construction Site Boundary
- Downtakings



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 5 CONSTRUCTION

PHASE 5 NEW BUILD

- 1 Commercial/Employment/Community at Ground Floor Level and Housing on upper floor levels of new building.
- 2 New parking and service access via Lothian Street
- 3 New social space / courtyard serving ground floor Commercial/Employment/Community spaces

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

----- Construction Site Boundary

■ Building to be Constructed



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 6 DOWNTAKINGS

A separate phased decant study has been carried out to support the phased construction proposal. The decant study report outlines property addresses, property types, building uses and a proposed decant location for existing owners and tenants. This study will require further development during the next stages of the project.

The following town centre properties are included in the Phase 3 Downtakings:

COMMERCIAL

- 27 Jarnac Court
- 29 Jarnac Court
- 31 Jarnac Court
- 33 Jarnac Court
- 37 Jarnac Court
-

MLC FACILITIES

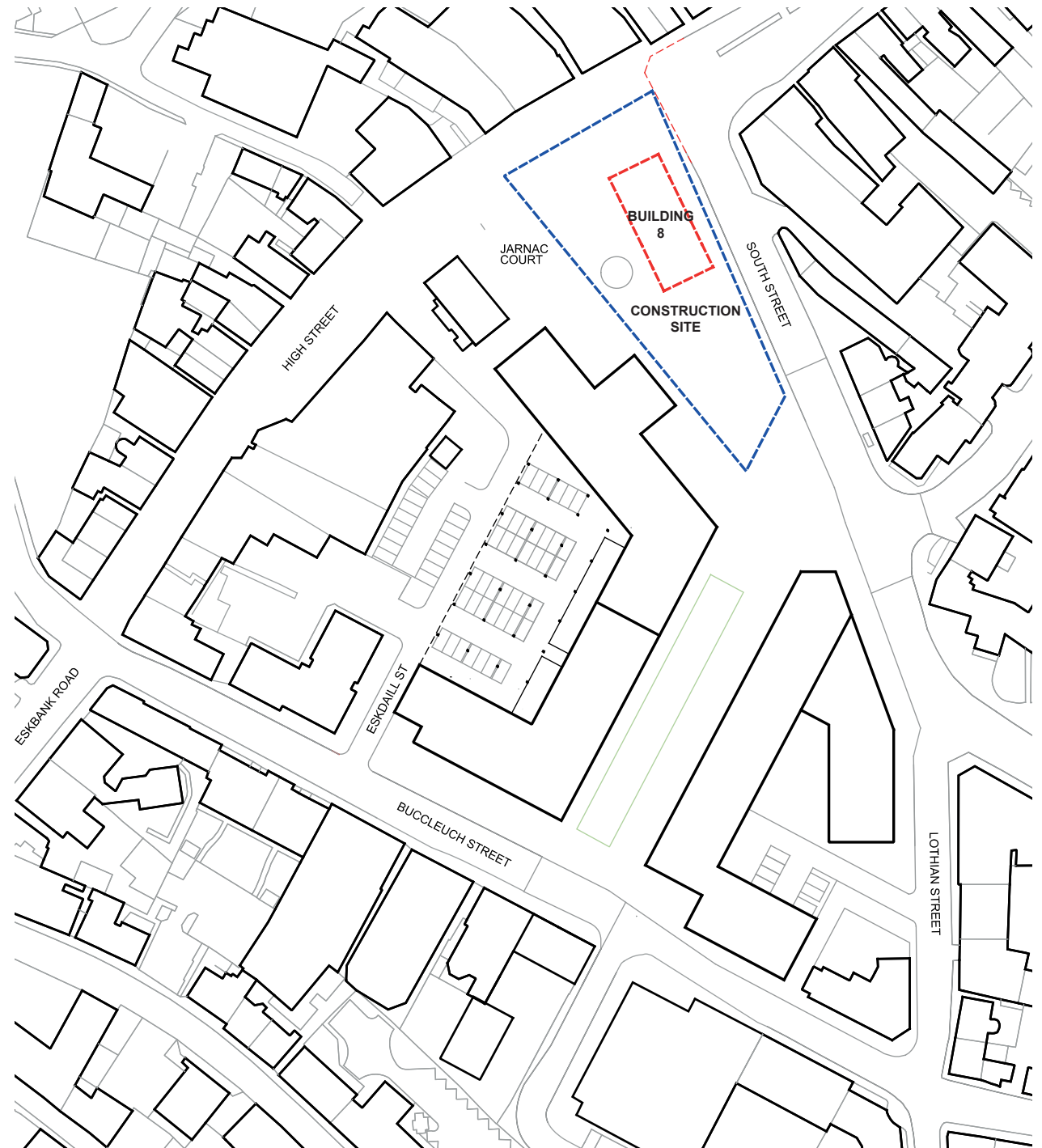
- 29 - 35 Jarnac Court (Temporary Housing Accommodation)

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

- Construction Site Boundary
- Downtakings



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 6 CONSTRUCTION

PHASE 6 NEW BUILD

- 1 Commercial/Employment/Community at Ground Floor Level and Housing on upper floor levels of new building.

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

----- Construction Site Boundary

■ Building to be Constructed



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 7 DOWNTAKINGS

A separate phased decant study has been carried out to support the phased construction proposal. The decant study report outlines property addresses, property types, building uses and a proposed decant location for existing owners and tenants. This study will require further development during the next stages of the project.

The following town centre properties are included in the Phase 7 Downtakings:

COMMERCIAL

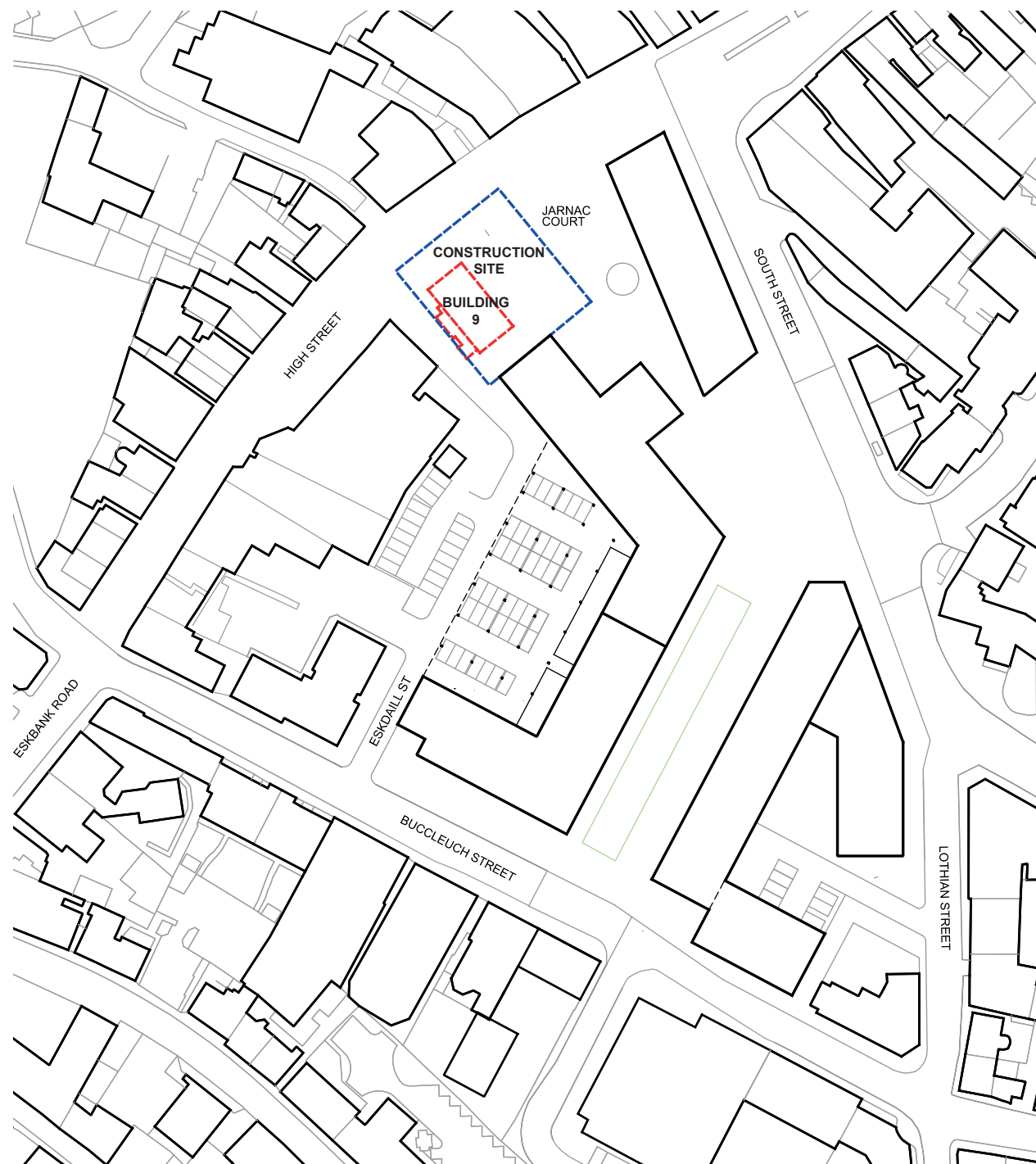
- 39 - 41 Jarnac Court

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

- Construction Site Boundary
- Downtakings



PHASED DEVELOPMENT BUILDING CONSTRUCTION

PHASE 7 CONSTRUCTION

PHASE 7 NEW BUILD

- 1 Commercial/Employment/Community at Ground Floor Level and Housing on upper floor levels of new building.

CDM CONSIDERATIONS

Refer to Appendix 02, Alliance CDM Report: *Dalkeith Town Regeneration Study CDM Considerations*.

KEY

----- Construction Site Boundary

■ Building to be Constructed



DALKEITH TOWN CENTRE REGENERATION

6.2 APPENDIX 02 - CONSULTANT REPORTS

- Ryden
Market Analysis Report
- ARUP
Transport Input
- Alliance CDM
CDM Considerations

6.2 CONSULTANT REPORTS

DALKEITH TOWN CENTRE REGENERATION

RYDEN - MARKET ANALYSIS REPORT

REIACH AND HALL ARCHITECTS

Midlothian 

**MIDLOTHIAN
COUNCIL**

**DALKEITH TOWN
CENTRE
DEVELOPMENT
FRAMEWORK:
PROPERTY MARKET**

Ryden

- 01** INTRODUCTION
 - 02** TOWN CENTRE POLICY AND DEMOGRAPHICS
 - 03** PROPERTY MARKET REVIEW
 - 04** SUMMARY
- APPENDICES**
- A** FLOORSPACE STOCK

01

INTRODUCTION

- 1.1 Ryden has been appointed by Midlothian Council to provide commercial property advice for the Dalkeith Town Centre Development Framework. This is to guide the Council and masterplanners Reich & Hall on redevelopment potential to support the regeneration of Dalkeith Town Centre.
- 1.2 The context for the regeneration of Dalkeith town centre has changed in recent years:
 - A new national planning framework (NPF4) and economic strategy have been published, while regional and local strategies respond to the challenges of post-pandemic recovery.
 - EU funding streams are being replaced by UK alternatives, and the Edinburgh and South East Scotland City Region Deal is significantly invested.
 - In the property markets, the pandemic accelerated online shopping and triggered widespread hybrid working, creating both challenges and opportunities for large county towns such as Dalkeith, where the Council's commitment to housing-led regeneration for its town centres is the key driver alongside commercial rejuvenation.
- 1.3 This report provides a property market review to support the Development Framework. Ryden has worked with the masterplanning and client teams and contributed to the Development Framework during its evolution. This report is a write-up of this work and is not intended to be a separate report.

THE DEVELOPMENT FRAMEWORK SITE

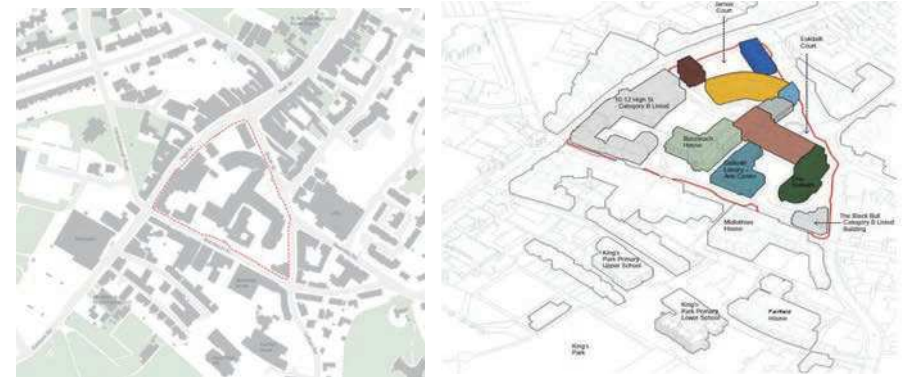
- 1.4 The town centre in Dalkeith is defined in the Local Development Plan (2017) as per Figure 1. This is referred to throughout the report as the LDP town centre. However, the focus for the Development Framework is purely on the site identified in Figure 2, noted to be the study area. This triangular shaped site, which forms part of the town centre, is located on the southernmost section of the High Street. The site currently contains a range of uses including residential, retail, offices, community space, public realm and car parking.

FIGURE 1: DALKEITH LDP TOWN CENTRE



Source: LDP 2017

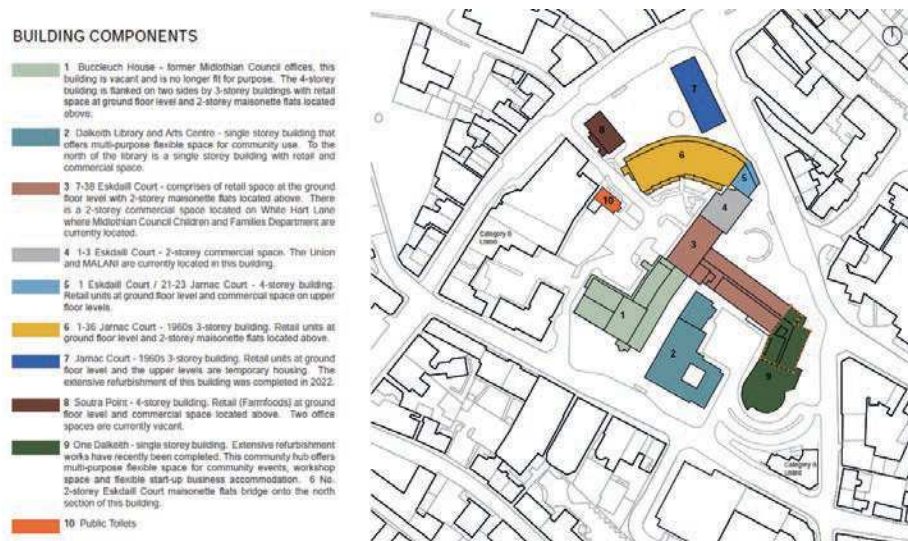
FIGURE 2: DALKEITH DEVELOPMENT FRAMEWORK STUDY AREA



Source: Reich & Hall, 2023

- 1.5 Initial analysis of the site undertaken by Reich & Hall notes that the study area generally includes existing buildings and townscape which are in a poor state of repair. Existing residential accommodation has poor amenity and outlook and the community spaces which include Dalkeith Library and Arts Centre and One Dalkeith lack active frontages and feel detached from the town centre. Midlothian Council is located within multiple buildings on the site however new patterns of working mean that some buildings are only partially occupied. This includes Buccleuch House which is vacant and no longer fit for purpose. There are however, some existing local traders and small multiple retailers and other services operating from the site, as well as residents.
- 1.6 The streets and routes which surround the study area are very busy with car traffic which limits active travel. Road surfaces in general are in a poor state of repair and there are unsatisfactory servicing arrangements on and around the site which present issues of safety and environmental health. Pavements are narrow, at times are blocked by vehicles and bins, and parts of the site feel unsafe whilst walking in the evenings. Whilst King's Park is in close proximity to the town centre and the Development Framework site there are no clear, safe linkages and it again feels disconnected.
- 1.7 The existing components of the study area are shown at Figure 3. This excludes the 2 listed buildings contained within the study area, which are to be excluded from the Development Framework. This area is referred to as the Development Framework area.

FIGURE 3: EXISTING DEVELOPMENT FRAMEWORK SITE BUILDING COMPONENTS



Source: Reiach & Hall, 2023

1.8 The Development Framework area is understood to include:

- 44 residential flats and Council provision of 22 rooms for temporary or emergency accommodation
- 49 commercial properties, 2 ATMs and 2 car parks
- 11 vacant commercial properties
- C. 10,070 sq.m. (108,400 sq.ft.)
= 13% of residential, c. 20% of commercial floorspace and 65% of commercial unit vacancies of the LDP area

1.9 A full breakdown of the floorspace associated with the LDP town centre, study area and Development Framework area is provided in Appendix A.

1.10 The key principles for the Development Framework are:

1. Develop improved connections between neighbourhood communities and the town centre using the principles of 20 Minute Neighbourhoods.
2. Support Active Travel and promote Sustainable Transport. Reduce vehicular use and parking in the town centre, and encourage people to be less car dependant.
3. Elevate the urban realm, improve the quality of buildings in the town centre, and create a focal point for the whole community, and an attractive destination for visitors.
4. Address specific housing needs and encourage people of different life stages to live in the town centre.
5. Introduce a diversity of uses and flexible space in the town centre. Improve the quality of commercial, employment and community space, and ensure that existing independent local businesses are maintained.
6. Improve connections to green spaces and introduce green space within the town centre.
7. Adopt the Passive House Building Standard and incorporate green and blue infrastructure.

02

TOWN CENTRE POLICY AND DEMOGRAPHICS

2.1 This section highlights some of the key issues surrounding town centres including current policy. Recent demographics for Dalkeith are also provided.

TOWN CENTRE POLICY

2.2 The Midlothian Local Development Plan 2017 defines town centres within a strategic hierarchy which includes regional town centres, strategic town centres, other town centres, commercial centres, out of centre locations and local centres. Dalkeith is defined as an 'other town centre' which services needs arising in Midlothian primarily. Settlement statements provide preliminary conclusions on what action might be taken to support the town centres. In Dalkeith town centre, the redevelopment of the post-war buildings in the central triangle with modern shop units, or refurbishment of the current buildings, together with provision for other uses, improved car parking and further residential development on upper levels is supported.

2.3 Flourishing and vibrant town centres are essential for Scotland's social and economic wellbeing however in recent years the nature and function of town centres has changed. The onset of recession from 2008 exacerbated an emerging crisis in a number of Scotland's towns, town centres and high streets and the Covid-19 pandemic has had a major effect on people, businesses, organisations and places. Town centre resilience has become of major concern. This, together with the increasingly recognised need to address issues around community and climate, has further focused attention on the need for town centre social and economic renewal.

2.4 In 2020, the Scottish Government reviewed its Town Centre Action Plan originally produced in 2013 and considered how to make towns and town centres greener, healthier and more equitable and inclusive places and set out a revised plan¹. The vision adopted is that:

"Towns and town centres are for the wellbeing of people, planet and the economy. Towns are for everyone and everyone has a role to play in making their own town and town centre successful".

2.5 The review identified challenges including decentralisation, operating costs (higher than out-of-town sites and the internet), limited local stake-holding via ownership, and over-reliance on cars versus people access and movement. This is comparable with Dalkeith town centre which has suffered as a result of out of town shopping and particular issues around traffic and movement.

2.6 Dalkeith is a good example of a 20-minute neighbourhood which has significant policy support. Enhancing this role to ensure that everyone can meet most of their daily needs within a short walk, wheel or cycle from their home whilst providing excellent transport and travel links for wider services should be key to any Development Framework. The Development Framework site as it currently stands provides a wide range of community, business and residential provision however physically the site is unattractive and disjointed and doesn't perform as well as it should do given its prime town centre location.

2.7 Retail is an important feature to any town centre and its economy and the importance of the independent retail sector is also noted. However, the sector faces a number of challenges and town centres need to be re-generated to embrace not only retail and commercial but also community and cultural initiatives as well as town centre living. Dalkeith has its own identity, community, history and future and there is policy support for the creation of a long term Town Plans².

2.8 Comparative town centre case studies, published by the Scottish Government³, were produced to understand different challenges and responses. Recurring critical success factors include: a decision to take action rather than wait; bolder approaches do not necessarily mean greater risks; ensuring the right individuals with the

¹ Scottish Government (2021) A New Future for Scotland's Town Centres, February 2021

² Scottish Government (2022) Inquiry into Retail and Town Centres in Scotland

³ 4consulting, Benton Scott-Simmons (2023) Town Centre Comparative Case Studies

right experience are in the right seats; make the CPO/CSO powers more streamlined; removing barriers within local government; civic stewardship/positive collaboration; creative or entrepreneurial spark. The re-development of the Development Framework site in Dalkeith, could seek to incorporate these lessons.

- 2.9 The Scottish Government is currently undertaking a review of Permitted Development Rights (Phase 2 Consultation). Of particular interest is the consideration of a 'Town Centre Use Class', which could involve the merging of shops, financial and professional services, and food and drink (Classes 1, 2 and 3) within a single use class. Again this would create flexibility for a town centre like Dalkeith and potentially make it easier to fill vacant units.

DEMOGRAPHICS

- 2.10 The population of Midlothian accounts for 1.6% of the total population of Scotland. In June 2018, the population for Midlothian was 91,340. It is projected that by 2026 the population of Midlothian will increase to 100,410 which is an increase of 10% compared to the population of Scotland which is projected to increase by only 3% during the same period. The population of all age groups is projected to increase but it is anticipated that the 75+ age group will see a doubling by 2041.

- 2.11 In terms of the total number of households in Midlothian, they are projected to increase from 39,363 to 47,856 between 2020 and 2039, representing a 22% increase. In Scotland as a whole, the projected number of households is set to increase by 30% over the same period.

- 2.12 It is also projected that different household types will change by 2039, for example:

- The number of single person households are projected to increase by 46%
- Households headed by 60-74 year olds are projected to increase by 17%
- Households headed by the 75+ age group are projected to increase by 96%. The average household size continues to decrease and is projected to decrease from 2.33 people per household to 2.23 by 2039.

- 2.13 Dalkeith is one of three towns within Midlothian and has a population of 14,330⁴. It is the main administrative centre for Midlothian. According to Scotland's Towns Partnership Understanding Scottish Places Dalkeith is comparable with Carlisle (South Lanarkshire), Broxburn (West Lothian), Kirkintilloch (East Dunbartonshire) and Kilmarnock (East Ayrshire). This is based on a methodology which considers geography, socio-demographics, size and their inter-relationships. The demographics above are key features which impact housing need and demand in the area and will be considered as part of a housing led Development Framework.

- 2.14 For purposes of small area data analysis, the Scottish Government breaks Scotland down into 6,976 datazones. The town centre of Dalkeith does not fit neatly into datazones however the Development Framework area fits wholly within datazone S01011010. The remainder of the LDP town centre contains a small part of both datazones S01011011 and S01010999. Figure 4 shows the LDP town centre boundary overlaid in red onto the Scottish Government's statistics Datazone map. The Development Framework area is overlaid in green.

FIGURE 4: DALKEITH TOWN CENTRE DATAZONES, LDP TOWN CENTRE AND DEVELOPEMNT FRAMEWORK AREA



Source: statistics.gov.uk / Midlothian Council / Ryden

- 2.15 Table 1 shows the estimated population of the town centre datazones as well as information on the dwellings they contain. It is noted that the majority of dwellings in the town centre currently are flats.

TABLE 1: SCOTTISH GOVERNMENT

DATAZONE	S01011010	S01011011	S01010999
Population (2020)	579	838	895
Number of dwellings (2020)	400	489	462
Dwellings per hectare (2020)	27.41	31.85	8.86
Dwellings by type (2017)			
All	396	484	461
Detached	7	4	176
Flats	365	421	167
Semi-detached	10	46	29
Terraced	14	13	89
Unknown	0	0	0

Source: statistics.gov.scot

- 2.16 Given there is no actual town centre datazone fit, the estimated LDP town centre population (see Figure 4) is c 600 (Datazone S01011010), with c 400 dwellings. With regard to the Development Framework area, it contains 44 flats and 22 rooms for temporary or emergency accommodation (maximum capacity 36 people). It is therefore likely to have a resident population of under 100 people.

⁴ National Records of Scotland, Mid 2020 Population Estimates for Settlements and Localities in Scotland

03

PROPERTY MARKET REVIEW

3.1 This section presents the Development Framework strategy alongside the property market review for all relevant sectors including residential, retail, hotel and leisure and office/business. For each sector comment is made on current market trends and activity in the Dalkeith market. The nature of the Development Framework is residential-led regeneration and specific consultation was undertaken with residential developers. Potential for investment and development within the town centre, including indicative values are also provided. This review has informed the Development Framework development mix options.

DEVELOPMENT FRAMEWORK STRATEGY

- 3.2 The Development Framework aims to create affordable, good quality housing in the town centre and increase the resident population. It will address specific housing needs in the town centre via a mix of tenures and types that will support people at all stages of life. There will be an emphasis on improved green space and access to gardens, balconies and roof terraces. Residential parking will be concealed below a raised, shared landscaped garden deck that can be accessed by all housing residents.
- 3.3 The Development Framework will develop the town centre more intensively via a mixed development of commercial/employment/community use space alongside new housing. There is a desire to create a vibrant feel, support local independent businesses and improve retail options. Pedestrianisation is proposed and the introduction of green space will create an improved environment for traders.
- 3.4 A new active travel route that connects the Development Framework site and wider town centre to King's Park is key. The route will prioritise pedestrians and cyclists, reduce vehicular use and connect two important civic spaces within the town. There will also be a greater amount of green space within the Development Framework site itself which will encourage gardening, interest in ecology and wildlife. Trees, flowers and greenery will be introduced and maintained. This improved environment will also support cafes and restaurants on the Development Framework site.

RESIDENTIAL







OVERVIEW

- 3.5 The new build residential market in Scotland in 2022 saw the average house price rise from £258,000 to just over £300,000. In part this reflected a greater demand for larger family homes, continuing the trend following the pandemic. Over the three-year period October 2019 to September 2022 the average price for a new build property increased by £100,000 which again will have been influenced by fewer apartments compared to family housing being developed.
- 3.6 In terms of supply there was a strong rebound after lockdown with the Scottish Housing Market Review (Scottish Government, January 2023) reporting 20,767 new build completions across all sectors in Scotland in the year to end March 2022, an increase of 39.7% (5,900 homes) on the previous year. However, activity remains below pre-pandemic levels.
- 3.7 The economic downturn, escalation of cost of living and increased mortgage rates are now prompting obvious predictions that house prices will decline in 2023, with a broad consensus suggesting somewhere between a 5% and 15% drop on average across the UK. A number of volume house-builders are anticipating a slowdown in sales rates as is already being evidenced in noticeably fewer reservations compared with last year's levels.
- 3.8 Conversely, the traditional rental market in Scotland is expected to continue to perform strongly particularly in University towns and cities where there is significant under supply. This imbalance will be further exacerbated by recent rent control regulations which are currently hindering the previously burgeoning interest from Build to Rent developers and investors in this growing sector of the market.

DALKEITH

- 3.9 Midlothian has continued to attract the volume house builders and a particular focus in recent years has been at nearby Shawfair, which is to the north of Dalkeith and within the A720 City Bypass and therefore very accessible to Edinburgh. To the south west there has also been significant development around Eskbank.
- 3.10 Dalkeith has benefitted over the past 15 years with new build stock and developers such as Bellway are active at Wester Cowden. Current and proposed residential development in the area is shown in the Table below. New build housing in the area has tended to focus on family houses outwith the town centre.
- 3.11 According to Rightmove, the average property price in Dalkeith is £262,815 over the last year, up 8% on the previous year. As noted above, it is predicted that house prices will decline in 2023.

TABLE 1: RESIDENTIAL DEVELOPMENT

DEVELOPMENT		DESCRIPTION
Buccleuch Street (town centre)		Midlothian Council's first 'Passivhaus' housing project. The 3-storey block currently under construction will comprise six 1 and 2-bed apartments with 2 retail units on the ground floor.
Newmills Road		Midlothian Council are developing 44 new homes, an intermediary care facility and 8 extra care bungalows on Newmills Road on the site of the former Dalkeith High School. Development is underway by Ogilvie. Just outside the LDP town centre boundary.
Newmills Road		A 0.35 acre residential development opportunity on Newmills Road close to the town centre is currently for sale (Graham & Sibbald). The site has planning permission for 4 semi-detached, 2½ storey houses
Eskbank Gardens		Development of 188 homes by Dandara. Comprises 3, 4, and 5 bedroom detached, semi-detached and terraced homes
Summerville Gardens, Wester Cowden		Development of c. 110 homes by Bellway. Comprises 3, 4 and 5-bedroom homes. A 4-bed home is currently available from £379,995
Carberry Grange, Whitecraig		Development of c. 180 homes by Miller Homes. Comprises 3, 4 and 5-bedroom homes. Prices from £244,995.

Source: Ryden/Developers/Agents

- 3.12 As noted in the previous section, Dalkeith has an LDP town centre (see Figure 4) population of c. 600 people accommodated within c. 400 residential dwellings. The majority of these town centre properties are flats.
- 3.13 Properties in the LDP town centre currently on the market are shown in Table 2. Asking prices range from £90,000 - £170,000.
- 3.14 According to CityLets, at the end of Q4 2022, the average private rent in Scotland for a 2 bed property was £924 per calendar month. The average rent of a 2 bed property in Dalkeith is £840 per calendar month with an average Time to Let of 16 days⁵. This suggests a buoyant rental market.

⁵ CityLets, Quarterly Reports, 2022 Q3

TABLE 2: RESIDENTIAL AVAILABILITY (LDP TOWN CENTRE)

ADDRESS	SIZE	DESCRIPTION
104g High Street 	2-bedrooms	Upper flat. For sale £140,000 (Zoopla / Warners)
50 Croft Street 	4-bedrooms	Semi-detached period home. For sale £420,000 (Zoopla / Neilsons)
High Street 	1-bedroom	Top floor flat. For sale £90,000 (Zoopla / Your Move)
50e Buccleuch Street 	1-bedroom	Top floor flat. For sale FP £125,000 (Zoopla / Your Move)
Bowmans View 	2-bedrooms	Flat within purpose-built retirement complex. o/o £170,000 (Zoopla / MJ Brown Son & Co)
Bowmans View 	1-bedroom	Top floor flat within purpose-built retirement complex. o/o £120,000 (S1 Homes / Express Estate Agency)

Source: Ryden / Zoopla / Right move / s1 Homes / Agents

- 3.15 There have been 28 recorded residential sales transactions in the town centre since January 2021. Within the Development Framework area, the most recent residential transactions⁶ have been as follows:
- 20 Jarnac Court, 2-bedroom property - sold in February 2023 for £110,000
 - 16 Eskdail Court, 2-bedroom property – sold in February 2023 for £100,000
 - 26 Jarnac Court, 2-bedroom property – sold in May 2021 for £97,000
- 3.16 In general terms, prices within the Development Framework area are below that being obtained in the rest of the LDP town centre and the rest of Dalkeith.
- 3.17 It is not possible to ascertain the number of lettings.
- 3.18 In addition to the above there is significant affordable housing demand across Midlothian and it will form part of the equation for the redevelopment of the Development Framework site. Between 2009-2019, there has been 1,883 affordable housing completions across Midlothian. In Dalkeith, this has included 129 Council units, 118 Registered Social Landlord (RSL) units and 14 RSL Mid-Market Rent units. RSLs active in Midlothian include Melville Housing Association (own 60% of all RSL units), Places for People, Dunedin Canmore Housing Association and Bield Housing Association.
- 3.19 In June 2022, the Council noted it had 661 applicants on its waiting list for Dalkeith. This coupled with population increase noted in the earlier demographics section means that demand for affordable housing

⁶ Taken from ESPC

within Dalkeith is expected to continue. It could also include more specific requirements for housing for older people.

- 3.20 The Development Framework is residential led and there are currently residential units of mixed ownership on the Development Framework site. There are currently 20 units occupied by private owners and 24 under Midlothian Council ownership.
- 3.21 It is also noted that upper floor offices at Jarnac Court were recently converted to provide temporary housing accommodation for the Council. This facility offers 22 individual rooms with communal kitchen and dining facilities. This facility opened in 2021 following significant investment and as such there could be resistance to the further re-development of this part of the block. If this facility was re-developed for alternative uses, temporary housing provision would require to be provided elsewhere in Dalkeith by Midlothian Council. There will be a cost associated with this re-provision.

RESIDENTIAL DEVELOPER CONSULTATION

- 3.22 In February 2023, Ryden undertook a series of 'soft market testing' consultations with residential developers as well as its own residential development team. This was done in agreement with the client and consultant team, because the Development Framework is residential-led. All consultees had access to the high level copies of the Development Framework options and have recent experience of residential development in the local area.
- 3.23 Dalkeith was generally noted as a desirable housing location as is Midlothian given its proximity to Edinburgh and range of attractive towns. The Development Framework site is considered to be well located in the town centre with good connectivity to bus routes as well as a train station is relatively close proximity. All developers were supportive of developing the Development Framework site and had interest in being further involved once plans are in a position to be able to progress.
- 3.24 With regard to suitable tenures for the location it was considered that any residential scheme would likely be affordable housing led however it was felt this could incorporate not just social rent but other affordable models such as mid-market rent and shared equity/low cost home ownership. There was also considered to be particular opportunities for the location in terms of housing for older people or those with other supported living requirements. This was generally down to the accessible town centre location and its range of nearby local amenities. The site was generally seen as less appropriate for family housing.
- 3.25 There were mixed views on the market for private housing with some not considering that location to be particularly desirable for the private market but as part of a wider redevelopment of the site it was acknowledged it could form part of a re-development. It was noted there is demand in the area for two and three bedroom flats (and houses).
- 3.26 Private rented build to rent was not considered appropriate for the site as the preference for this type of operator model is usually city locations and much higher density. Whilst it was considered residential unit density could be increased on site (no more than 4 storeys recommended otherwise additional costs would be incurred for lift access) through re-development it still wouldn't be at build to rent levels. However, it was noted that there are institutional funds and private investors interested in the purchase of batches of units for private rent.
- 3.27 It was noted that residential build programmes are now usually tenure blind and therefore there shouldn't be any distinction between the quality of affordable or private rented housing. It was stated however that for future property management reasons it would be appropriate to designate specific blocks for specific tenures.
- 3.28 Beyond residential there was support for other flexible uses as part of the development mix. Given the existing community facilities on site it was considered very important that community space remained a core part of any development and that the community itself was able to feed into plans on what it wanted on the site. Ensuring the community are fully integrated into the Development Framework process was seen as key. An element of retail was felt to be appropriate for the site as well as potentially serviced offices. One consultee noted there could be a good market for small offices in this location for accountants, lawyers, estate agents etc. with some small businesses interested in the purchase of such units as part of pension

funds etc. It was noted that noise can be an issue in locations like this and that any other uses need to be appropriate for a residential led scheme. Flexibility across the relevant use classes was thought to be important as was the ability to have flexibility regarding the size of units.

- 3.29 Environmental sustainability was mentioned a consultee as being important for the site. This included nature based solutions to deal with any flood risks, green roofs, garden access, raingardens etc.
- 3.30 It was recognised by consultees that pedestrianisation of the High Street could make the site more desirable but generally improved public realm would also improve the attractiveness of the site. It was commented that the public realm currently in that area isn't well maintained. There was support for reduced car parking within the Development Framework site, recognising the extent of wider town centre car parking in close proximity. It was considered that a reduction in car parking would not have a negative impact on the development mix proposed with many newer residential developments tending to squeeze car parking ratios where appropriate, notably on centrally located sites such as this.
- 3.31 In terms of the two options shown to consultees there was a general preference for comprehensive redevelopment over the retained Jarnac Court option. Consultees considered it better to consider the whole site for redevelopment to avoid the remaining buildings deterring from the full potential impact and attractiveness of the scheme. Consultees were aware of complexities around the multiple ownerships associated with the site and considered that the site should be fully assembled before commencing any re-development. Piecemeal development of the site was considered undesirable and would impact negatively upon timescales and economies of scale for the build programme.
- 3.32 The viability of the site was considered to be very tight and it was recognised that there would a requirement for substantial public sector funding beyond affordable housing grant levels. Developers noted that build costs are currently very high (compared to where they were) and that in some areas they do not merit sales prices or affordable housing grant levels. Making a bid to the Levelling Up Fund was mentioned as was further discussions with the Scottish Government regarding potential CPO costs. The anticipated tenure mix was also noted to affect the overall viability of the site.
- 3.33 A joint venture between the Council and a developer was considered to be the most appropriate delivery model. Getting a developer involved at an early stage was recommended as was having the right people including those with direct experience of similarly complex sites.

RETAIL

OVERVIEW

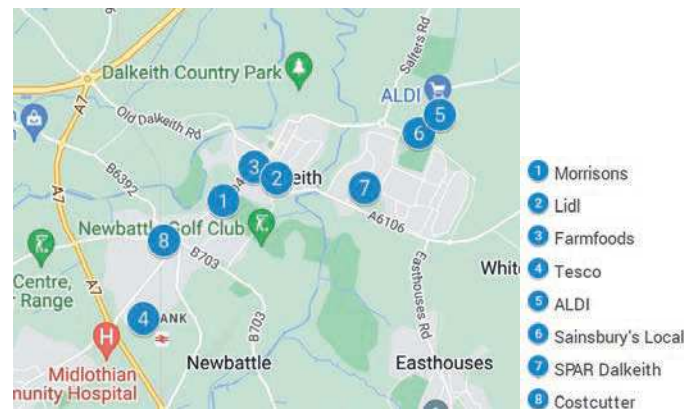
- 3.34 The physical retail market continues to contract due to the significant growth of online shopping. Cost of living and energy prices are expected to impact the first half of 2023 with High Street casualties anticipated. In 2021, PWC and the Local Data Company highlighted that 1,424 chain⁷ shops closed in Scotland in 2021, with 673 opening giving a net loss of 751 stores. During the first half of 2022, 536 stores north of the border closed their doors, while 356 shops were open – resulting in a net loss of 180 stores, a significant slowing. Leisure operators make up 3 of the 4 fastest growing categories: takeaways, amusement arcades and DIY shops. On the opposite end of the spectrum, the 4 declining categories were: banking/financial institutions, charity shops, betting shops and fashion retailers.
- 3.35 Shopper numbers in Scotland have slumped by 15% compared to pre-pandemic levels. The latest Scottish Retail Consortium (SRC) and Sensormatic IQ data for November 2022 also shows the number of people visiting shopping centres was down by more than a quarter (27.6%) compared to the same month in 2019. Slightly more positively, in comparison to last year's figures, overall footfall levels in Scotland increased by 15.9%, while the numbers visiting shopping centres was up 23.0% but this is still below pre-pandemic levels.
- 3.36 The Local Data Company recorded a six-year high in its Scottish retail vacancy rate at 16.4% in Q3 2021. This appears to have hit a stubborn plateau with the rate settling at 15.7% over the last three quarters of 2022. This is a fifth higher than during pre-pandemic times and whilst there has been some improvement over the last year, Scotland's store vacancy rate is above that for Great Britain as a whole, with one in six

stores lying empty. In Q4 2022 in Scotland, shopping centre vacancies were 20.5%, high street vacancies were 14.8% and retail park vacancies were 9.8%. As such, retail parks appear to be outperforming other location types which is perhaps an indication that some of the shopping habits formed during the height of Covid are sticking – with consumers favouring drive-to locations and larger format units.

DALKEITH

- 3.37 Dalkeith's retail provision is centred around the A6904 High Street where a combination of national and local retailers are represented. Traditional retail is accommodated on both sides of the street with a clustering of national traders in the stretch between the High Street's junctions with South Street and Eskdail Street.
- 3.38 The LDP town centre is well served by multiple retailers including B & M, Card Factory, Boots, Superdrug, WH Smith, Max Spielmann, Ramsdens, Baguette Express, Lloyds Pharmacy, and several charity stores (Cancer Research UK, Kidney Research UK, Salvation Army and Oxfam). It also has a good provision of independents including Dalkeith Home & Hardware, Aytouns Butcher and Flowers by Lamb. The pedestrianised section around Jarnac Court includes: Baynes Bakers; further national outlets Greggs and Specsavers; and various local traders.
- 3.39 The town's convenience needs were improved when the Morrison's supermarket was developed on the site of the former bus station immediately west of the town centre in 2014. This is closer to the town centre than the Tesco Hardengreen Superstore which is on the edge of town centre near the Eskbank part of the settlement. Lidl and Farmfoods also have supermarkets in the town centre. Aldi and Sainsbury's Local are to the East. In addition, the convenience stores of Spare and Costcutter are located on Woodburn Avenue and Station Road respectively. A map of the town's convenience stores is provided at Figure 5.

FIGURE 5: DALKEITH CONVENIENCE STORES





Source: Ryden

- 3.40 There are currently very few retail vacancies in the LDP town centre. Retail units actively being marketed are provided in Table 3. The town centre vacancy rate is only 2%. However, the Development Framework site contains 65% of all commercial unit vacancies within the LDP town centre.

⁷ Multiple retailers with 5 or more stores

TABLE 3: RETAIL AVAILABILITY

ADDRESS	SIZE (SQ.FT.)	DESCRIPTION
118 High Street 	1,119	Former Polska Spizarnia convenience store. For lease £16,200 pa (DM Hall)
26 High Street 	1,018 – 2,037	In town centre. Former TSB Bank unit, over ground and first floors. Potential for a variety of uses subject to planning. Under offer (DM Hall)

Source: Ryden / CoStar / Agents

- 3.41 Table 4 shows the most recent retail letting transactions. It is noted that all transactions seem to be local businesses rather than national/multiples (although one is not known). Half of the lettings have rents of £15,000 or less meaning that if they are sole outlets of those businesses they will pay no non-domestic rates.

TABLE 4: RETAIL LETTING TRANSACTIONS

ADDRESS	SIZE (SQ.FT.)	DESCRIPTION
37 Jarnac Court (Development Framework area)	797	Let in February 2023. Former Subway unit on a corner pitch in the town centre.
22-24 High Street (town centre)	10,833	Lease renewal in November 2022 to B & M for 3-years
33-35 High Street (town centre)	2,505	Let in March 2022 at £18,500 pa. Trading as Dalkeith Home & Hardware (former Semi-Chem).
Unit 19 Jarnac Court (Development Framework area)	557	Let in February 2022 on a new 10-year lease at £12,500 pa. (former Fords the Bakers)
22 Buccleuch Street (town centre)	895	Let in January 2022 to Balmoral Highland Beef Supplies on a 3-year lease at £12,020 pa.
114 High Street (town centre)	908	Let in May 2021 on a 10-year lease at £15,000 pa. Trading as Lavender Coffee and Crumbs (former Polish food store)
118 High Street (town centre)	1,143	Let in December 2020 at £14,000. Trading as Spizarnia Polish store (former William Hill Bookmakers)
31 Jarnac Court (Development Framework area)	1,829	Let in September 2019 to Harmeet Singh on a 5-year lease at £21,500 pa. Trading as Looks. (former Shoe Zone).

Source: Ryden / CoStar



- 3.42 Rental rates are in the order of £15 per square foot Zone A. Rents for retail units are influenced by the size and configuration of the unit and its positioning within the town centre. Units are also often priced on a basis that offers efficiencies in terms of non-domestic rates burdens and reliefs.
- 3.43 For Dalkeith there are two recorded retail requirements⁸ shown in Table 5. Only one of these would suit the town centre while the other is more suited to an estate or roadside location.

⁸ The Requirements List is a subscription-based UK database which monitors and tracks retailer requirements within specific locations across the UK. Retailers and their Agents submit their current requirements for publication on the database, these are monitored and kept up to date.

TABLE 5: RETAILER REQUIREMENTS FOR DALKEITH

RETAILER	TYPE	REQUIREMENT SIZE (SQ.FT.)	REQUIREMENT DETAILS
PDSA (Scotland)	Charity shop	1,000 – 3,000	High Street / Shopping Centre / Roadside
Toolstation	Tools & building supplier	2,750 – 6,000	Roadside / out of town

Source: The Requirements List

- 3.44 A standalone Sainsbury's Local and terrace of four retail units (4,000 sq.ft.) were constructed on Salters Road / Thorny Crook Gardens to the east of Dalkeith town centre in the early 2010's. Tenants here are The Beauty Boutique, Barnardo's, Bene's Fish and Chips and Bosco Dental Surgery. 
- 3.45 Approximately 2 miles to the west of Dalkeith town centre is a Dobbies garden centre which includes several in-store concessions including Sainsburys, Cotton Traders, Lakeland, Mountain Warehouse, Tog24, Pavers Shoes and Puddledub Butchers.
- 3.46 Out of town to the south west, behind the Tesco on Bonnyrigg Road, Eskbank there has been a new-build development of two units beside by London & Scottish Developments, a Greggs drive-thru, the first in Scotland, and a Starbucks which opened in October 2021. 
- 3.47 Further out of town retail locations include Straiton Retail Park and the neighbouring Ikea and Costco which is only 10-minutes drive from Dalkeith town centre. In addition, Fort Kinnaird is 10 miles from the town centre and includes over 70 branded and high street shops, restaurants and cafes. Edinburgh City Centre is also c. 10 miles from Dalkeith town centre. All are a draw from Dalkeith's town centre.

HOTELS AND LEISURE

- 3.48 The tourism and hospitality sector across Scotland was severely impacted by the Covid-19 pandemic with international travel and large events at a standstill and hospitality closed for all but essential uses for a significant period. With Government support measures ending hospitality businesses have come under increasing pressure and the costs of supplies and staffing (limited resources and significant wage pressure) has resulted in distress in less viable businesses and those that have been historically under-invested. However, with the return of international travel as well as large conferences and events, in 2022 the hotel sector began recovering at a rapid pace. In most markets year to date average daily rates have surpassed pre-Covid levels and demand (occupancy) is expected to follow suit during 2023⁹. There are however significant headwinds in the form of rising inflation and interest rates. This is having an effect on gross operating profit and transaction volumes. New development remains difficult and exists only in prime locations and operationally recruitment and operating cost challenges are potentially hampering post pandemic recovery.

DALKEITH

- 3.49 Throughout the 19th and 20th Century, Dalkeith was a prosperous market town. The Corn Exchange was built in 1853 and was the largest indoor grain market in Scotland. The influx of farmers, grain merchants and other traders on market days encouraged the growth of inns and hotels in the town. In 1831, the introduction of the railway forged closer links with Edinburgh and connections to other parts of the country.
- 3.50 On the outskirts of Dalkeith, just off the A7 there is a Premier Inn. There is also an Innkeepers Collection hotel outwith the town and adjacent to the Dobbies Garden Centre, also off the A7. Within Dalkeith town

⁹ Avison Young (2022) Scotland's Hotel Market Update September 2022

centre the Dalkeith Hotel by Pillow on the High Street has 32 rooms. There is also the Harrow Hotel on Eskbank Road.

- 3.51 Dalkeith has a selection of cafés and restaurants including Continental Café, Café Troy, Cavaliere and Tiger Lotus. There are five hot food takeaways including Franco's, Kebab Mahal and Dominos.
- 3.52 There are five public houses in the town centre: Black Bull, Coach & Horses, The Buccleuch, The Shop Inn and The Horseshoe Bar. While the two town centre hotels noted above also have bars/restaurants.
- 3.53 The town centre also has a library and arts centre both of which are in the Development Framework area. A bowling green is on Old Edinburgh Road, with a Carlton Bingo hall and a snooker centre on Buccleuch Street.
- 3.54 Dalkeith is well represented with regard to parks with Dalkeith Country Park located to the north of the town. The Park is c. 1,000 acres and includes Fort Douglas Adventure Park and Go Ape as well as a restaurant, shop and coffee bar.
- 3.55 In addition, the town centre is surrounded by a number of other green spaces, parks and woodlands. Ironmills Park is located to the north-east of the town centre. It has a park pavilion which is occupied by a dance school and it has a café that is open to the public. South of the town centre site is King's Park which is home to many sports clubs and hosts various community and sport events and carnivals.
- 3.56 Leisure availability in Dalkeith is shown in Table 6.

TABLE 6: LEISURE AVAILABILITY

ADDRESS	SIZE (SQ.FT.)	DESCRIPTION
Lavender Coffee and Crumbs, 114 High Street	915	Boutique café and coffee shop. For lease, £13,500 pa. Restricted Class 3 consent. (Cornerstone)
Horseshoe Bar, 14 St Andrew Street		Public house with restaurant / coffee shop. For lease £18,000 pa. (Cornerstone)

Source: Ryden / CoStar / Agents

- 3.57 Leisure transactions have been limited but are shown in Table 7.

TABLE 7: LEISURE TRANSACTIONS

ADDRESS	SIZE (SQ.FT.)	DESCRIPTION
5 Newmills Road	7,462	Let in December 2022 at £54,995 pa. Former Former Wetherspoons, The Blacksmiths Forge.
1-3 Buccleuch Street	1,764	Let to Li Guyang in November 2020 on a 15-year lease at £18,500 pa. Trading as Tiger Lotus. Fomer Anema Core restaurant

Source: Ryden / CoStar

OFFICE / BUSINESS

OVERVIEW

- 3.58 City office markets staged a recovery in 2021 and early 2022. Occupiers recognise the likely endurance of agile working post-pandemic and are adjusting their space requirements by focusing on top quality space, ESG credentials and future flexibility. As the office emerges as more of a corporate hub for many occupiers, there are emerging signs of interest in flexible offices in regional and smaller towns, alongside home-working.
- 3.59 In 2022, Edinburgh's office market delivered a total of 651,570 sq.ft. of take-up across 159 deals. This marks a small 6% increase in the number of deals but a 15% decrease in overall floorspace take up against 2021, signalling smaller transactions on average. This means that where deals are occurring they are for smaller requirements and many occupiers are currently staying put. The single largest variable is how occupiers adapt their return to work strategies and consequently how much space is needed for existing staff and new recruits in a changing and flexible environment.

DALKEITH


- 3.60 There is a small office sector within Dalkeith. Within the Development Framework site, Soutra Point Business Centre offers office suites at £6 per sq.ft. The building is arranged on ground and three upper floors and comprises a retail unit at ground floor (2,411 sq.ft) with office accommodation above (3,388 sq.ft). There are currently two offices available to let however it is our understanding all of the office suites are vacant. There is no lift access within the property. 
- 3.61 Also within the Development Framework site is community-owned One Dalkeith. This building has recently been extensively refurbished to provide a community hub with events, retail and office space. A number of units are available for businesses to rent to create retail, offices or shop fronts for local businesses, start-ups, and social enterprises who align with One Dalkeith's ethos. A co-working shared office space has also been created. The Bank of Dalkeith located at 98-102 High Street also offers flexible small space for rent generally targeting small, self-employed traders.
- 3.62 The Council itself is a key occupier of office accommodation within Dalkeith town centre. However, as is the case for many other occupiers it is considering rationalisation as a result of changed working patterns accelerated by the Covid-19 pandemic. Within the Development Framework site, the Council no longer occupies Buccleuch House however the Children and Families department are currently located within Eskdail Court. The continued occupation of the nearby Midlothian House and Fairfield House is under review.
- 3.63 Elsewhere within the town centre, office accommodation is mainly contained within traditional buildings, upper floors and in Class 2 retail accommodation. Graham & Sibbald opened an office at 98-100 High Street in January 2022. Other office occupiers are typical for this type of town and include solicitors, accountants, financial services, property services and third sector.
- 3.64 Outwith the town centre there are office suites at McSense Business Park, Hardengreen Business Park on Dalhousie Road and Eskbank.
- 3.65 Office availability is shown in Table 8.

TABLE 8: OFFICE AVAILABILITY

ADDRESS	SIZE (SQ.FT.)	DESCRIPTION
Soutra Point office suites, Eskdail Street	746 – 1,653	In town centre. Individual open plan offices, two currently available. Rent £6 per sq.ft. (G & S)
Dundas House, Westfield Park, Eskbank	1,032 - 4,543	Self-contained office suites available over ground and first floors. Suite 2 1,032 sq.ft., Suite 4 630 sq.ft., Suite 6 536 sq.ft., Suite 8 1,247 sq.ft., and 1f 4,543 sq.ft. c £12.80 per sq.ft. (G & S)

Source: Ryden / CoStar / Agents

3.66 Office transactions are provided in Table 9. As shown, the office market in Dalkeith is very thin.

TABLE 9: OFFICE TRANSACTIONS

ADDRESS	SIZE (SQ.FT.)	DESCRIPTION
25/27 High Street	2,541	Sold in November 2021. Former Santander branch. Trading as Property Hub by McDougall McQueen
Suite 32/8 Hardengreen Business Park, Dalhousie Road	550	Let in May 2022
4a Newmills Road	687	Let in April 2021 on a new 3-year lease at £8.70 per sq.ft. First floor office / training suite comprising 3 office rooms, kitchen and bathrooms.

Source: Ryden / CoStar

3.67 Rents are in the region of £6-£10 per sq.ft. within the LDP town centre.

CONCLUSION

- 3.68 Overall, Dalkeith town centre is performing comparatively well however it is clear that the Development Framework site is the underperforming triangle within the town centre. The site and its immediate environs requires redevelopment in order to become a positive asset in its own right and for the wider benefit of the town centre and the settlement.
- 3.69 The proposed Development Framework is led by residential development which will increase and improve the residential offer within the Development Framework site. The site is most suited to a flatted development and would likely be affordable housing led. However, this goes beyond just properties for affordable rent and could also include mid-market rent and shared equity/low cost home ownership. Private housing could also form part of a wider re-development scheme. There is demand in the area for housing for older people and the location of the site would lend itself to this.
- 3.70 There may be some provision for ground floor residential where possible however ground floor units will generally be more appropriate for the provision of flexible space which could accommodate employment, community or leisure uses as the market dictates. These units should be 1,000-2,000 sqft except for target/anchor tenants. Selective larger demand could include convenience stores (which prefer neighbourhoods to centres), larger charity stores, discounters as well as the re-location of existing units, e.g. Farmfoods. The option to sub-divide larger units should be noted.
- 3.71 A major driver for the types of businesses attracted to the Development Framework site is the rental level at which business rates are applicable. Rents up to £12,000 achieve 100% rates relief providing it is a sole premises then a sliding scale of non-domestic rates above that. This is a key factor in attracting local independent businesses. The configuration of ground floor uses should avoid dispersing commercial uses.

04

SUMMARY

- 4.1 In providing property market input to the proposed Dalkeith Town Centre Development Framework we have considered the types of space which are in demand. This includes:
 - Residential – there is significant affordable housing demand in Dalkeith which on the site could incorporate not just properties for social rent but other affordable housing models such as mid-market rent and shared equity/low cost home ownership. The site was considered to offer a particular opportunity in terms of its location for housing for older people or those with other supported living requirements. Private for sale housing could form part of a wider tenure mix. There is demand in the area for two and three bedroom properties and flats are the most appropriate construction type for the site. The Council should consider partnering with a lead developer with the capacity to deliver an affordable housing-led development at the next stage of progressing the project.
 - Employment/Community – there is demand for flexible ground floor units which could accommodate a range of uses including retail, food and drink, office and community uses. The quality of this space will be improved as will the surrounding environment making the Development Framework site a quality location for business and community activities. There should be flexibility across the relevant planning use classes as well as the ability to have flexibility regarding the size of units. Units should be priced on a basis that offers efficiencies in terms of non-domestic rates burdens and reliefs and are therefore attractive to small local businesses, as there is a limited market for larger anchor occupiers.
- 4.2 The above has been incorporated into the Development Framework.
- 4.3 It has been acknowledged throughout the report that the Development Framework site is complex with both public and private sector owners and occupiers. A Compulsory Purchase Order strategy will be required.
- 4.4 In terms of the viability of the site, it is recognised that there will likely be a substantial funding gap and that third party funding will be required to support this development. Potential external funding sources worth further exploration would include the UK Government’s Levelling Up Fund, the Scottish Government’s Place Based Investment Programme, the Regeneration Capital Grant Fund, Affordable Housing Supply Programme and Housing Infrastructure Fund.

APPENDIX A

FLOORSPACE STOCK

FLOORSPACE STOCK

A1 According to the Scottish Assessor Association (SAA) there are 212 commercial subjects comprising 200 properties, 2 ATMs, and 10 car parks/ spaces in the LDP town centre, totalling c. 37,881 sq.m.¹⁰ (407,750 sq.ft.). A breakdown of this floorspace by type is provided at Table A1. For the Development Framework area, there are 70 commercial subjects comprising 64 properties, 2 ATMs and 4 car parks/spaces, totalling 10,072 sq.m. (108,417 sq.ft.). This comprises 27% of the LDP town centre floorspace. While for the Development Framework area itself there are 53 commercial subjects: 40 properties, 2 ATM's and 2 car parks/ spaces, totalling 6,390 sq.m. (68,782 sq.ft.) comprising 17% of the LDP town centre floorspace. These figures may differ from Reiach & Hall estimates which are based on Council data.

TABLE A1: STOCK WITHIN TOWN CENTRE (LDP AREA)

TYPE	LDP TOWN CENTRE		STUDY AREA		DEVELOPMENT FRAMEWORK AREA	
	Number	sq.m.	Number	sq.m.	Number	sq.m.
Amusement Centre	2 entries, 1 property	82.09	0	0	0	0
Arts centre	1	0	1	0	1	0
Bank	3	1,193.93	1	183.50	0	0
Betting shop	4	525.42	0	0	0	0
Bingo hall	1	0	0	0	0	0
Bowling rink	1	0	0	0	0	0
Café	4	350.59	3	265.54	3	265.54
Church and Church hall	4	0	0	0	0	0
Clinic	1	0	0	0	0	0
Club	2	205.02	0	0	0	0
Funeral director	3	375.78	0	0	0	0
Hall	1	0	0	0	0	0
Home	1	0	0	0	0	0
Hot food takeaway	5	388.34	0	0	0	0
Hotel	2	0	0	0	0	0
Library	1	0	1	0	1	0
Lock-up	1	0	0	0	0	0
Meeting room	1	0	0	0	0	0
Mission hall	1	0	0	0	0	0
Office	51	13,119.35	23	4,254.35	22	3,512.40
Premises under reconstruction	1	90.32	0	0	0	0
Public convenience	1	0	1	0	1	0
Public house	5	0	1	0	0	0
Restaurant	2	543.15	1	148.64	0	0
Retail warehouse	1	490.38	0	0	0	0
Salon	3	261.57	0	0	0	0
School	1	0	0	0	0	0
Service centre	2	0	0	0	0	0
Shop	73	10,128.65	32	5,220.18	21	2,611.98
Snooker centre	1	0	0	0	0	0
Sorting office	1	588.92	0	0	0	0
Store	5	1241.00	0	0	0	0
Studio	1	108.60	0	0	0	0
Supermarket	2	6,618.43	0	0	0	0
Surgery	4	297.43	0	0	0	0
Training centre	2	178.61	0	0	0	0
Workshop	3	1,093.56	0	0	0	0
Yard	2	0	0	0	0	0

¹⁰ Not all properties have a noted size

ATM site	2	0	2	0	2	0
Car parks	7	0	2	0	1	0
Car space	3	0	2	0	1	0

Source: Ryden / SAA

A2 There are 17 vacancies noted on the SAA database, these are:

- Car space, LDP area, study area and Development Framework area
- Office, 12 totalling 1,852.54 sq.m. of which 10 are in the study and Development Framework area totalling 1,710.04 sq.m.
- Premises under reconstruction, 1 totalling 90.32 sq.m. in the LDP area
- Shop, 2 totalling 107.75 sq.m., both are in the study area
- Yard, 1 with no size in the LDP area

A3 A search of the SAA domestic properties roll indicates 433 residential properties in the LDP town centre, with 104 of them in the study area and 58 in the Development Framework area. Again these figures may differ from Reiach & Hall estimates.

A4 The streets in the LDP town centre, Study area and Development Framework area are in Table A2. This shows the number of subjects in each sector (commercial and residential). Data is taken from the Domestic and Non-domestic valuation rolls by the SAA. Streets within the study area are in Blue. Where a street is only partially in an area only the properties which lie within it are included not the entire street.

TABLE A2: STREETS IN THE TOWN CENTRE

TYPE	LDP TOWN CENTRE			STUDY AREA		DEVELOPMENT FRAMEWORK AREA	
	In study area	Non-domestic	Domestic	Non-domestic	Domestic	Non-domestic	Domestic
Brunton's Close	No	0	0	0	0	0	0
Buccleuch Street	Partial	16	38	7	1	0	0
Bowman's View (odd Newmills Road)	No	0	37	0	37	0	0
Croft Street	No	7	44	0	0	0	0
Duke Street	No	0	9	0	0	0	0
Edinburgh Road	No	5	16	0	0	0	0
Eskbank Road	No	16	5	0	0	0	0
Eskdail Court (Development Framework area)	Yes	10	19	10	19	10	19
Eskdail Street (Development Framework area)	Yes	4	21	4	21	4	21
High Street	Partial	70	94	10	6	0	0
Jarnac Court (Development Framework area)	Yes	32	18	32	18	32	18
Komarom Court (Development Framework area)	Yes	0	0	0	0	0	0
London Road	No	0	19	0	0	0	0
Lothian Road	No	0	2	0	0	0	0
Lothian Street	Partial	6	6	0	2	0	0
North Wynd	No	7	4	0	0	0	0
Parkside Court	No	2	6	0	0	0	0
Parkside Place	No	0	12	0	0	0	0

Pettigrew's Close	No	0	0	0	0	0	0
Old Edinburgh Road	No	5	5	0	0	0	0
Newmills Road	No	1	0	0	0	0	0
Robertson's Close	No	0	0	0	0	0	0
South Street	Partial	11	9	0	0	0	0
St Andrew Street	No	12	49	0	0	0	0
Tait Street	No	1	20	0	0	0	0
White Hart Street (Development Framework area)	Yes	7	0	7	0	7	0
White's Close	No	0	0	0	0	0	0
Wilson's West	No	0	0	0	0	0	0
TOTAL		212	433	70	104	53	58

Source: Ryden / SAA

EDINBURGH

7 Exchange Crescent
Conference Square
EH3 8AN
0131 225 6612

GLASGOW

ONYX
215 Bothwell Street
G2 7EZ
0141 204 3838

ABERDEEN

The Capitol
431 Union Street
AB11 6DA
01224 588866

LEEDS

Northspring Park Row
36 Park Row
LS1 5JL
0113 243 6777

LONDON

Suite 410, Linen Hall
162-168 Regent Street
W1B 5TF
020 7436 1212

MANCHESTER

2nd Floor
28 King Street
M2 6AY
0161 249 9778

Ryden



DALKEITH TOWN CENTRE REGENERATION

ARUP - TRANSPORT INPUT REPORT



Midlothian Council

Dalkeith Town Centre Regeneration

Transport Input

Reference: 4-05-06 Trans

| 09 February 2023

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 288807-00

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		Description	Final Transport Input Text		
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		Name	JA	NM	GD
		Signature	JA	NM	GD

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Transport

Introduction

This section outlines the transport proposals as part of the Dalkeith Town Centre regeneration project. It sets out the key benefits of the proposals as well as the implications on the transport network which will be considered in future stages as the project progresses. The existing transport facilities within and surrounding Dalkeith can be seen in Figure 1 below.

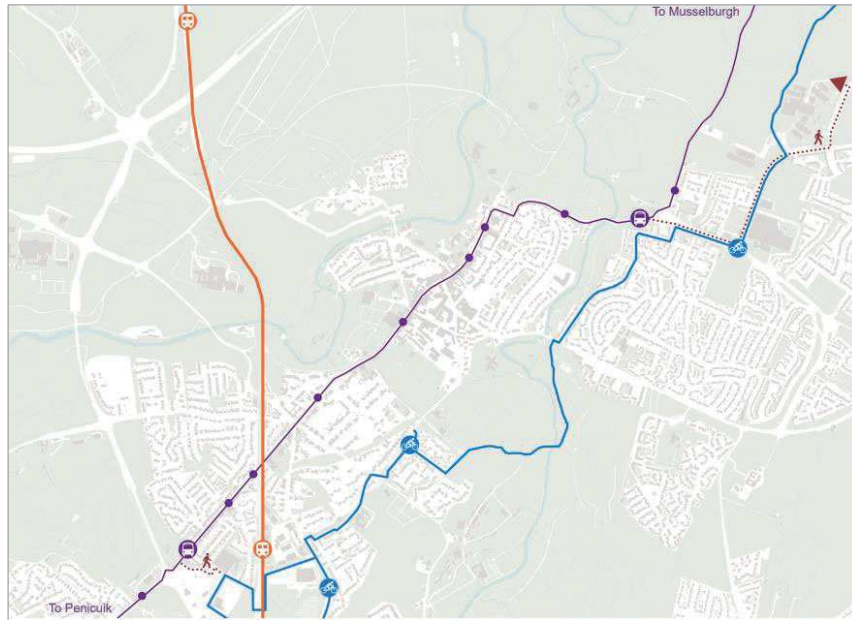


Figure 1: Existing Transport Facilities (© Reich & Hall)

Proposals

Figure 2 to Figure 11 below demonstrate the potential improvements that could be made through the use of cross-section visualisations throughout the site. The visualisations are indicative and show the vision of the Dalkeith Town Centre Regeneration project, informed by engagement and conversations had to date and are therefore subject to further technical work.

High Street (A6094)

It is proposed that the section of High Street (A6094) between Buccleuch Street and South Street be pedestrianised allowing for public realm enhancements as well as dedicated walking, wheeling, and cycling infrastructure. Adjacent are indicative cross sections, Figure 2 to Figure 5, illustrating the existing and proposed.

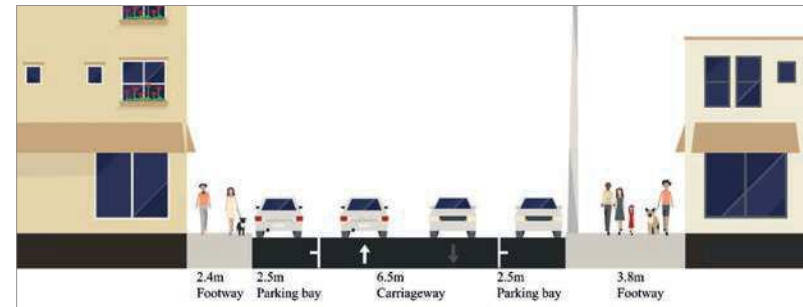


Figure 2: High Street Existing (with side street parking) (© Street Mix)

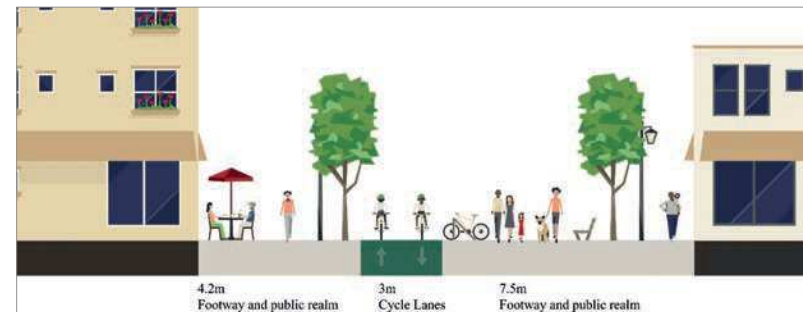


Figure 3: High Street Indicative Proposals (wide cross section) (© Street Mix)

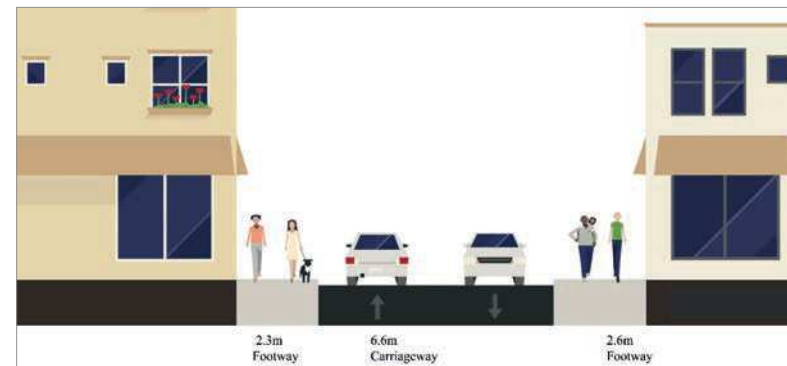


Figure 4: High Street Existing (without side street parking) (© Street Mix)

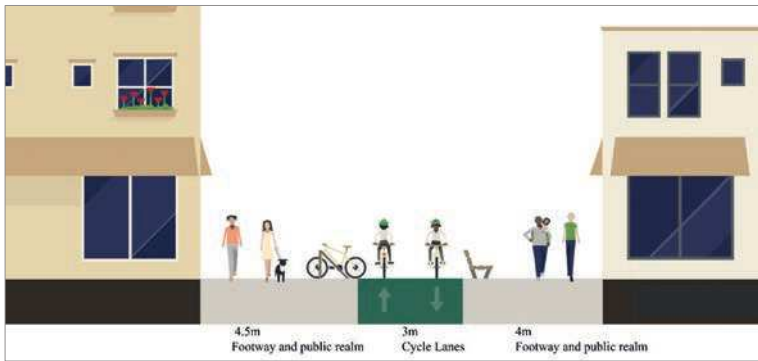


Figure 5: High Street Indicative Proposals (narrow cross section) © Street Mix

White Hart Street/New Walk Pedestrianised Route

There are proposals to redevelop the space around White Hart Street. This will see the erection of new residential and mixed-use buildings with an opportunity to provide a new pedestrianised route with green infrastructure as well as improvements to the public realm. Figure 6 and Figure 7 below illustrate the indicative existing and proposed cross sections.

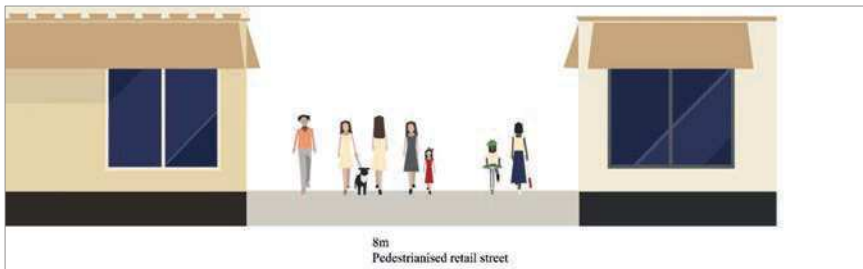


Figure 6: White Hart Street Existing © Street Mix

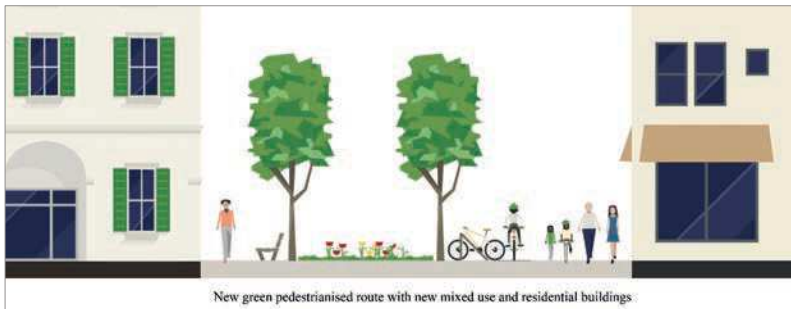


Figure 7: New Walk Pedestrianised Route (replacing White Hart Street) © Street Mix

Buccleuch Street

With the removal of buses from the High Street, it is proposed that Buccleuch Street becomes a key bus route within the centre of Dalkeith. Through the reallocation of road space there is an opportunity to widen footways and provide mobility hub concepts within the corridor. Figure 8 and Figure 9 below illustrate the indicative existing and proposed cross sections.

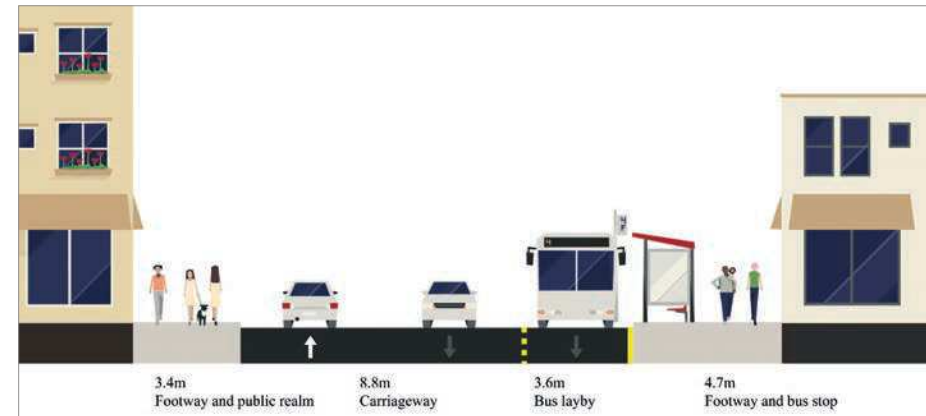


Figure 8: Buccleuch Street Existing © Street Mix

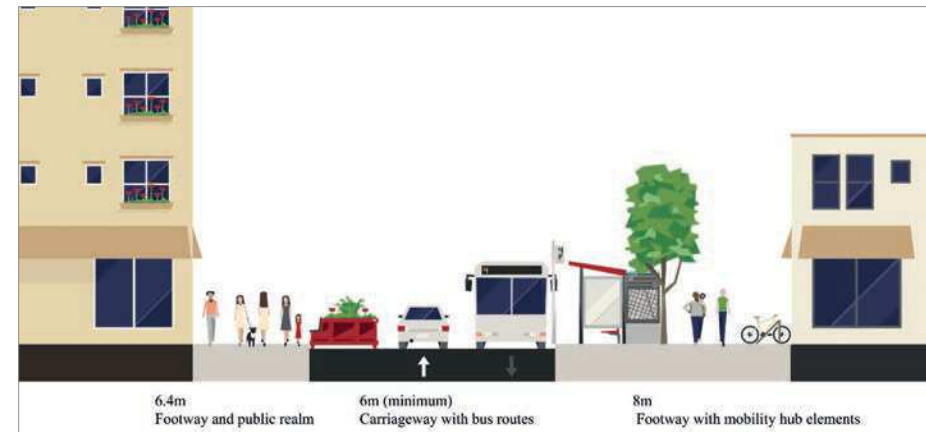


Figure 9: Buccleuch Street Indicative Proposals © Street Mix

South Street

With the removal of buses from the High Street, it is proposed that South Street become a key bus route within the centre of Dalkeith. Through the reallocation of road space and parking spaces, prioritising disabled parking and active travel space. There is also an opportunity to introduce traffic calming measures through the use of raised tables. Figure 10 and Figure 11 below illustrate the indicative existing and proposed cross-sections.

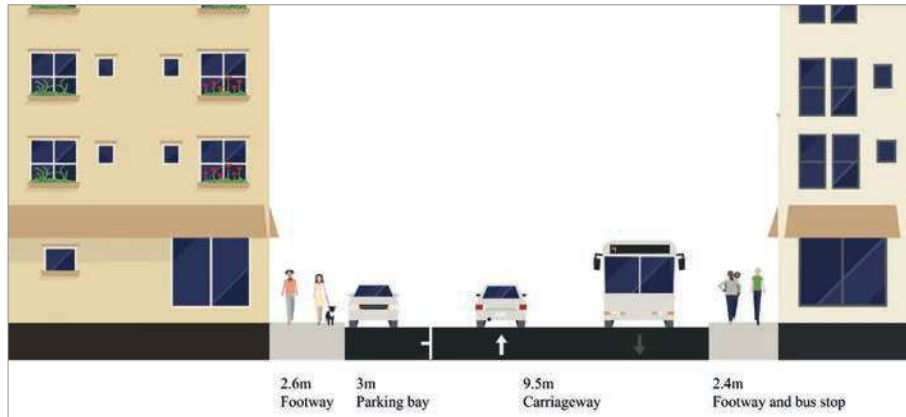


Figure 10: South Street Existing (© Street Mix)



Figure 11: South Street Indicative Proposals (© Street Mix)

Transport Key Elements

This section discusses the key elements of the transport proposals for Dalkeith Town Centre Regeneration and highlights their benefits and potential impacts; this includes the following:

- Pedestrianisation of the High Street;
- Traffic Calming;
- Reduction/Reallocation of vehicle parking; and
- Mobility hub(s).

Pedestrianisation of High Street

The early concept proposals show the pedestrianisation of Dalkeith High Street as part of the town centre regeneration, as seen highlighted in Figure 12 below.

There is also an opportunity to explore the idea of a bus gate on the High Street which would restrict access for the majority of vehicles but maintain bus services. Discussions are being held with bus operators on this proposal.

This section of the report outlines the benefits of pedestrianisation as well as providing case studies where pedestrianisation has had a positive impact within a local area.

Discussions have been held with public transport officers at Midlothian Council around the impact of pedestrianisation on the bus services in the local area. The feedback has been positive in that the officers would like to see the pedestrianisation proposal emerge, however, recommendations for next steps suggested by the officers have been incorporated into the 'Next Steps' section at the end of this document.



Figure 12: Location plan of Pedestrianisation

Figure 13 below highlights the key benefits of pedestrianisation.

Improved air quality through a reduction in harmful pollutants by reducing the number of vehicles accessing the local area

Several studies show that spending increases boost the local economy as people spend more time in the area, which then has a positive economic effect.

Can reinvigorate the streetscape and improve the environment for pedestrians

Cafes and restaurants can utilise the resulting additional outdoor space, such as for seating, which increases capacity and therefore custom as well as customer experience

Space can be used to hold events, such as pop-up markets, which boosts the local economy through visitor spending

Figure 13: Benefits of Pedestrianisation

The main implications of a reduction or reallocation of vehicle parking on the immediate and surrounding area as well as the potential solutions are outlined in Table 1.

Table 1: Pedestrianisation implications and mitigations/solutions

Implication	Mitigation/Solution
Traffic displacement	Traffic modelling will be undertaken to understand the impact of removing vehicles from the High Street on the surrounding network.
Removal of buses from the High Street	Thorough engagement will be undertaken with bus operators to reduce the impact on bus services and routes. Vehicle tracking will be undertaken to ensure buses can easily manoeuvre any new bus routes. New bus infrastructure will be introduced and active travel routes between stops enhanced.
Perception from business owners that reduced parking will result in reduced custom	Thorough engagement will be undertaken with local businesses to understand their needs and requirements. Improvements will be made to encourage customers to travel actively or sustainably to the area.

Below are a number of case studies where pedestrianisation has been implemented successfully and has had a positive impact across the surrounding area.

Exeter City Centre

Since the early 2000's Exeter has been revitalising its city centre with a series of improvements to the public realm, see Figure 14. This has included improving the pedestrian environment through the removal of vehicle traffic and by traffic management and an increase in pedestrian and shared spaces (including opportunities for outdoor seating). The improvements have consisted of high quality paving, public art, seating, tree planting and lighting. Permeability and connectivity in the city centre have been improved and the various implemented schemes have allowed pavement cafés to develop, thereby enlivening the city centre.

The aim of the project was to enhance the reputation of Exeter by developing a high quality destination, so encouraging visitors and investment, and to improve the wellbeing of all those who have an interest in the city centre including residents, businesses and cultural organisations.

Exeter City Council in partnership with Devon County Council have encouraged developers and high-end retailers to the city which has helped revitalise the city centre. The project has also resulted in an increase in footfall by 30% between 2002 and 2010 and an increase in retail rent prices compared to other similar towns in 2009 which have seen declining rents.



Figure 14: Exeter City Centre (© Living Streets)

Gillet Square, London

Gillet Square is located in the London Borough of Hackney and was pedestrianised in 2007 (see Figure 15). The space previously operated as a car park. The aim of the pedestrianisation was to reinvigorate the area with cultural and commercial activity.

The pedestrianisation consisted of removing car parking, introducing new street lighting, tree planting, seating and cycle parking facilities. The square is also brought to life with a 'jazz club', market stall and a café.

The project has enabled many new businesses and organisation to take up residence in the surrounding workspaces for small enterprises. The space is now also used to host a series of events throughout the calendar year, including pop-up playgrounds, bike repair shops and 'games days' for the local community.

The pedestrianisation of Gillet Square has provided local communities with a space they can enjoy as well as attract new businesses.



Figure 15: Gillet Square (© Gilletsquare.org.uk)

New Road, Bristol

New Road in Bristol is a busy commercial street with bars, restaurants, shops, a library and theatres. A project was promoted to redesign the road and pedestrianise the street with limited access to vehicles (Figure 16). This was delivered by introducing high quality granite paving across the whole area. The area has also been de-cluttered with road markings and signs all but removed. This has resulted in a pedestrian friendly environment without the need to apply formal restrictions to motor traffic. Seating and lighting have been used to ensure the space is attractive to travel through and spend time in.

The improvements on New Road have created an environment which is vibrant and welcoming. It has received overwhelming public support from both users and local businesses. Local restaurants and bars have invested in tables and chairs for outside their premises, enhancing the lively and social atmosphere. Local businesses feel that the pedestrianised space has improved the sense of community in the area, providing a better environment for customers.

The project has seen an increase in pedestrian activity by 162% despite a reduction in traffic volumes by 93%. Respondents who participated in a survey within the business community unanimously agreed that the project had helped to benefit their business.



Figure 16: Exeter City Centre (© Google Maps)

Traffic Calming

The following section outlines the benefits of traffic calming as well as providing case studies where traffic calming has had a positive impact within a local area

The early concept proposals for Dalkeith show traffic calming on streets surrounding the town centre regeneration site. This includes but is not limited to South Street, Buccleuch Street and the A6094, see Figure 17.

The plan on the following page highlights the area in which traffic calming measures will be explored and implemented appropriately. This includes speed limit reductions, widening of footways resulting in carriageway narrowing and raised tables to promote pedestrian crossings.

Comprehensive Redevelopment

Phased Ground / Landscape Works

PHASING OF GROUND / LANDSCAPING WORKS

- 1A** Pedestrianisation of High Street - new ground surface treatment to create a shared surface between Buccleuch Street and South Street. Include for new trees, benches and hard and soft landscaping.
- 1B** King's Park Primary School works - separate budget
- 2** New vehicular access to car park and service access route. New hard landscaping to Buccleuch Street and the new walk associated with the Phase 2 New Build. Include for Phase 2 private gardens, and soft landscaping within the new walk. Travel hub with bus stop, e-bikes, taxi rank.
- 3** New hard landscaping associated with Phase 3 new build.
- 4** New layout to existing residential car park - new hard landscaping to be included to this area. Note - existing sub station retained. New vehicular access to car park and service access route. Include for Phase 4 private gardens, and soft landscaping within the new walk.
- 5** New courtyard formed between Phase 5 and Phase 3 buildings - include for hard and soft landscaping. New vehicular access to be constructed with access to service area and car park.
- 6** New hard landscaping associated with Phase 6 new build. Existing memorial wall and tree in Jarnac Court retained. Travel hub, bus stop, e-bikes and drop off area on South Street. New soft landscaping to create threshold between road and public gathering space.
- 7** New hard landscaping associated with Phase 7 new build.
- L1** Traffic calming to be introduced on Buccleuch Street - raised table to be incorporated.
-  New hard landscaped shared surface proposed on section of route located between Midlothian House and the New Midlothian Council Passivhaus Housing Development (access required to 9no. parking spaces only). Forming part of the new active travel route that links King's Park and King's Park Primary School to the town centre. Include for trees, benches and landscaping.
- L2** Traffic calming to be introduced on South Street - raised table to be incorporated.

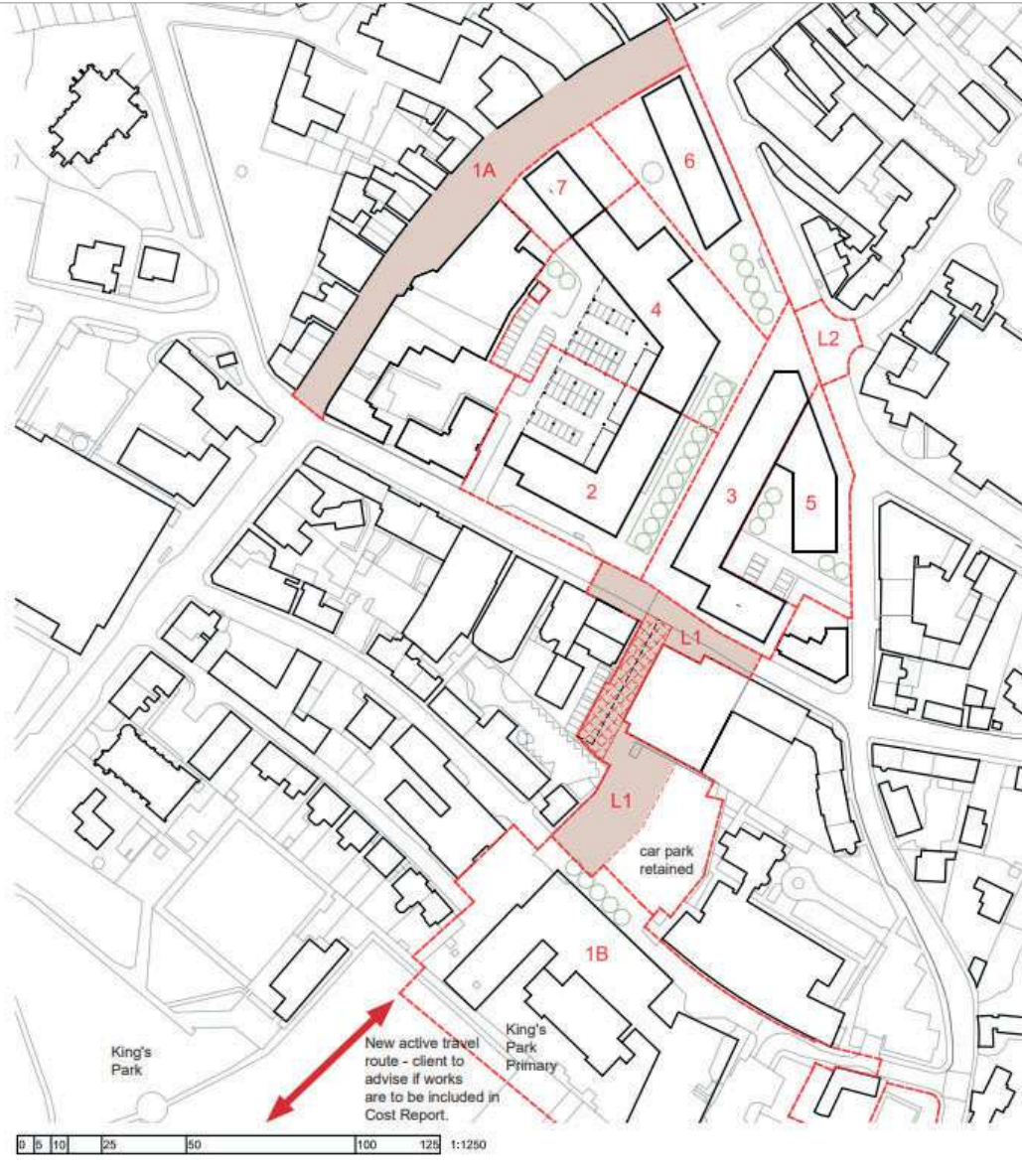


Figure 17: Location plan of traffic calming measures within town centre (© Reich & Hall)

Figure 18 below highlights the key benefits of traffic calming.

Traffic calming measures can increase the number of people walking, wheeling or cycling within the area, particularly among vulnerable groups who did not feel safe to do so before



Traffic speeds are reduced making the space more pleasant for other road users

The space can more inclusive and safer for visually and mobility impaired people through the introduction of drop kerbs and tactile paving for example



Footway widening can create more space for public events and cafes to have outdoor seating which boost the local economy

Traffic calming can prevent rat-running as drivers will opt for the easiest route, this in turn can reduce vehicle numbers within the area



Reduction in road accidents as a result of a decrease in vehicle volumes as well as vehicle speeds



Figure 18: Benefits of Traffic Calming

The main implications of a reduction or reallocation of vehicle parking on the immediate and surrounding area as well as the potential solutions can be seen outlined below in Table 2.

Table 2: Traffic calming implications and mitigations/solutions

Implication	Mitigation/Solution
Rat running along alternative routes	Work will be undertaken to understand the implications of the traffic calming measures on the surrounding road network.
Community push back	Thorough engagement with the local community to understand their needs and requirements and ensure that traffic calming measures have as little negative impact as possible.
New road layout for drivers could be confusing	There will be signage and gateways developed into the design proposals to make drivers aware that they are entering a traffic managed area.

Below are a number of case studies where traffic calming has been implemented successfully and has had a positive impact to the area.

City of Edinburgh Council's 20mph Speed Limit Roll-out

In 2019 City of Edinburgh Council rolled out a full network of 20mph speed limits across the city, as illustrated in Figure 19. The primary aims of the changes were to reduce traffic speeds and road traffic collisions, to improve conditions for walking and cycling and to enhance air quality.

Monitoring and evaluation were subsequently undertaken to determine the success of the project. This research found that the number of collisions within Edinburgh in one year had fallen by 40%, with 409 fewer casualties. It also found that fatalities had fallen by 23% throughout the city.

There have also been reductions in vehicle speeds recorded at various locations throughout the city, the highest being an average drop of just over 10mph. It can be concluded that the project has had a positive impact on both road safety and the enhancing of the street environment for all users.

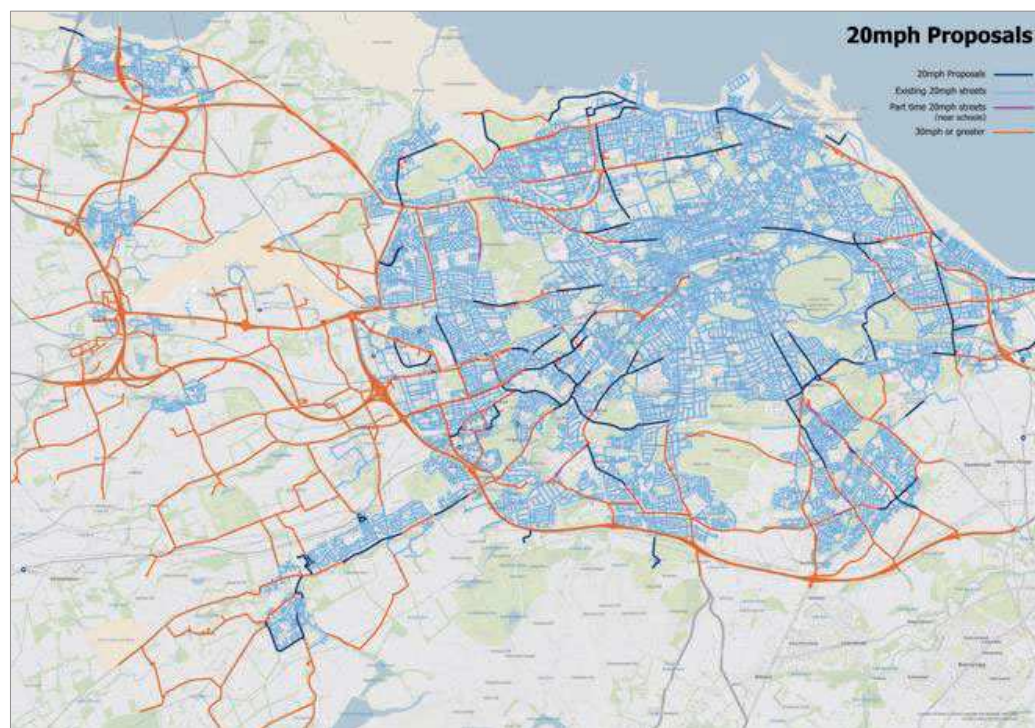


Figure 19: City of Edinburgh's 20mph speed limit roll out (© City of Edinburgh Council)

Hornchurch Town Centre, London Borough of Havering

The London Borough of Havering have improved pedestrian access within Hornchurch Town Centre as part of a project looking at cultural and residential development (Figure 20). The key aims of the project were as follows:

- Make people feel safer and more comfortable within Hornchurch town centre.
- Improve Hornchurch town centre to make it a more attractive, pleasant, vibrant and a memorable place to visit and to spend time in.
- Provide more green spaces to relax and socialise in.
- Make it easier for people travelling to arrive into the town centre.
- Provide a clean and healthy environment within Hornchurch town centre.

The project has had a positive response from the local community and continues to adapt to meet the needs of the local people.



Figure 20: Hornchurch Town Centre Project (© Hornchurch Borough Council)

Parking Reduction/Reallocation

This section outlines the benefits of reducing and/or reallocating parking within a town centre as well as providing case studies on where this has been implemented and has had a positive impact within a local area.

The early concept proposals show the reduction and/or reallocation of parking within Dalkeith town centre. Figure 21 highlights some early proposals relating to the allocation of parking on site. This will be for residential only and will incorporate disabled parking bays. All parking dimensions and geometry will meet Midlothian Council guidance requirements where possible.

This includes proposals for residential parking and limited visitor parking on the site itself, improving linkages to surrounding existing parking areas.

Discussions are being held with Midlothian Council officers who are currently developing the new parking standards for the Council area. It is likely that the proposals will not meet the requirements of the current parking standards, however, there are opportunities to use existing parking sites a short walk from the town centre that are currently being underutilised, as identified in the Midlothian Council Parking Strategy report (2017).



Figure 21: Location plan showing parking allocation on site (© Reich & Hall)

Figure 22 below highlights the key benefits of reducing or reallocation vehicle parking within the town centre.

Can reinvigorate the streetscape and improve the environment for other users as parking spaces can be reallocated for other uses



Uptake in sustainable and active modes of travel as a result of driving becoming a less attractive option, therefore resulting in benefits to the environment

Reducing parking provision can increase spending which boosts the local economy as people tend to spend more time in retail areas when not driving



Opportunity to introduce flexible measures to meet fluctuations in demand for parking, such as the introduction of parklets which can easily be removed and / or introduced

Opportunity to prioritise parking for blue badge holders to ensure they can easily access the services they need



Figure 22: Benefits of vehicle parking reduction/reallocation*

**Parklets are a quick installation of seating, greenery, cycle parking etc. usually within an existing parking space*

The main implications of a reduction or reallocation of vehicle parking on the immediate and surrounding area as well as the potential solutions can be seen outlined below in Table 3.

Table 3: Parking reduction/reallocation implications and mitigations/solutions

Implication	Mitigation/Solution
Loss of parking within the town centre	Opportunity to use underutilised parking sites within 5-minute walk of the High Street and provide safe walking routes linking them (Midlothian House, St Andrew Street and Lidl)
Reduced access for disabled/mobility impaired users	Disabled/blue badge parking spaces will be maintained throughout the site
Perception from business owners that reduced parking will result in reduced custom	Thorough engagement will be undertaken with local businesses to understand their needs and requirements. Improvements will be made to encourage customers to travel actively or sustainably to the area.

On the following pages are a number of case studies where the reduction or reallocation of vehicle parking has been implemented successfully and had a positive impact to the area.

Oslo City Centre

Oslo has been transforming its city centre through the removal of the majority of its parking and the introduction of tolls to discourage driving. Removing parking has created space for public transport, walking and cycling in the city as seen in Figure 23.

Improvements that could be made as a result of the space made available include improving facilities and journey times for bus and trams, creating more space for walking and a city people could enjoy.

As a result, the city has seen air quality improve, a reduction in carbon emissions, and the city becoming more attractive and 'liveable'. In 2019 the city recorded no cyclist or pedestrian deaths through the authorities regular traffic monitoring programme, which are considered as a direct result of the improvements that have been made.



Figure 23: Oslo City Centre (© Sustrans)

Sustrans and Living Streets Research

In 2006 Sustrans interviewed 840 shoppers on two neighbourhood shopping streets in Bristol to find out how customers travelled there. They also interviewed 126 retailers to ask how they thought their customers travelled. The results of the survey showed that retailers overestimated the importance of car trips by almost 100%, as shown in Figure 24. They had assumed that approximately 41% of visitors travelled by car when in fact only 22% had done so.

A similar study in Waltham Forest found that businesses believed 62% of their customers arrived by car and only 49% walked, whereas a survey of visitors showed that only 20% had actually arrived by car and 64% had walked.

In addition to this, evidence has shown that cycle parking generates five times higher retail spend than the same area of vehicle parking. Although those who arrive to an area of shopping by car may spend more money in one trip, more customers can access the cycle parking space in comparison to similar sized vehicle parking.



Figure 24: Sustrans parking study (© Sustrans)

Mobility Hubs

The early concept proposals for Dalkeith show the introduction of a mobility hub within the town centre. Mobility hubs typically allow the integration of transport options and an improved overall user ‘experience’ through the provision of facilities such as those illustrated in Figure 25 below.

This section outlines the benefits of mobility hubs as well as providing case studies on where this has been implemented and had a positive impact within a local area.

For more information on the concept of mobility hubs please visit [Future mobility hubs – Arup](#).



Figure 25: Mobility Hub Example (© Arup)

Figure 26 below highlights the key benefits of introducing mobility hubs into an area.

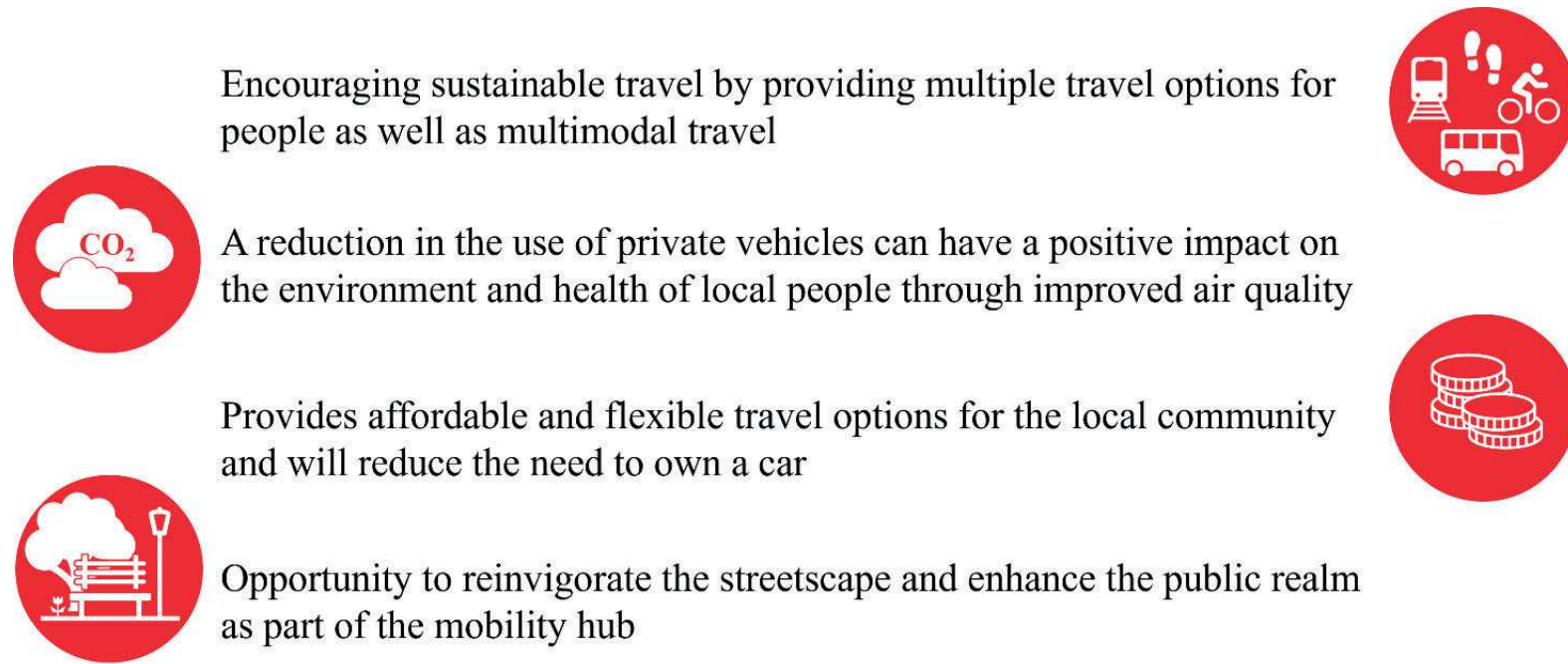


Figure 26: Benefits of Mobility Hubs (©Arup)

The main implications of a reduction or reallocation of vehicle parking on the immediate and surrounding area as well as the potential solutions can be seen outlined below in Table 4.

Table 4: Mobility hubs implications and mitigations/solutions

Implication	Mitigation/Solution
Mobility hubs can be expensive	There is national funding now available for mobility hub elements, whether it be for EV charging points, bike hire station or improved public transport facilities for example. There is also not a 'one size fits all' so as little or as many elements can be included as required.
Limited space available within the site	Mobility hubs are a flexible concept and there is not a 'one size fits all', therefore the level of elements implemented within the area will be dependent on availability and space.
Requires the integration of public transport, car club and bike hire operators	Thorough engagement will be undertaken with operators to better understand the feasibility of introducing mobility hub elements within the town centre.

On the following pages are a number of case studies where mobility hubs have been successfully implemented and have had a positive impact to the local area.

Musselburgh Journey Hub

East Lothian Council have introduced a mobility hub outside Brunton Hall within the centre of Musselburgh (Figure 27). The hub is aimed at promoting the integration between different existing transport modes and supplementing them with enhanced facilities, services and information aimed at encouraging more sustainable travel, creating a sense of place and improving journeys and travel choices.

The site enables electric car club vehicles with dedicated charge points, and electronic information boards to existing bus stops, public EV charge points, local bike shop, a parcel collection point and real-time information, in addition to public bike hire with both standard and electric bikes.

Mobility hubs are still a new concept, and this is one of few currently within Scotland. The hub is therefore continuing to adapt to meet the needs of the local community with the addition of signage, additional bike racks, an additional charging point, the availability of electric car club vehicle and the inclusion of plants.



Figure 27: Musselburgh Journey Hub (© East Lothian Council)

Bergen, Norway Mobility Hub (CoMo UK)

The City of Bergen launched its first mobility hub in the MØllendal neighbourhood in May 2018. The hub features spaces for car club vehicles, bicycle parking, easy pedestrian access and public transport stops, see **Error! Reference source not found.** (opposite). It also includes rubbish collection facilities and secure bicycle hangers that can be rented by residents to park e-bikes.

The aim of the project was to develop a mobility hub that caters to the wider needs of the local community.

Through the introduction of the mobility hub in 2018, the facility has aided Bergen in reaching its ambitious sustainability goals to better meet the mobility demands of Bergen's citizens. The city plans to expand the number of mobility hubs, as well as collaborate with companies to introduce a sustainable travel plan network for employees and companies.



Projects within the Wider Area

There are a number of complimentary projects ongoing within the local area that will remain under review as the Dalkeith Regeneration project progresses. Further details on these are illustrated in Figure 28 (below).

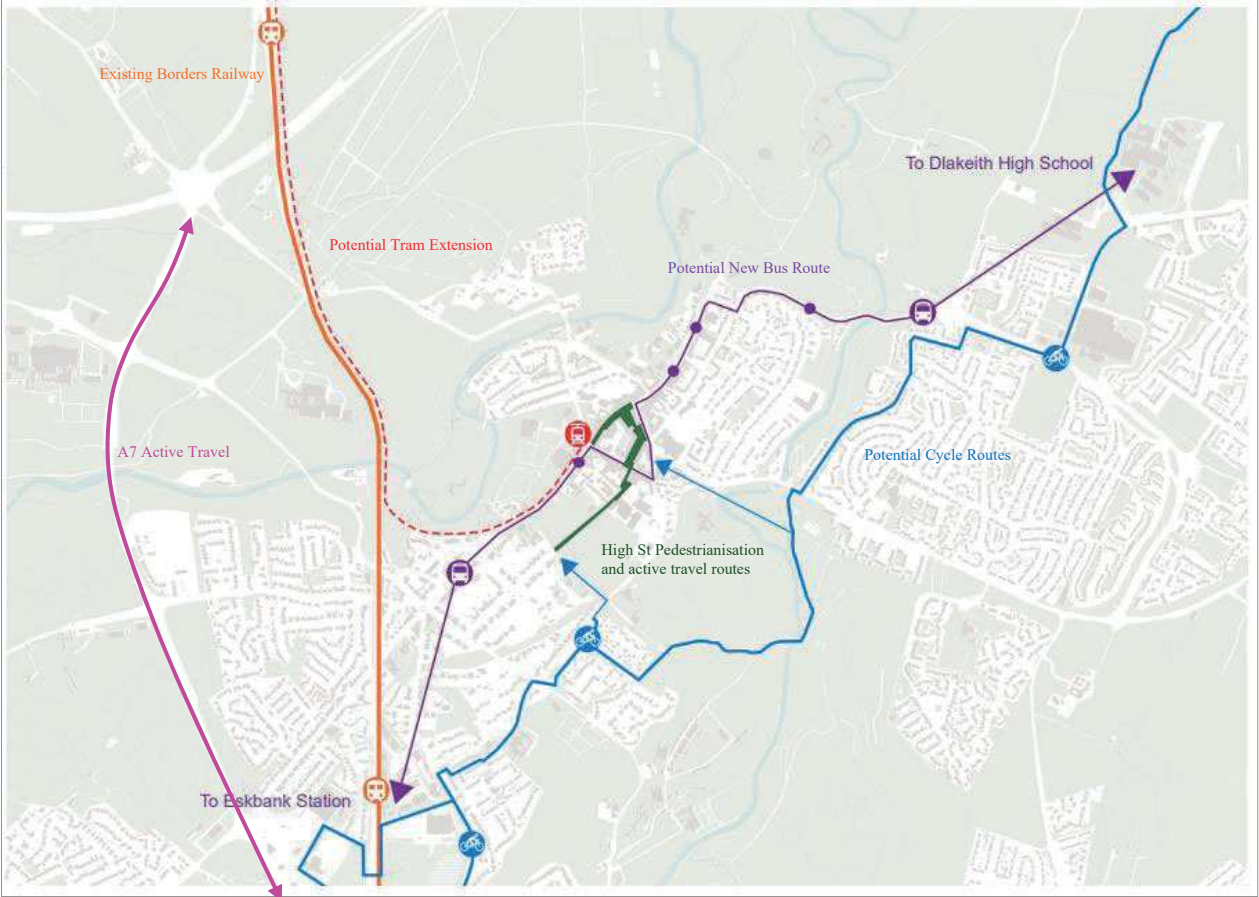


Figure 28: Transport Proposals (© Reich & Hall)

Edinburgh Tram Extension

Transport Scotland's second Strategic Transport Projects Review (STPR2) identifies Edinburgh Mass Transit as a key project. It is proposed that this will enhance the level of public transport provision across the city region, including both Bus Rapid Transit (BRT) and Tram options. It would complement and integrate with existing bus, tram and heavy rail networks, providing improved connectivity throughout the region. Currently being led by City of Edinburgh Council, the initial focus is on delivering mass transit connectivity from the north of the city (Granton), through the city centre and onwards to the south/east extremities of the city boundary, including East Lothian and Midlothian.

This is likely to include a route that serves the Edinburgh BioQuarter development and onto Dalkeith. It is envisaged that a potential extension to the tram network will be fully electric/ battery/ hydrogen powered from the outset, delivering low emission travel. This would provide a further sustainable option for people to use when travelling to/from Dalkeith and would likely attract businesses to the local area.

Further information on this project can be found at: [stpr2-phase-1-ast-project-9b-edin-mass-transit-3-feb-2021.pdf](https://transport.gov.scot/stpr2-phase-1-ast-project-9b-edin-mass-transit-3-feb-2021.pdf) (transport.gov.scot).

A7 Active Travel Route

There are proposals to introduce a new active travel route along the A7 between the Sheriffhall Roundabout and Eskbank Railway Station. This will create a strategic active travel link within Midlothian that will connect to further links toward Edinburgh and other locations within Midlothian. The route will promote multi-modal travel by tying in with rail options at Eskbank Station.

Midlothian Council are currently in the process of updating their Active Travel Strategy which will identify this route as a key project.

Midlothian Orbital Bus

Midlothian Council, in partnership with the regional transport partnership for South East Scotland, SEStran, have commissioned a study into the potential for introducing enhanced bus priority measures along four key bus corridors in Midlothian, as set out below.

- A6094 Whitecraig to A6094 Eskbank;
- B6293 Eskbank to A772 Gilmerton Junction;
- A7 Gorebridge to A7 Danderhall; and
- A6094 Eskbank to A701 Straiton.

The Whitecraig to Eskbank route includes the A6094 which includes a section of the High Street within the Dalkeith Town Centre Regeneration project. Careful consideration will be taken to ensure that the two projects complement each other and that both active and sustainable travel within the Dalkeith town centre is improved.

More information on this project can be found here: [Consultations - Midlothian Orbital Bus STAG: How can we improve bus travel along four corridors? | Midlothian Council](#).

Next Steps

Table 6 outlines the next steps in relation to the transport proposals, this includes further discussions with key stakeholders as well as further technical work.

Table 6: Recommendations for next steps

Recommendations
1. It is recommended that the Cycling by Design Guidance be referred to when designing active travel infrastructure or route optioneering.
2. Consideration should be given to the displacement of vehicles from the High Street onto surrounding roads, potential modelling of re-routed vehicles may be necessary.
3. It is recommended that further work considers the feasibility of different vehicle types manoeuvring at junctions in the town centre given the proposals of a one-way system, vehicle tracking should be carried out where appropriate.
4. It is recommended that further traffic survey data is collected and analysed, in addition to a traffic modelling exercise at key junctions to determine the impact of introducing a one-way system and the closure of the High Street.
5. It is recommended that any accident data Midlothian Council have is cross checked with the Crash Map data.
6. It is recommended that further discussions are held with bus operators to better understand the degree of flexibility with rerouting services as well as where value could be added to the existing bus infrastructure.

7. It is recommended that further discussions are held with officers of Midlothian Council to determine impact of emerging proposals on bus services within the local area.

8. It is recommended that any new bus routes undergo a technical 'tracking' assessment once a preferred or series of potential options have been developed.

9. It is recommended that discussions are held with officers of Midlothian Council and a survey carried out with local businesses to better understand their needs in relation to servicing.

10. It is recommended that a discussion is held with officers of Midlothian Council in relation to the new parking standards currently being developed and the provision of parking on the site.

11. It is recommended that further work is carried out to look at wider active travel connections from the centre of Dalkeith to key destination points, feeding into Midlothian Council's Active Travel Strategy. The Cycling by Design, Cycling Level of Service assessment tool should be used in the optioneering stage when comparing a number of different routes.

12. It is recommended that the project team keep in touch with key contacts of other emerging projects, such as the bus orbital route, Edinburgh trams extension and the A7 urbanisation project.

DALKEITH TOWN CENTRE REGENERATION

ALLIANCE CDM - CDM CONSIDERATIONS

Dalkeith Town Regeneration Study

CDM Considerations

20.01.23- Revision1



ALLIANCE
CDM

Dalkeith Town Regeneration Study

CDM Considerations



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Introduction

The purpose of this report is to identify the CDM consideration in relation to the proposed Dalkeith Town Centre Regeneration Feasibility proposals.

Reiach & Hall are acting as Principal Designer for the design work carried out during the feasibility study. This report summarises the considerations that require to be addressed from a CDM perspective when assessing the design proposals. Due to the high level nature of the design proposals carried out for feasibility studies the report is focussed predominately on the existing environment, phasing and public safety.

Surveys

The following surveys have been identified as being required if the proposals are developed further, please note this list is not exhaustive:

- Topographical Surveys
- Asbestos R&D Surveys
- Condition Surveys
- M&E Services Condition Survey
- Existing Utilities Record Information
- Site Investigation Report Phase 1 Desktop Study
- Ground Radar Survey
- Ground Investigation
- Flood Risk Assessment
- Ecology Survey
- Drainage CCTV survey
- Tree Survey
- Intrusive Structural Survey
- Utility Survey including Traffic Management
- Geotechnical Desktop Study
- Scottish Water Flow and Pressure Test

Existing Environment

Dalkeith lies seven miles south east of Edinburgh City Centre, five miles to the south of Musselburgh with other nearby towns including Loanhead, Lasswade and Bonnyrigg. The centre is well connected by the road network- the A6094 and A768 are the main trunk roads in the area. Access to Edinburgh Airport is good, with a drive time of around 20 minutes. Dalkeith is located on a ridge between the Rivers North and South Esk, on the junction between the route south from Edinburgh to the Borders and the route east west from Eskbank to Musselburgh.

Dalkeith has a surviving mediaeval street layout and many historic buildings dating from the 17th, 18th and 19th centuries. Many of these are listed because of their historic and architectural value. Dalkeith was an important market town, at its most prosperous during the 19th century.

The High Street has been the main thoroughfare through Dalkeith since medieval times. The northern section of the street from the gates of Dalkeith House to the junction with South Street is unusually wide (approximately 28m) and formed the historic market town area, this is largely intact. The southern section of the street was characterised by narrow width which had densely packed tenement buildings fronting onto the street with pends and closes providing access to the rear. This urban form is still intact to the north side however the 1960s development of Jarnac and Eskdaill Court to the south side dramatically changed the character of this area of the town.

There are a number of listed buildings within Dalkeith Town Centre with some Category B listed buildings located in the west corner of the study area.

Site Constraints- For a town centre construction site to be set up and managed safely it is important for the contractor to be aware of any constraints that are imposed upon the site. This information is conveyed via a site constraints drawing that details but is not restricted to the following:

Defined site area- each construction site for each phase needs to have a defined site boundary to allow traffic routes, both vehicular and pedestrian to be considered to ensure safe traffic movement through the town centre.

Delivery times- the removal of debris from demolition works and material deliveries can result in large vehicles frequently moving through the town. Restrictions need to be applied to ensure that this doesn't happen during morning and evening rush hours and dependant upon location during school drop off and pick up times.

The maximum size and weight of construction vehicles accessing certain areas of the town needs to be confirmed and any restrictions to those communicated to the contractor.

Any height restrictions in relation to underpasses or overhead services need to be highlighted.

Site security- given the public nature of the sites, security will be a priority with solid hoarding and netted or wrapped scaffolding required.

Public Events- any annual events that take place in the town centre will be highlighted and any traffic or work restrictions communicated to the contractor.



Traffic Management- Traffic, both pedestrian and vehicular will be impacted throughout every phase of the works. Early engagement with Midlothian Council Roads Department would be beneficial in developing a strategy that would work for public traffic routes and construction traffic routes. Any footpath or road closures will require a permit from Midlothian Council. Consideration will also be given to the requirement for craneage which may require short duration road closures. The potential location for craneage would be identified with restrictions to specific days/dates. Public awareness of changes to traffic routes in advance of their implementation is strongly advised. There will be a permanent change to traffic routes given the pedestrianisation of the High Street. This will impact future phases of the regeneration works. Increased construction traffic will add to congestion within the town centre and out of hours debris removal and deliveries will have to be considered.

Site Logistics- When considering the boundary for a construction site, consideration has to be given to ensuring that there is adequate space for welfare facilities, storage areas, skips, office accommodation and plant and equipment. A site logistics plan will be developed and where there are constrained sites, compound locations outwith the construction boundary may need to be considered.

Demolition Exclusion Zones- To safely demolish each building a demolition exclusion zone requires to be defined. This can vary due to the height of a building, its construction materials and the demolition technique. The required exclusion zone can impact existing pedestrian and vehicular access routes. Where a site is particularly constrained the demolition technique would have to be altered accordingly to ensure public safety.

Existing Services- Existing utility records will be requested from all service providers. A GPR survey will be commissioned to ascertain more accurately the location of underground services on the sites. Any overhead services will be noted on the site constraints drawing. Given the works are being carried out in phases services serving properties both residential and commercial will have to be investigated to ensure that disconnections for demolition of one building does not effect the other. Live services may have to be retained within site confines to ensure continuity of service to surrounding buildings. If service diversions are required then these would be identified as early in the design process if possible to allow enabling works contracts to be carried out if necessary.



Public Services(Emergency Services)- Access for refuse vehicles for residential and commercial properties will have to be retained along with deliveries to all operational commercial and public buildings. All current emergency service access routes will have to be assessed to ensure that the works do not impede on any emergency service vehicle reaching all required areas. Shared access routes with construction vehicles may be necessary but this will be limited to outside the construction site boundaries.

Works Outside Site Boundaries- Works will have to be carried out outwith each defined site boundary- this is normally related to service connections or diversions. These works require to be identified and noted on a drawing to allow the contractor adequate time to programme these works with minimal disruption to the surrounding public areas. As these works will be outwith the secure site boundary, security will be a priority along with minimising the amount of time the works will take. Possible part and full road closures will be required, these have to be co-ordinated with any other traffic restrictions imposed by the works.

Public Safety- The works are being carried out in a very busy city centre with a constant flow of both pedestrian and vehicular traffic. To ensure public safety, the aim is to reduce the interface between public and construction works as much as possible. A robust site constraints drawing would be developed ensuring that safe pedestrian routes are provided with adequate diversion signage posted at strategic locations. The constraints drawing will take in to account all major pedestrian routes through the town, specifically those used for walking to and from school. These will be highlighted on the drawing with delivery times restricted to outwith school drop off and pick up times where necessary.



Design

The following section looks at the phasing proposals and assesses the risks associated with each phase in relation to the CDM considerations as noted above:

Ground/Landscape Works

1A- Pedestrianisation of the High Street

- Major traffic management undertaking for vehicular(permanent) and pedestrian(temporary) access. Early engagement with MC Roads Department is recommended.
- Consider safe pedestrian routes to commercial properties on the High Street that are to remain operational, school routes and drop off/pick up times to be considered and noted on site constraints plan.
- Public awareness of changes to traffic routes in advance of their implementation is strongly advised.
- Adequate signage clearly identifying diversions, locations of relocated bus stops, shops still accessible to be prominently displayed.
- Construction traffic will have to access the High Street whilst maintaining pedestrian access to the commercial properties. Segregation and security of the works is a priority. Works to the areas immediately adjacent to each commercial property to be carried out in phases to minimise down time.
- Close liaison with the local community and business owners is required throughout the duration of the works.

1B- Kings Park Primary School

- Separate contract, programme to be considered in relation to adjacent works proposed specifically L1

Phases 2-7

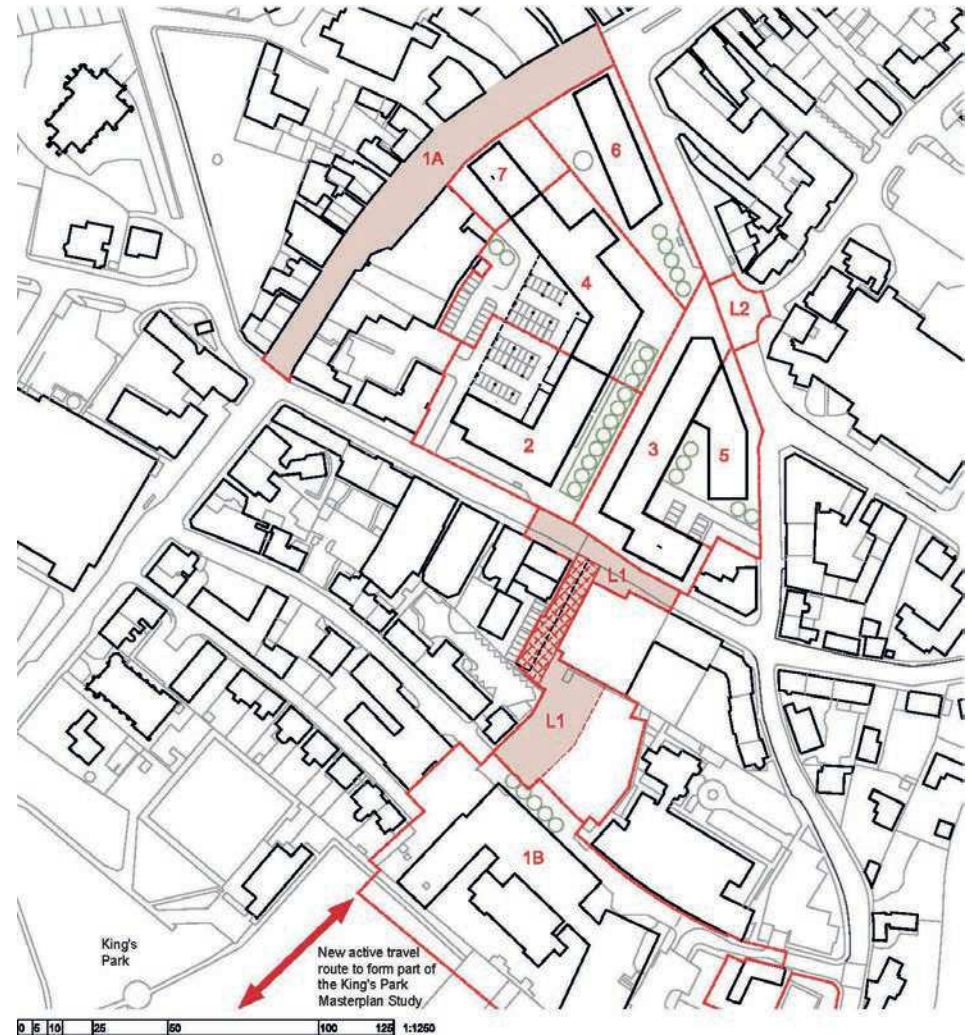
- Refer to the assessment of these specific phases including demolition and construction works as well as ground and landscape works

L1- Traffic Calming and Hard Landscaping

- The programming of the traffic calming to Buccleuch Street to be carefully considered. With the pedestrianisation of the High Street this will be the only route for vehicular traffic through the town. If these works go ahead after the High Street is closed to vehicles then adequate traffic management will be required and out of hours working is recommended.
- Hard landscaping works to consider pedestrian and traffic routes in this area and ensure any restrictions are adequately signposted. Access to the 9 no. parking spaces to be considered in discussion with MLC.

L2- Traffic Calming South Street

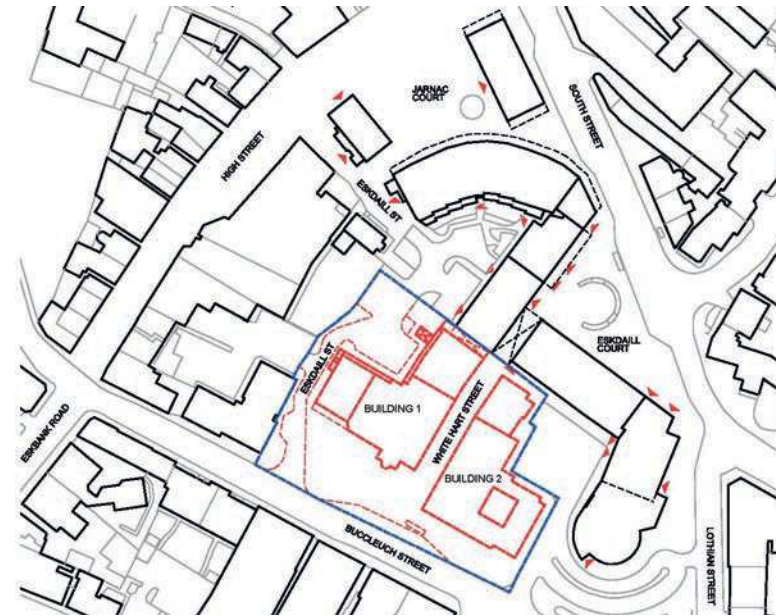
- The programming of these works to be carefully considered. With the pedestrianisation of the High Street this will be the only route for vehicular traffic through the town. If these works go ahead after the High Street is closed to vehicles then adequate traffic management will be required and out of hours working is recommended.



Phase 2

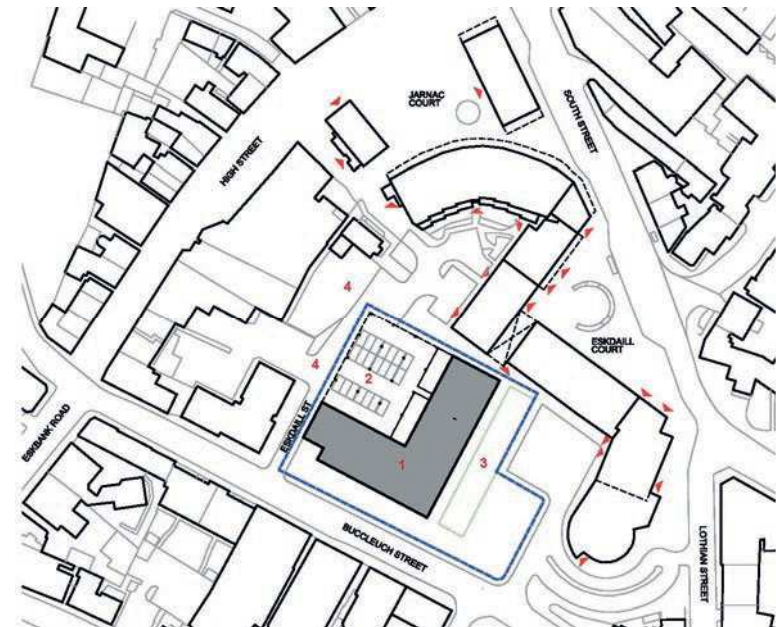
Demolition

- Proximity to bus stop on Buccleuch Street to be considered, this was a very busy area, can this be retained during demolition for as long as possible, adequate exclusion zone is available.
- Eskdaill Street shared access to parking/refuse collections to be considered with site constraints drawing being developed. Access will have to be retained as much as possible and early dialogue with the owners/occupiers of the adjacent premises will be required.
- Pedestrian access from Buccleuch Street through to South Street will no longer via possible via White Hart Lane. Diversions signs for pedestrian routes will be required.
- Access to Eskdaile Court residential properties adjacent to Building 2 to be considered in relation to safe public access as this is extremely close to the site boundary and building line.
- Building 1 adjoins and adjacent building- structural stability will have to be investigated to ensure that the adjoining building is stable and if required adequate temporary works are provided.
- Shared services to be investigated, there are services fixed externally to the building. Live services will have to be identified, protected and retained on site.
- Demolition exclusion zone to be considered, adequate space requires to be provided



Construction

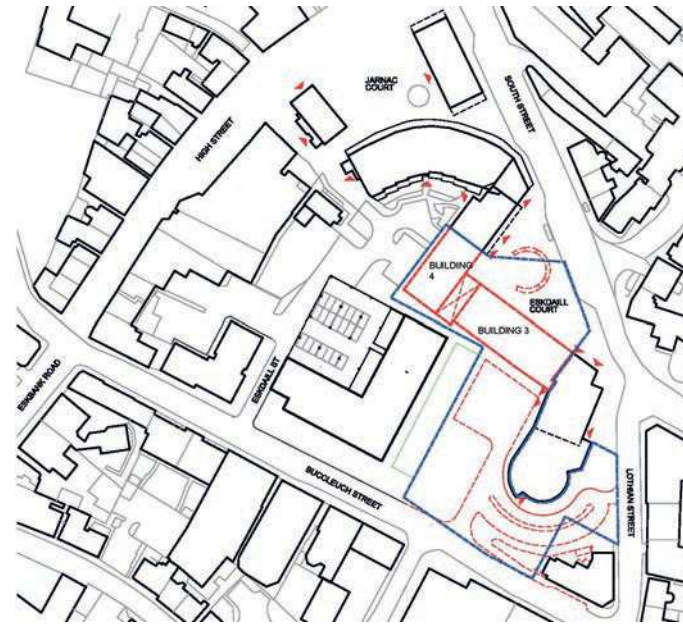
- Site access and constraints are challenging, delivery routes, site setup. Site accommodation to be carefully considered, this is a very constrained site
- The location of the site compound including welfare, storage, skips etc to be carefully planned with construction site access being heavily restricted due to the surrounding shared access routes. With the pedestrianisation of the High Street there is very limited options for partial road closures during the day. If craneage is require the constraints of the site may require overnight crane lifts.
- Eskdaill Street shared access to parking/refuse collections to be considered with site constraints drawing developed. Access will have to be retained as much as possible and continued dialogue with the owners/occupiers of the adjacent premises will be required.



Phase 3

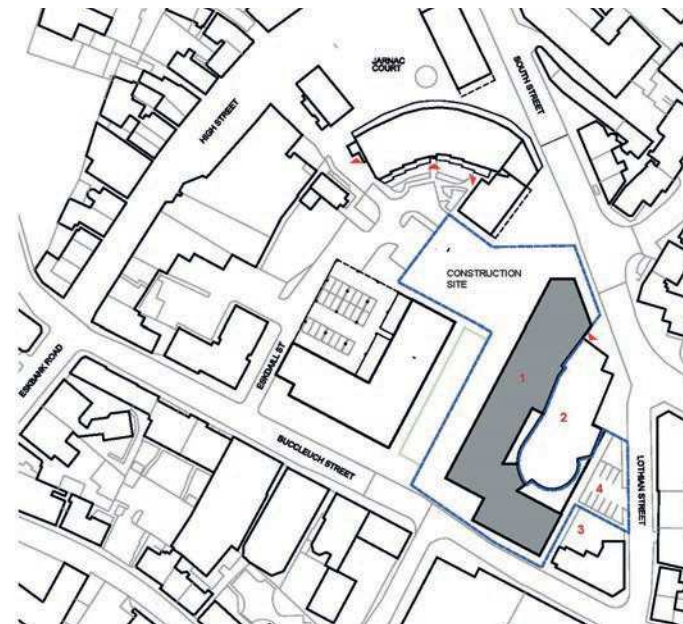
Demolition

- Part of Eskdail Ct (Building 3) housing is to be retained- structural stability will have to be investigated to ensure that the building is stable and if required adequate temporary works are provided.
- Shared services to be investigated, there are services fixed externally to the building. Live services will have to be identified, protected and retained on site.
- Safe access to One Dalkeith and the residential properties on the upper floors to be carefully considered. Fire escape routes must not be compromised.
- The safety and privacy of One Dalkeith users must be considered when carrying out the groundworks adjacent to the building.
- Noise and dust to be monitored in relation to the adjacent residential properties.



Construction

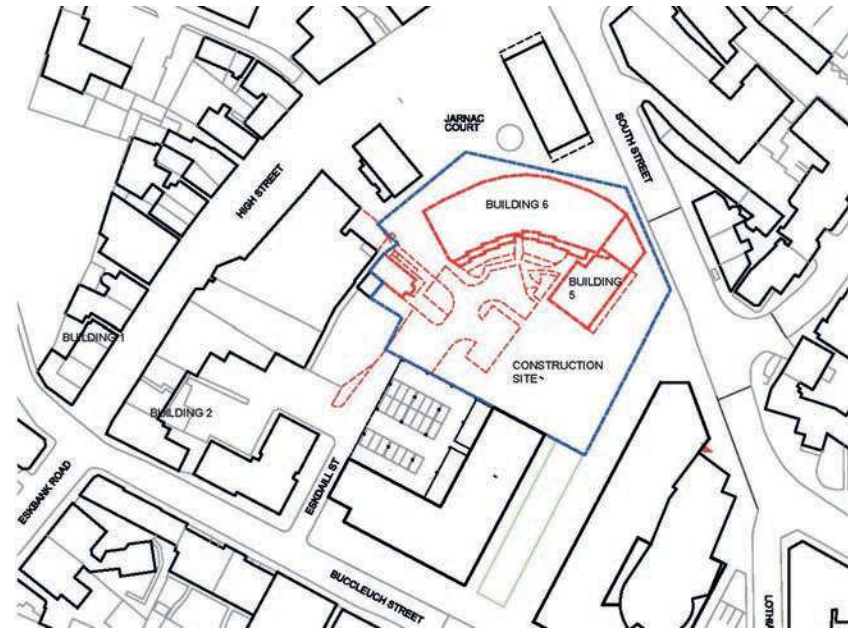
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- One Dalkeith will be vacated for these works but the upper floor residential will remain occupied. The fire action plan and risk assessment for the construction site will require to be robust and updated on a regular basis.
- Noise and dust to be monitored in relation to the adjacent residential properties.



Phase 4

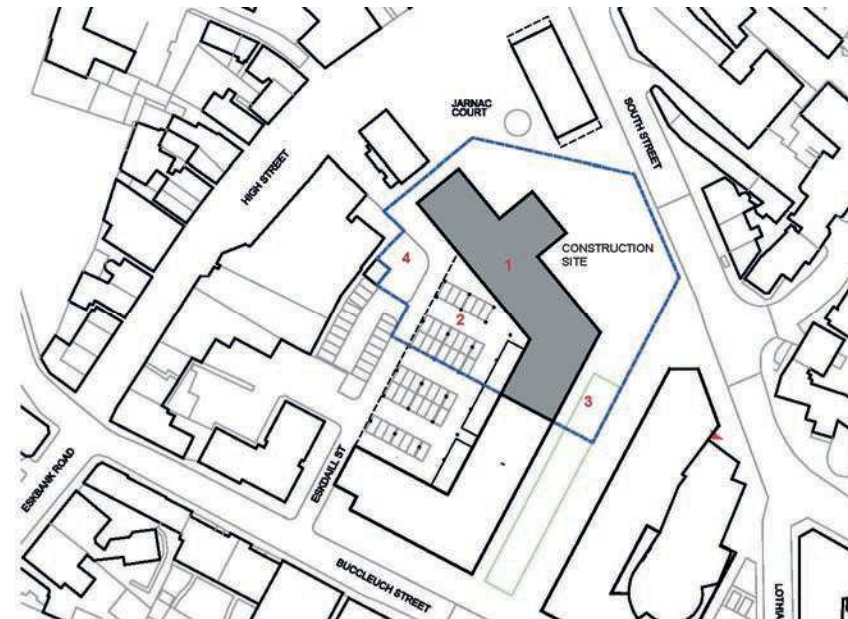
Demolition

- Much larger site area with access and egress preferred via Eskdaill Street where construction vehicles can drive straight into the site.
- With the pedestrianisation of the High Street all town centre traffic will use South Street and Buccleuch Street. The removal of demolition debris will require regular removal by lorries. These to be scheduled out of hours with all construction traffic movements pre planned.
- Where existing pedestrian routes are restricted adequate diversion signage must be posted.
- Noise and dust to be monitored in relation to the adjacent residential properties.



Construction

- Much larger site area with access and egress preferred via Eskdaill Street where construction vehicles can drive straight into the site.
- All construction traffic deliveries to be pre arranged outwith rush hour times.
- Where craneage is required this should be sited within the boundary of the site.
- Where existing pedestrian routes are restricted adequate diversion signage must be posted.
- Noise and dust to be monitored in relation to the adjacent residential properties.



Phase 5

Demolition

- Site access and constraints are challenging, delivery routes, site setup. Site accommodation may have to be located off site.
- Single point of access and egress from Lothian Street. The removal of demolition debris will require regular removal by lorries. These to be scheduled out of hours with all construction traffic movements pre planned. Consideration should be given to closing the public footpath along the site boundary and directing pedestrians across the road.
- The demolition exclusion zone is very limited with close proximity to new buildings, demolition techniques to be carefully considered
- Noise and dust to be monitored in relation to the adjacent residential properties.



Construction

- Site access and constraints are challenging, delivery routes, site setup. Site accommodation may have to be located off site.
- Single point of access and egress from Lothian Street. Construction traffic to be scheduled out of hours with all construction traffic movements pre planned.
- Consideration should be given to closing the public footpath along the site boundary and directing pedestrians across the road.
- If craneage is require the constraints of the site may require overnight crane lifts.
- Noise and dust to be monitored in relation to the adjacent residential properties.



Phase 6

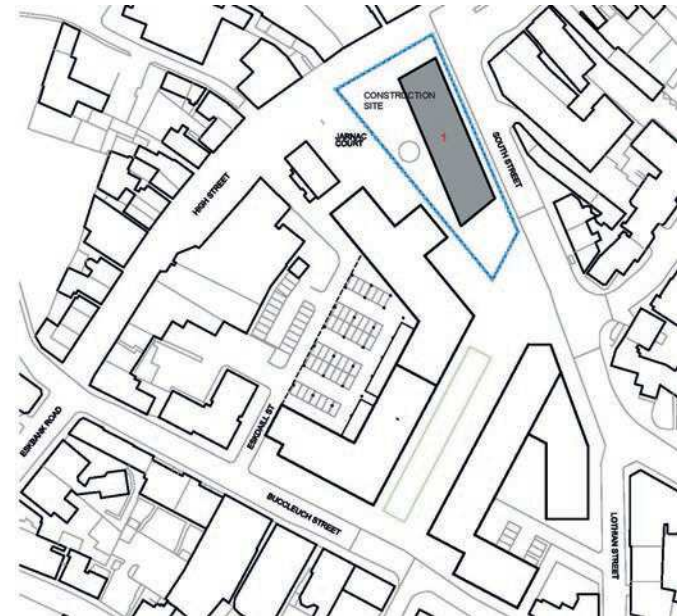
Demolition

- Much larger site area but with access and egress directly off of South Street where construction vehicles can drive straight into the site.
- South Street is a very busy pedestrian and vehicular route. Increased vehicular traffic to this road with the pedestrianisation of the High Street. Construction traffic to be scheduled out of hours with all construction traffic movements pre planned.
- Consideration should be given to closing the public footpath along the site boundary and directing pedestrians across the road.



Construction

- The building footprint makes for a more constrained site with access and egress directly off of South Street where construction vehicles can drive straight into the site.
- South Street is a very busy pedestrian and vehicular route. Increased vehicular traffic to this road with the pedestrianisation of the High Street. Construction traffic to be scheduled out of hours with all construction traffic movements pre planned.
- Consideration should be given to closing the public footpath along the site boundary and directing pedestrians across the road.



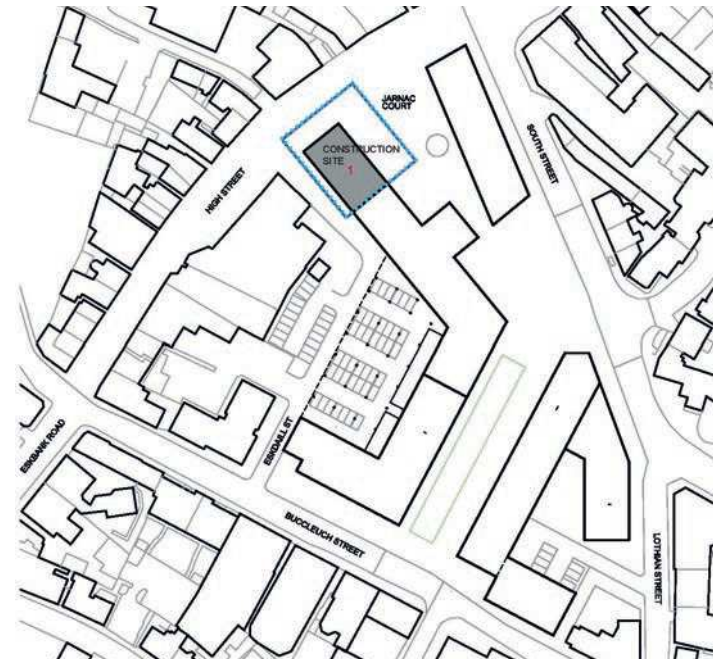
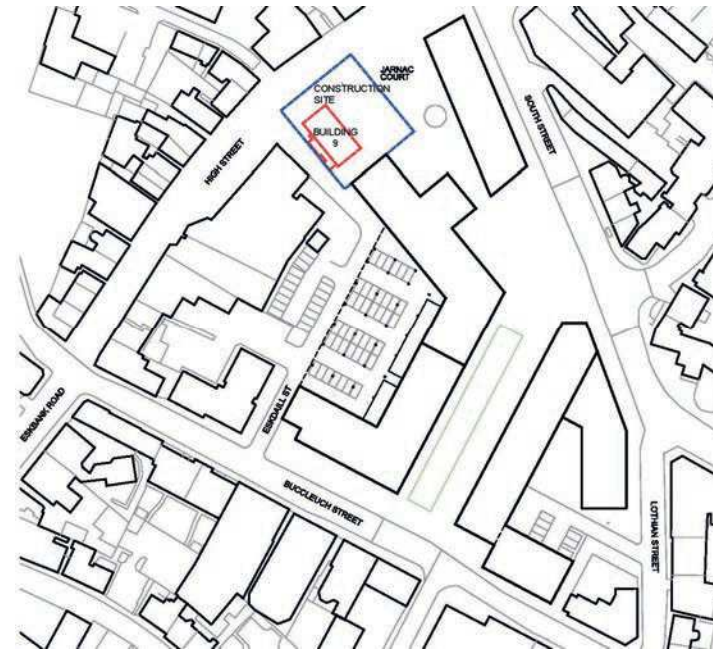
Phase 7

Demolition

- Adequate site area but the site is located within a fully pedestrianised area. If vehicular service access is available to the High Street out of hours then consideration should be given to the contractor accessing and egressing with demolition lorries in the same way.
- Demolition techniques are to be carefully considered due to the close proximity of the building to adjacent pedestrianised areas.

Construction

- The building footprint makes for a more constrained site. Site accommodation may have to be located off site.
- . If vehicular service access is available to the High Street out of hours then consideration should be given to the contractor accessing and egressing with delivery vehicles in the same way.
- If craneage is require the constraints of the site will require overnight crane lifts.



DALKEITH TOWN CENTRE REGENERATION

6.3 APPENDIX 03 - NESTA REPORTS

- Insights Summary
- Overview Survey Results

6.3 NESTA REPORTS

DALKEITH TOWN CENTRE REGENERATION

NESTA REPORTS - INSIGHTS SUMMARY

Midlothian



REIACH AND HALL
ARCHITECTS



Dalkeith Town Centre Regeneration Engagement

Insights Summary

July 2022

peoplepoweredresults.org.uk

 @ppresults

COMMUNICATING CLEARLY

We are happy to translate on request and provide information and publications in other formats, including Braille, tape or large print.

如有需要我們樂意提供翻譯本，和其他版本的資訊與刊物，包括盲人點字、錄音帶或大字體。

Zapewnimy tłumaczenie na żądanie oraz dostarczymy informacje i publikacje w innych formatach, w tym Braillem, na kasecie magnetofonowej lub dużym drukiem.

ਅਸੀਂ ਮੰਗ ਕਰਨ ਤੇ ਪੁਸ਼ੀ ਨਾਲ ਅਨੁਵਾਦ ਅਤੇ ਜਾਣਕਾਰੀ ਤੇ ਹੋਰ ਰੂਪ ਵਿੱਚ ਪ੍ਰਕਾਸ਼ਨ ਪ੍ਰਦਾਨ ਕਰਾਂਗੇ, ਜਿਵੇਂ ਵਿੱਚ ਬਰੇਲ, ਟੇਪ ਜਾਂ ਵੱਡੀ ਛਪਈ ਸ਼ਾਮਲ ਹਨ।

Körler için kabartma yazılar, kaset ve büyük nüshalar da dahil olmak üzere, istenilen bilgileri sağlamak ve tercüme etmekten memnuniyet duyuyoruz.

اگر آپ چاہیں تو ہم خوشی سے آپ کو ترجمہ فراہم کر سکتے ہیں اور معلومات اور دستاویزات دیگر شکلوں میں مثلاً بریل (ناپیدا افراد کے لیے) یا بڑے ہونے سروف کی کھائی (میں) ٹیپ پر یا بڑے سروف کی کھائی میں فراہم کر سکتے ہیں۔

Contact 0131 270 7500 or email: enquiries@midlothian.gov.uk

Contents

Context

- What is this work about?
- How did we listen to people?

What did we hear?

- Overview of key themes
- Theme 1: Moving around
- Theme 2: Places and spaces
- Theme 3: Services and amenities
- Theme 4: Identity and feeling safe

Appendix

- Moving around: a closer look
- What have people said about this process
- Place Standard voting

Context

- 1 - What is this work about?
- 2 - How did people participate?



What is this work about?

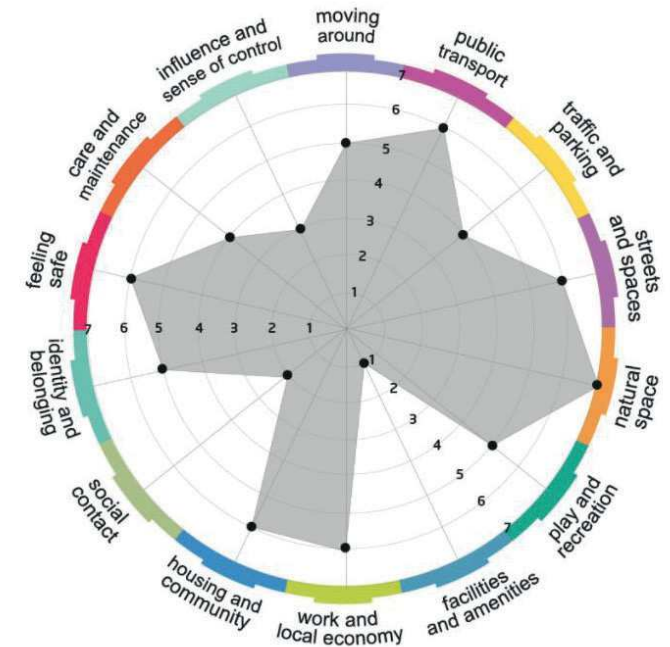
Midlothian Council is **updating the regeneration masterplan for Dalkeith, informed by a new vision for the town centre.**

We want to **build on what people have said in previous consultations and understand what people want from Dalkeith town centre today and in the future.** This new vision also needs to reflect new priorities and different ways of living that have emerged in the last few years.

Over May, June and July 2022 Midlothian Council and [People Powered Results](#) at Nesta have been **listening to people who live and work in Midlothian about their vision for the future of Dalkeith town centre.**

Did we hear you right? Feedback on what we have heard so far

The views gathered from this engagement work are outlined in this document and have been used by architects to draft proposals for the town centre regeneration. We are sharing this document, along with these draft proposals for the town centre regeneration, with people who live and work in Midlothian for feedback in August. We will then use this feedback, alongside consultation carried out by the architects, to update the proposals and produce an updated masterplan for the town centre.



Throughout this work we have used the **Place Standard tool (above)** to help us understand what people want from Dalkeith town centre now and in the future. This tool was developed by *Scottish Futures Trust*, and is used across Scotland to help start conversations about what matters to people locally.

How did people participate?

Between February and April 2022 we worked alongside key representatives across the Council, voluntary and community sector and businesses to co-design a community engagement approach for people who live and work in Midlothian. Through this co-designed approach we gathered a diverse set of perspectives from local residents and other stakeholders through a range of different methods and offering multiple opportunities for people to share their views. **315 people** participated so far through:



Drop-in days

Residents, children and young people dropped in to two local events in partnership with Art Club on Fri and Sat 13- 14th May at the Library and One Dalkeith.

104 people dropped in



Walkabouts

Residents and young people went on virtual and physical walkabouts individually or as self-organised groups to share their thoughts about Dalkeith town centre.

188 people took part



Virtual workshops

People joined three virtual workshops in early June for 1) people who live in Midlothian; 2) people who support Midlothian communities; 3) local businesses.

23 people joined



Literature review

We pulled out key insights from previous consultations, incl. the 2016 Masterplan, 2016 Dalkeith/Woodburn Action Plan, 2018 Destination Optimisation Tool, Introduction to One Dalkeith, 2019 Consultation and 2021 Dalkeith High Street Study



Feedback survey

We are sharing this document with communities for feedback, and will incorporate comments to produce an updated masterplan for the town centre

N.B. During the co-design process, we heard that Dalkeith communities were experiencing “survey fatigue” due to multiple consultations. In response, we opted to not run an online survey for the first stage of engagement.

What did we hear?

The following section gives a summary of insights gathered across the drop in days, virtual workshops and via the Walkabouts. These are presented under **4 themes**:

1. **Moving around**
2. **Places and spaces**
3. **Services and amenities**
4. **Identity and feeling safe**

Under each theme we have presented insights about:

- **How people feel now** and their **vision for Dalkeith Town Centre**
- **Key ideas that people felt would make a difference** in each section



Overview of insight themes

Moving Around

- Walking
- Cycling
- Public transport
- Driving and parking

Places and Spaces

- Buildings, streets and public spaces
- Natural space
- Play and recreation
- Shopping and eating out

Services & Amenities

- A focal point for holistic services
- Services to live and stay well
- Work and local economy

Identity & Feeling Safe

- Identity and belonging
- Feeling safe
- Care and maintenance



Moving Around

- Walking
- Cycling
- Public transport
- Driving and parking

Note: See [appendix on page 33](#) for more detailed insights on specific changes people wanted to see to help them walk, cycle and travel by public transport.



Moving around and in Dalkeith town centre - Walking



Walking: people were enthusiastic about a pedestrianised town centre, and new infrastructure

What did people say in previous consultations?

People wanted the town centre to be **more walking and cycling friendly**, with **less and slower traffic**.

They wanted **improved walking and cycling links** to nearby destinations, especially **Eskbank Station** and **Dalkeith Country Park**.

They wanted the **pedestrian routes extended** into Ironmills Park.

What are we hearing now?

Overall, there was appetite for a **pedestrianised town centre**, with **significantly reduced traffic**. Many people, especially those with children or mobility problems, said that traffic around the town feels scary and **congested**, for example on the High Street. There were requests for new **pedestrian crossings** in multiple locations around the town centre, including functioning **accessibility features**.

Many said that Dalkeith did not feel **accessible** for them when walking: pavements can be **narrow**, at times **blocked by vehicles or bins** and **uneven paving** and **hills** are difficult for those with mobility issues, wheelchairs or prams. Some people told us that **outdoor seating** would make them feel more comfortable.

There were ideas for **new and extended walking routes**, including along the railway line and reopening the route into Ironmills Park. To complement this, some suggested **better signage**.

Key ideas to make a difference

- ★ Adding pedestrian crossings in key places
- ★ Fixing uneven or obstructed pavements
- ★ Reopening walking routes into Ironmills Park
- ★ Clear signage highlighting walking routes around the town centre and to Dalkeith Country Park

"I'm less confident walking after lockdown... Not used to being out and about"

Moving around and in Dalkeith town centre - Cycling



Cycling: people wanted to see new cycling infrastructure, including cycle lanes and bike parking

What did people say in previous consultations?

People wanted the town centre to be **more walking and cycling friendly**, with **less and slower traffic**.

They wanted **improved walking and cycling links** to nearby destinations, especially **Eskbank Station** and **Dalkeith Country Park**.

They wanted **improved cycle routes** to maximise use of e-bikes.

What are we hearing now?

Overall, there was enthusiasm for **better cycling infrastructure**, both in Dalkeith itself, and between Dalkeith and surrounding towns and destinations. Current traffic, on roads and roundabouts without **cycle lanes**, make some areas particularly **intimidating** for cyclists. Requests for new cycle routes included to and from **Eskbank Station** and **Dalkeith Country Park**.

Some said that road surfaces need to be repaired, with potholes filled.

Some mentioned that additional infrastructure like more **cycle parking** around the town centre would help them, for example at **shops** and the **children's play park**.

Some mentioned the **e-bike scheme**, and wanted to see the return of bikes for hire in the town centre.

Key ideas to make a difference

- ★ Putting in protected bike lanes in key locations
- ★ Increasing bike parking
- ★ Fixing potholes and ensuring smooth road surfaces
- ★ Re-introducing e-bikes to the town centre

"A lot more people would cycle in Dalkeith, if the roads were better adjusted."

Moving around and in Dalkeith town centre – Public transport



Public transport: public transport is good, but it needs to be affordable and easy to use

What did people say in previous consultations?

People wanted more bus services to and from local places, including Eskbank Station and Dalkeith Country Park.

What are we hearing now?

The **importance of local bus services** came through strongly. Current services are appreciated, but many felt that more could be done to **improve sustainable transport** and help people move away from cars. Many people commented on bus services that were important for them, but were **infrequent, unreliable, or recently cut**.

Additionally, new bus services on **orbital routes** or to and from new **housing developments** would help people come into and out of Dalkeith. Residents emphasised that for them to use it, public transport needs to be **affordable, accessible and regular**.

Many people mentioned that they would like to see public transport options to and from **Eskbank Station** and **Dalkeith Country Park**. A 'Park and Ride' or 'Park and Walk' into Dalkeith were suggested.

A '**Dial a Bus**', **youth bus** or **bus for disabled people** were also suggested to support mobility in and out of Dalkeith without cars.

Key ideas to make a difference

- ★ Introducing a 'shuttle bus' to and from the town centre, Eskbank Station and Dalkeith Country Park
- ★ Introducing 'Dial a Bus' or youth bus service

"People want to ditch their cars, but they need help to do it."

Moving around and in Dalkeith town centre- Traffic and Parking



Traffic and parking: residents said there was a lot of traffic in their town centre

What did people say in previous consultations?

People wanted **more free parking** in the town centre.

People also said that **busy car parks felt unsafe** with children.

What are we hearing now?

Overall, people felt that there was **too much traffic** in the town centre and that this made it feel **unfriendly**. Some wanted to see an **end to through traffic in the town centre**, perhaps opening it to buses only - and this aligns with the vision some have for a pedestrianised 'town square'.

For those who do drive, there were **mixed opinions** about access and parking in the town centre. Some felt that the town centre was already 'well off' in terms of parking, but others disagreed, especially for Council staff and for **disabled and elderly people** accessing banks and other services in the town centre.

There were mixed opinions about **current parking charges** in the town centre. Many wanted parking to be free for longer, while some thought the current parking charges were fair. Some wanted to see **EV charging points** introduced.

Businesses emphasised that it was important to them to have **good communication about any changes** to traffic and parking in the town centre.

Key ideas to make a difference

- ★ Improve parking, for example by extending free parking and ensuring access to the town centre for disabled people and shoppers
- ★ Introducing Electric Vehicle charging points

"I'd like to see a traffic detour to avoid the town centre."

At a glance: moving around

"The only time I feel unsafe in Dalkeith is when walking with my young son and feeling like I need to have eyes on the back of my head due to all of the traffic and junctions. Dalkeith should be a place to travel to and live in, not somewhere where people driving through ... get priority."

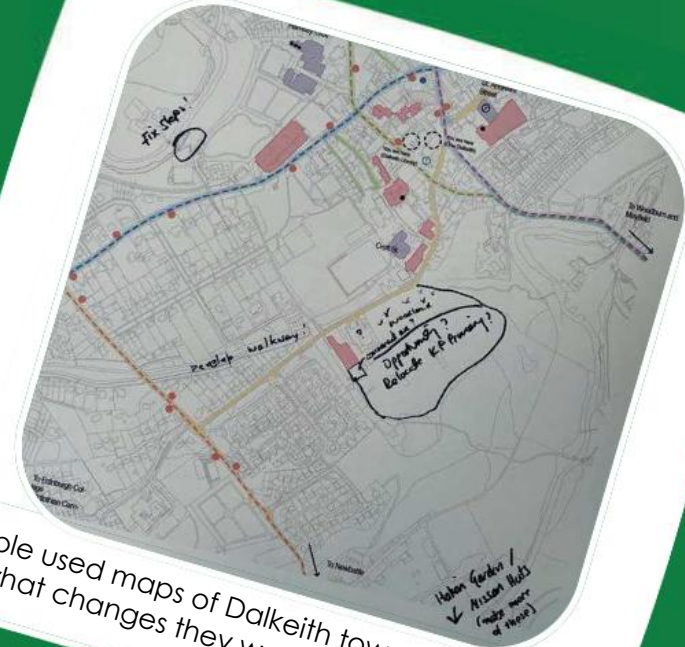
"Walking distances for people with disabilities are long"

"Buses are a priority, especially orbital routes please!"

"Walkers need sloping kerbs, especially with shopping. It's harder to get around"

"Better signage. Cycle and safe walking routes. Better bus service and link to train!"

"The way you need to think about it is - would you do it with a child on the back of your bike?"



People used maps of Dalkeith town centre to tell us what changes they want to see in the future

Places and spaces

- Buildings, streets & public spaces
- Natural space
- Play and recreation
- Shopping and eating out



Places and Spaces – Buildings, streets and public spaces



Buildings, streets and public space: People were keen for an open, pedestrianised town centre

What did people say in previous consultations?

People were keen for a **'town square'** to be developed with space for a farmers' market, art exhibitions and a big screen to broadcast events.

They also wanted to see **additional features to improve the appearance and accessibility of public spaces** - such as seating, public toilets, planting and additional lighting.

People were keen to **stay true to original architecture and design** e.g. restoring original tile work at Eskdaill court.

What are we hearing now?

There was enthusiasm to build on what is **already there** in the town centre and maintain the open space. People remained enthusiastic about the central area being **pedestrianised**, with seating and making space for outdoor cultural events and socialising.

Residents and business owners were keen to see cafes and other business allowed to **'spill out'** onto the street in nice weather, adding to the **'central square feel'**.

While there is love for the town's **historic buildings** and the old 'closes', many told us that there is too much concrete and that **buildings feel neglected and in need of redevelopment**. Young people were keen to see buildings reused for environmental reasons. Street art was suggested as a way of adding much needed colour.

People also commented on the need for **cleaner, better maintained public toilets**.

Key ideas to make a difference

- ★ Pedestrianising the central area, including the high street
- ★ Maintaining and cleaning public toilets regularly
- ★ Encouraging local street art to add vibrancy and colour

"People love to congregate in Jarnac Court. Make it more attractive, continental."

Places and Spaces – Green Space



Green space: People want parks and natural spaces to be easier to access and enjoy

What did people say in previous consultations?

People were keen to see more attention on the **upkeep of parks**.

People talked about the **green area** around **King's Park Primary School** being unkept, and that this was encouraging anti-social behaviour.

One idea people had to address this was to fence off this green area specifically for Kings' Park Primary School to transform it into a "**school woodland**" space.

What are we hearing now?

People were keen to see **more green** in the town centre to counteract the 'concrete jungle' feel. Trees, planters, flowerbeds and shrubs would help soften the appearance of the town centre and add much needed colour.

Parks and natural spaces near the town centre are really valued. Dalkeith Country park is a great asset and people would like to see more done to recognise these spaces and make the **journey** to get to them **easier** for people and families.

People also suggested simple ways to make it easier to **spend time** in green spaces by using gazebos and covered areas to '**weatherproof**' them, and making well maintained and accessible **public toilets** available.

Key ideas to make a difference

- ★ Building covered areas to weatherproof parks and outdoor spaces
- ★ Adding trees, shrubs, flower beds and planters to central spaces
- ★ Making well maintained public toilets available
- ★ Using signage in green spaces to encourage people to visit the town centre

"I'd like to buy my lunch and eat it outside... even if there was just one tree."

Places and Spaces – Play and recreation



Play and recreation: people wanted more leisure facilities and organised events in the town centre

What did people say in previous consultations?

People and families were keen to see **more events** in the town centre, in the evenings and at weekends. There was enthusiasm for **outdoor entertainment** in the form of live music and shows.

People wanted to see **more support** for existing **activities** and **clubs**, e.g. tennis club, walking group, rugby club, cycling without age, faith-based and men's sheds. Families wanted to see a **Breakfast Club** and **After School club**.

What are we hearing now?

Adults and young people told us that they wanted to see more **leisure facilities** in the town. Suggestions included play and water parks, gaming and board games cafes, a skate park, as well as a cinema, bowling alley, children's soft play centre and a 'sensory garden' in Kings Park. Many also wanted a **community centre** to bring people together and offer a range of activities - similar to Brunton Halls or the Steading in Rosewell.

Many were keen to see an **affordable gym** and a **Leisure Centre** as priorities and some suggested that Kings Park Pavilion could be transformed into a changing facility for sports activities.

People were also keen for **organised events and activities** to draw families and visitors into the town centre. There was a big appetite for affordable and accessible leisure activities, run in local venues and spaces, including:

- **Sporting & wellness** activities - running events in Kings Park, dance and yoga classes, other exercise classes, crazy golf and putting in the park.
- **Social, creative & educational** activities - cookery, sewing, art & music classes, theatre, art exhibitions, a community garden, a craft market, independent cinema and projections in Jarnac Court.

Key ideas to make a difference

- ★ Putting on a range of family-friendly events in the town centre
- ★ Being creative with existing spaces such as Kings Park pavilion to support sporting activities and clubs to flourish

"[I'd like to see a] community centre where lots happening and you are welcome to join in"

Places and Spaces – Shopping and eating out



Shopping and eating out: People wanted a wider diversity of places to shop and eat

What did people say in previous consultations?

A more **diverse** offering of places to **eat out and shop** in Dalkeith was important to people, to encourage them to spend more time in the town centre.

There was enthusiasm to create space for **local markets**, showcasing local produce and providing space for '**pop-up shops**' for local businesses - from farmers' markets to local arts and craft markets.

What are we hearing now?

While many mentioned that they like the shops in the town centre, there was strong message that people wanted more **variety** in places to **shop and eat out**. They were excited about the potential for **markets and pop up stalls** in a new '**town square**' space, to transform the experience of shopping and eating out in the centre.

The **types of shops** people mentioned that they wanted to see included a shoe shop, bookshop, haberdasher, crafts and clothes shops (including those for young people), a repair cafe and shops focused on ethical/eco-friendly products. People also wanted to see shops made more accessible to those with mobility issues, for example through step-free access and Braille information plaques.

There was also eagerness for **higher quality** restaurants, delis and speciality food shops. While **young people mentioned wanting a Mcdonalds**, others wanted to see **less fast food** outlets. People mentioned vegetarian outlets and those offering 'affordable, healthy food'. Some were keen to ensure that **gentrification** does not erode a sense of belonging for people.

Key ideas to make a difference

- ★ Creating space for independent businesses and local farmers to have pop-up market stalls in the town centre
- ★ Incentivising a diverse range of independent businesses to set up in the centre

"We don't want to lose that pleasant, central, open space. A definite focus of the town centre."

At a glance: Places and spaces

"I can't get over the quality of the green space that surrounds Dalkeith."

"I want to get away from thinking about just shops... Let's have blue sky thinking... What about activities, entertainment?"

"[I'd like to see] refilleries and eco-friendly shops, including Zero Waste centres like in Dunbar; Tool Library like Edinburgh's Leith Walk; Repair and Refurbish - eg clothing, IT, furniture; bike station to repair and refurbish bikes.."

"I would not want people to feel like the town centre is not for them any more, because it has been gentrified."

"There should be a youth friendly space that supports us with mental health and creates volunteering opportunities"

At the drop in days, children drew pictures of places they would like to see in Dalkeith town centre



"Playground"
by Orla



"Skate park"
by Marcel



"Gaming Cafe"
by Peter

Services and amenities

- A focal point for holistic services
- Services to live and stay well
- Work and local economy

Services and Amenities – A focal point for services



A focal point for holistic services: People were enthusiastic about bringing services under one roof

What did people say in previous consultations?

People really valued the **library** and **post office** as focal points in the community, especially for people without transport.

Some made suggestions about **expanding the library's role** as a social space and to extend the reach of other services, e.g. private booths for people to attend digital medical appointments.

People were keen to see a **community pantry**.

What are we hearing now?

People still highly valued the **post office** and **library** as essential services. Residents and third sector organisations were keen to see a **one stop shop** for services, advice and practical support - bringing together support from Council and third sector organisations under one roof. People wanted to build on the social work centre on St Andrew street, which has been working well on a smaller scale.

A **community hub** could be a place for people to access a **range of social, welfare, health and support** services, as well as attending affordable **wellbeing activities** such as yoga, mindfulness and dance.

The approaching cost of living crisis has also reinforced the need to be proactive in setting up services like a **community clothing bank** and **food pantry**, as well as holistic initiatives such as **allotments** that support people to access affordable, healthy food, promote skills development, and improve mental and physical health.

Key ideas to make a difference

- ★ Setting up a community pantry
- ★ Adding private booths and equipment to the Library for people to attend digital medical appointments

"Community space that we can book to hold events and bring citizens and service providers together.. We could use it to deliver some services as well that potentially don't require clinical space."

Services and Amenities – Services to live and stay well



Services to live and stay well: People told us they need better access to housing and health services

What did people say in previous consultations?

People were keen to see improvements to **housing services and new housing options being developed** to provide more attractive buildings, access to green space, parking and to ensure residents feel safe.

People wanted to see a variety of housing tenure options and housing that **meets the needs of families and older people**.

What are we hearing now?

Housing was still an area that **needs improvement**. While some people were keen to retain the look and feel of the historic buildings in Jarnac Court, others wanted to see the area redeveloped. There is also a need to improve **energy efficiency** and manage costs for residents, through better **insulation** and solar panels. One resident mentioned the need for better access to support from the **Housing Officer**, while another wanted to see more one-bed housing.

People wanted to see improvements in **access to local healthcare and wellbeing services**, including a walk-in facility for health advice and better access to GP appointments, women's health and holistic mental health support. Many told us about **long waiting times** at the existing chemists, and specifically mentioned the need for a **more accessible pharmacy service**.

Residents and businesses wanted to see **free Wi-Fi and access to computers** in the town centre.

Key ideas to make a difference

- ★ Prioritising improvements to Jarnac Court, Eskdail Court and Buccleuch Street to improve housing conditions
- ★ Providing free Wi-Fi in the town centre

"It [Jarnac Court] is like a prison sentence.. It's dirty, it's noisy and smelly and it's a horrendous place to live."

Services and Amenities – Work and local economy



Work and local economy: People wanted more support and incentives for independent businesses

What did people say in previous consultations?

People were keen to see **incentives for businesses and additional retail space to encourage independent businesses and startups** to set up and thrive in the town centre.

What are we hearing now?

Businesses echoed the **need for more organised events and activities** to give their customers a reason to visit the centre and stay. There was enthusiasm about the opportunity to use a new pedestrianised town square and other public spaces to

- **Celebrate local produce and talent** through markets
- **House new independent businesses and pop up shops**
- Provide much needed **additional venue space for health and wellbeing businesses** to run classes

Helping independent businesses to thrive was seen as a good route to **providing new jobs and opportunities**, alongside the job centre.

There was excitement about the potential of the new **One Dalkeith premises to provide a hub for businesses and start-ups**, providing much needed co-working and hot desking spaces, a venue for meetings and to incubate start-up businesses.

People noted the Dalkeith is very quiet in the evenings and were keen to see more bars, restaurants, a cinema and theatre to support the night time economy.

Key ideas to make a difference

- ★ Making the most of the new One Dalkeith space
- ★ Creating space for independent businesses and local farmers to have pop-up market stalls in the town centre

"Locating our business in the centre means it's good for us strategically. We're able to service Edinburgh but also have local positioning in the marketplace. I love the vibrant, engaged and empowered community we have here."

At a glance: Services and amenities

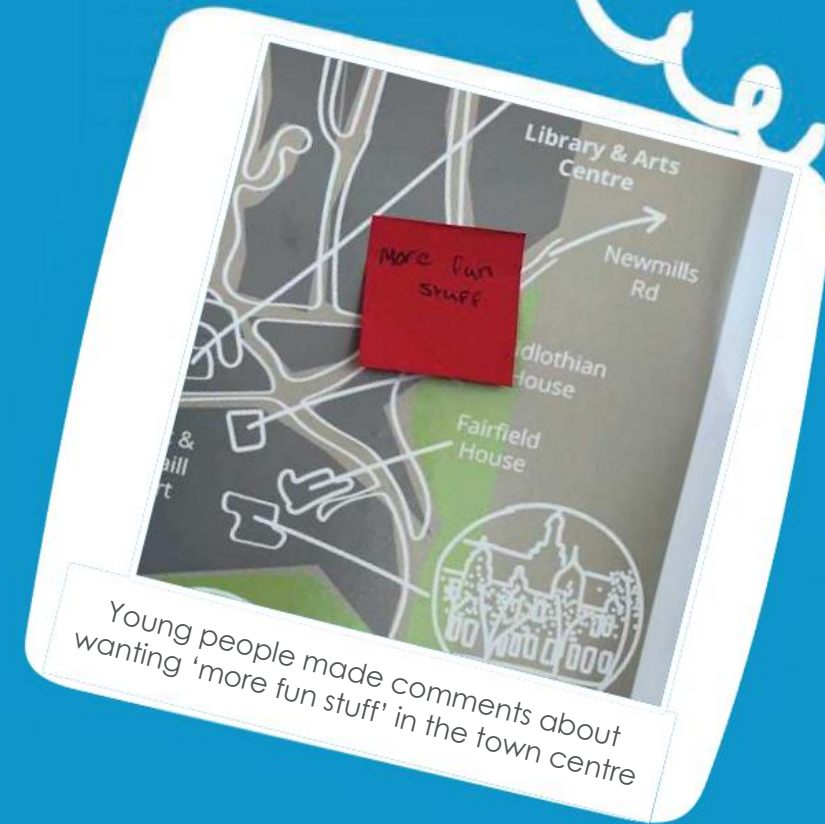
"Why can't we have a farmers' market? We're surrounded by farmland and local crafters, but right now it's all going to Edinburgh markets."

"I'm a newcomer, but find Dalkeith to be vibrant, edgy and friendly. I love its proximity. In recent years I've had lots of interaction with local businesses and think there's huge potential for the business community to develop and prosper."

"[I want to see] more support to help people get on with their lives and get into work."

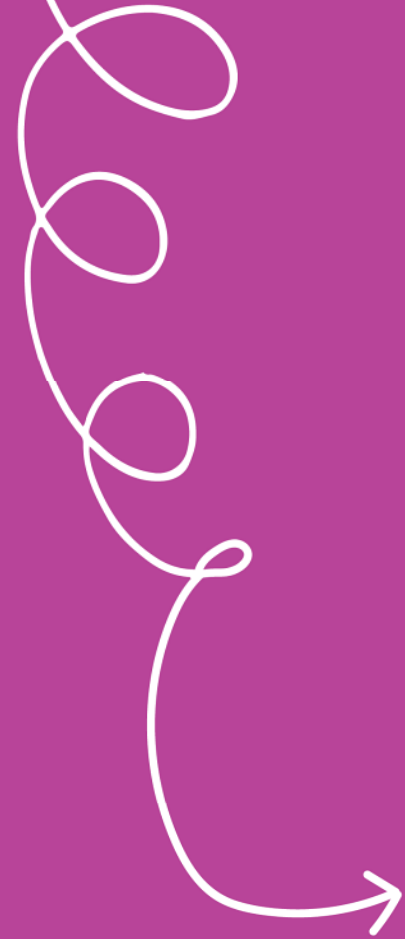
"As a retired person.. I would like to find everything I need here in Dalkeith. I can... apart from shoes, we need a shoe shop."

"A health centre where you can actually see a doctor"



Identity and feeling safe

- Identity and belonging
- Feeling safe
- Care and maintenance



Identity and feeling safe – Identity and belonging



Identity and belonging: there's a lot of positive energy about Dalkeith that can be built on

What did people say in previous consultations?

As a place, Dalkeith has a **rich historic legacy**, and people wanted this to be more visible. In particular, the **witch trials** that happened in Dalkeith are a popular topic for some, as shown by the panels on the One Dalkeith building. These women could be a **good focal point for a memorial, statue or fountain in the town centre**.

It was important to people that Dalkeith has its own **unique identity**, and isn't simply seen as a suburb of Edinburgh.

Dalkeith has a **coat of arms** and it was suggested that this could be used to brighten some buildings.

What are we hearing now?

There were some really positive comments about the **identity** and **community** in Dalkeith, with some saying that it felt **vibrant, edgy, welcoming and unique**. Other ideas in this report, like a **market, wellbeing hub** or **new cultural hotspots**, could contribute to a renewed sense of identity for the town as a whole.

Many commented that they wanted to see more made of **Dalkeith's rich history**. There are some visible tributes in the town centre - like the **witch panels** and **red and blue plaques** - but more could be done to highlight this to visitors.

Many appreciated the work of the Guerrilla Gardeners, and wanted to see more **community volunteering and input**. They also wanted **opportunities to vote** on and discuss issues affecting the town centre. People also wanted a noticeboard and a face-to-face contact point, as well as **better communication** from the Council on issues like parking changes and e-bikes.

Key ideas to make a difference

- ★ Organising events that bring people together
- ★ Publicising heritage trails
- ★ Preserve a town centre 'focal point', possibly including a market or outdoor seating
- ★ Opportunities for residents to feed into decisions, e.g. Community board

"There's a vibrancy and edginess to Dalkeith that could be developed and fostered."

Identity and feeling safe – Feeling safe



Feeling safe: anti-social behaviour and drinking after dark make some feel less safe

What did people say in previous consultations?

There were some comments about **antisocial behaviour** in the town centre, and Abbey Road Woodland and Rose Garden, some of which could be alleviated by after-hours use of the school.

People commented on the need for **good lighting** around the streets to improve the feeling of safety.

What are we hearing now?

There were **mixed opinions** about how safe the town centre feels currently. While many people said positive things about the identity and community of the town as a whole, many said that they felt less safe **after dark and on Friday and Saturday evenings**. Some people told us that **alcohol consumption** and large groups can create an **intimidating atmosphere**, especially for women.

Some people spoke about **antisocial behaviour** in other areas of Dalkeith, including the old fashioned 'closes', Kings Park and Waterfall Park. People knew of crime including muggings and assaults that had happened, which made them feel less safe in certain areas.

Suggestions to improve safety included **better lighting**, a safe space or somewhere to report hate crime, and more visible police presence or a point of contact for the **police**.

Key ideas to make a difference

- ★ Improving safety and lighting in the town centre and closes at night

“During the day I feel safe in Dalkeith, but on Friday and Saturday at night it’s a different story.. I’ve been followed before, so I don’t go to the Abbey side any more.”

Identity and feeling safe – Care and maintenance



Care and maintenance: the town centre is visibly neglected and needs some love

What did people say in previous consultations?

There were comments about aspects of **maintenance** including keeping buildings clean, maintaining planted areas, and rubbish and recycling.

Some wanted to see the shopfronts **refreshed** and buildings **power washed**. Some wanted updated rubbish and **recycling storage**.

What are we hearing now?

There was a strong consensus that the buildings in the town centre do not look properly cared for, and that this **affects the feeling of Dalkeith as a whole**. Although some people felt fond of the buildings, or appreciated them as good examples of post-war architecture, they were frequently described as **'tatty'** and an **'eyesore'** in their current state.

People wanted to see the town centre properly maintained, including shops and housing, which are visibly **neglected**. There have also been issues with **drainage** in these buildings, which have been a problem for local businesses.

Better bin and waste collection facilities in the town centre (for example, on-street **recycling** and **cigarette disposal**) were suggested along with storing larger bins away from main streets. Ideas in Theme 2, for more **greenery and 'soft landscaping'**, would also make the town centre feel more loved and looked after - but these **need to be maintained long term**. People also highlighted the need to tackle the **'gull problem'** in the town.

Key ideas to make a difference

- ★ Improving the condition of the shops and housing in the town centre
- ★ Upgrading the bins to incorporate on-street recycling, and generally improving cleanliness
- ★ Doing more to maintain greenery, e.g. planters and trees

"If I want to feel proud of a place I want it to be clean and tidy... Unfortunately if it wasn't for the guerrilla gardeners, the town would be in a sorrier state than it is."

At a glance: Identity and feeling safe

“Dalkeith is an incredibly friendly town. If you live here you might not notice it, but as an outsider, I really do.”

“There’s a feeling of community, I feel safe. It just needs some love.”



People chatted about what they want to see in Dalkeith over a cuppa at the drop in days

“Night time venues aren’t attractive and don’t feel safe. It can feel ‘blokey’. There’s nothing family friendly or community oriented currently.”

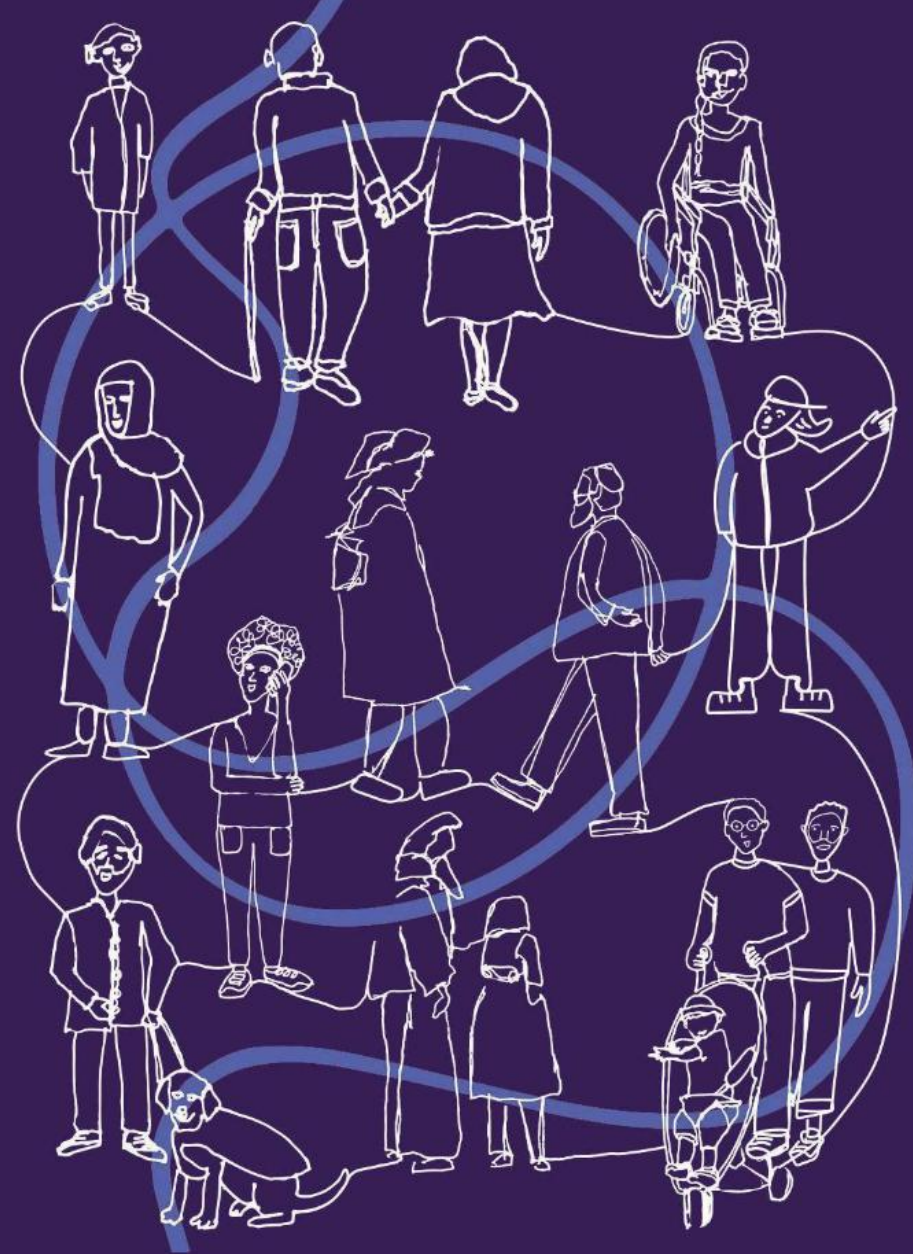
“We’re not just a suburb of Edinburgh”

“The buildings look uncared for and this affects the feeling of the place.”

In summary

Key themes

People shared a wealth of views and suggestions on what people, families and businesses need for Dalkeith town centre to flourish in the future. While there were mixed opinions and unique ideas on some issues, there was a strong consensus around several areas. The following slide outlines the key areas of consensus we heard through this work, and the start of a fresh vision for Dalkeith town centre.



In summary

Key themes



A pedestrianised central square as a focal point for cultural events, markets and socialising

To give the town centre a vibrant feel, support local independent businesses and encourage people to linger



More diversity in the facilities and businesses located and operating in the town centre

To support the local economy, improve options for shopping and eating out and support the health and wellbeing of residents



Improve connections between green spaces, key transport links and the town centre

To help people transit easily between Dalkeith Country Park, Dalkeith town centre and transport links such as Eskbank station



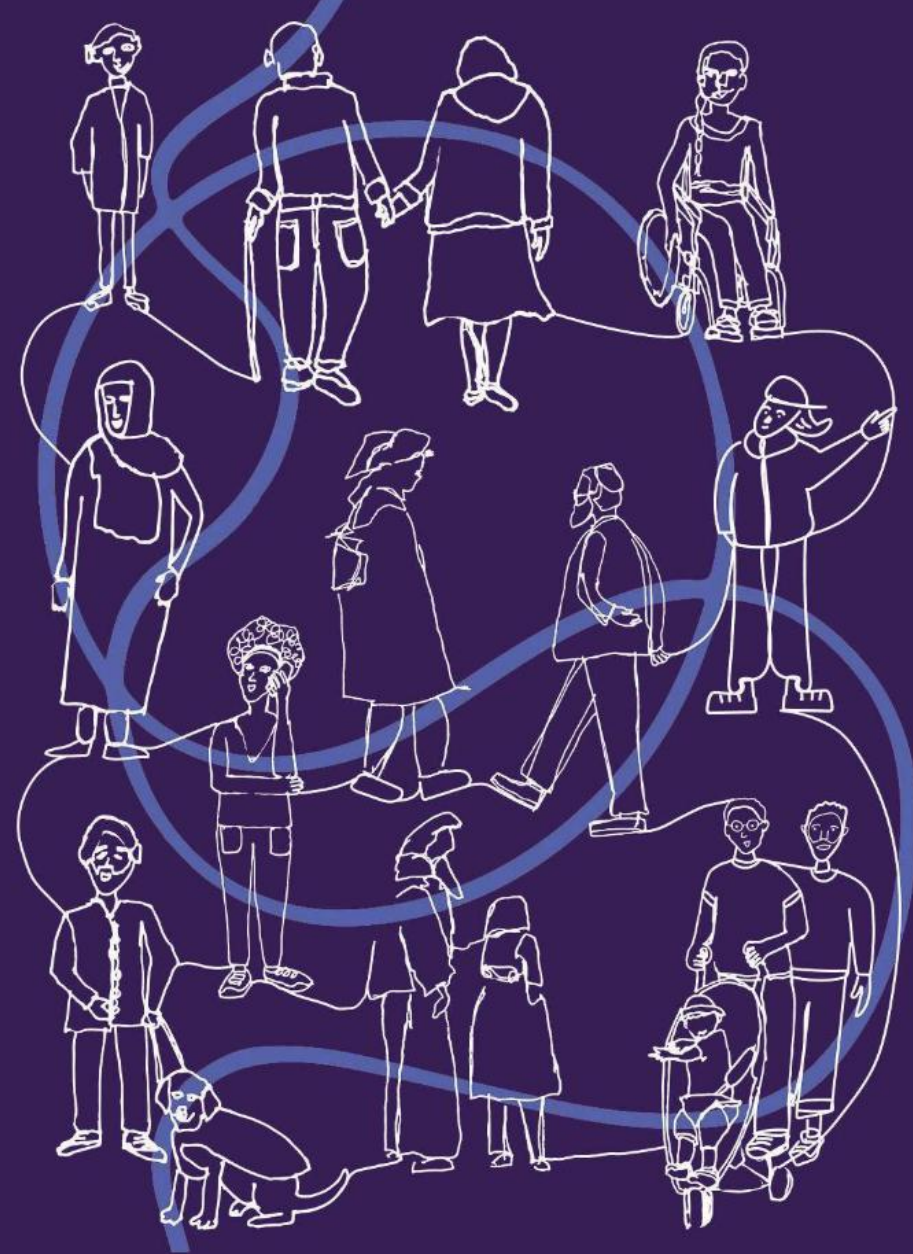
Refresh and brighten the appearance of the town centre

Ensure the buildings look cared for, introduce trees, flowers and greenery, and commission street art to soften buildings and add colour

Appendix

This section contains

- **Moving around: a closer look.** More detail on specific changes people wanted to see
- **Place standard voting.** Overview of data from an activity we did with some of the people we spoke to
- **What have people said about this process?** an overview of feedback from people about their experience of the engagement activities



Moving around: a closer look

This page gives more detailed insights from people we spoke to about changes they would like to see in specific places to help them move around Dalkeith. We have highlighted where views were expressed by many people we spoke to, or by individuals.

Walking

Many people said they would like:

- Walking routes to and from:
 - Eskbank Station
 - Dalkeith Country Park
 - Ironmills Park

Individuals said they would like:

- Wider pavements on North Wynd and Newmills Road
- Shrubbery cut back on A68, Eskbank roundabout and Easthouses Road
- Traffic reduction on South St
- New pedestrian crossings on/by:
 - Lothian St/Eskdail Court
 - Old Edinburgh Road
 - Dalkeith Country Park
 - Morrisons
 - Newbattle Abbey

Cycling

Many people said they would like:

- Cycle routes to and from Eskbank

Individuals highlighted particularly dangerous spots for cyclists which they felt need attention:

- Road narrowing on Duke Street
- Justinlees Roundabout
- Sheriffhall Roundabout
- The route between Dalkeith and Lugton Brae

Cycle lanes or other measures could be considered here.

Public transport

Many people said they would like:

- A better and more frequent bus service to and from:
 - Woodburn
 - Gorebridge
- The 48 bus route to be improved

Individuals said they would like:

- The 49 bus to be more reliable
- The 3 bus to be reinstated
- A new bus stop next to Lidl
- Buses to and from:
 - Newton Grange
 - Danderhall
 - Easter Langside
 - Pathhead
 - Bonnyrigg Road
 - Lasswade Road

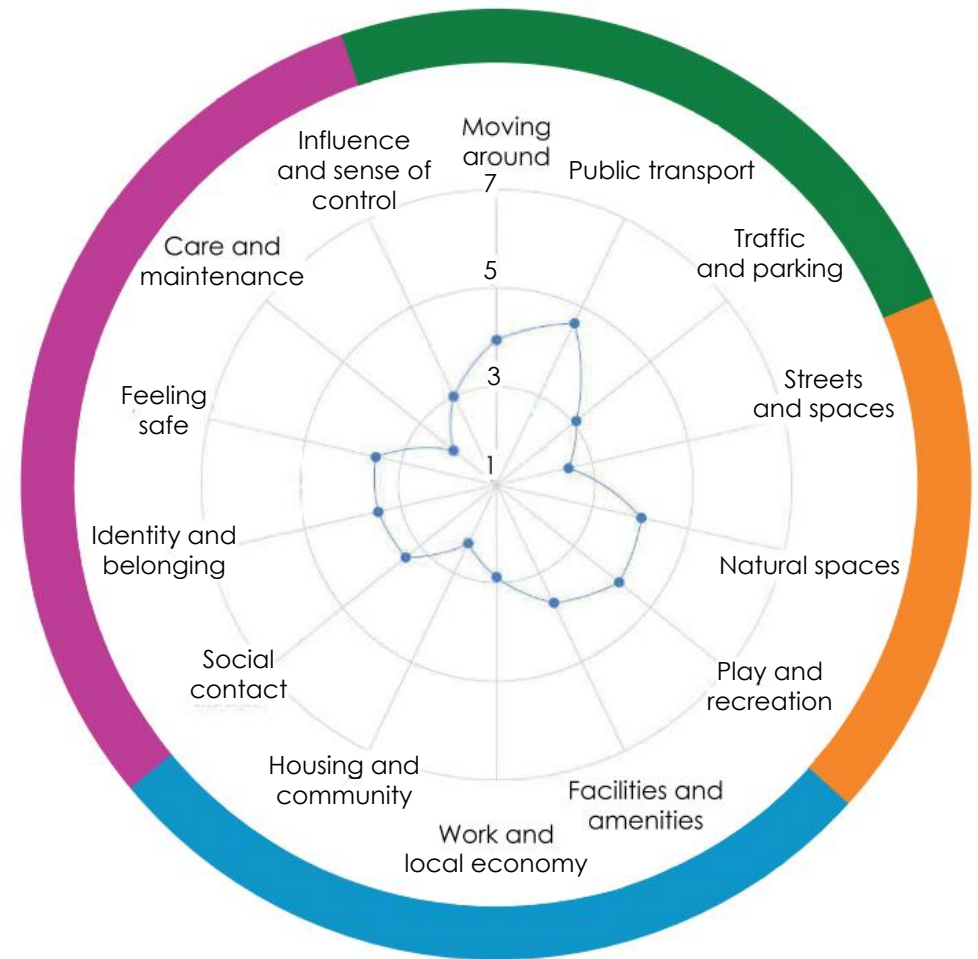
Place Standard voting

What's working well and what could be better in Dalkeith town centre?

Midlothian Council and People Powered Results have been using the [Place Standard](#) tool (Scottish Futures Trust) to inform the engagement approach. Local residents considered what they think is working well and what could be better about Dalkeith town centre using this tool. Voting on a scale of 1 (*not working well at all*) to 7 (*couldn't be better*), people considered the 14 place standard indicators to reflect on life in Dalkeith.

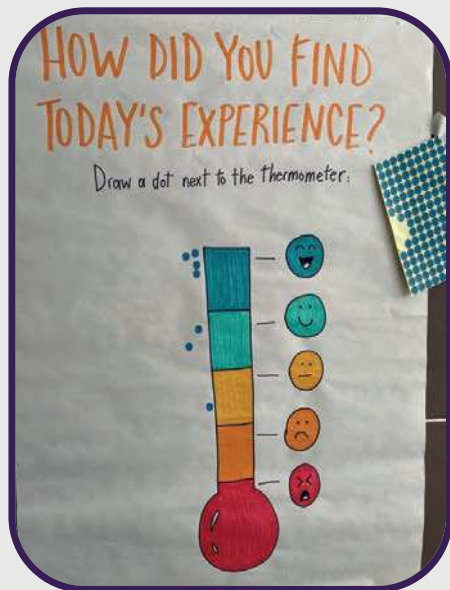
This exercise shows that, among those who voted, residents are more satisfied with public transport and green spaces overall, while housing, maintenance, and streets and spaces are the lowest rated areas.

Whilst 220 people participated in the overall process, 30 people took part in this exercise. People mentioned finding it hard to assign a number to each indicator, as this missed out on nuance and local variation. We encourage people to read these findings as part of a broader picture outlined throughout the rest of this document.



What have people said about this process?

We asked people to share their feedback on the engagement approach through an online form and during drop-in days. 74 people responded in total (60 in the online survey)



63% agreed or strongly agreed that they **felt able to share their views** about Dalkeith town centre.

38% said they are **feeling more optimistic** about Dalkeith town centre's future, with 49% neutral.

[n=60]

What people liked about the process so far

Being able to drop-in at local events and local flyering:

"Drop in at the library and 1 Dalkeith was a very useful start."

"(Useful to have) a person handing out leaflets at Lidl."

Facilitated virtual workshops:

"The workshop was great, got my point across."

"Well facilitated, I had chance to say what I wanted to say and listen to others."

New ways for people to have their say:

"The exercise sounds like it has been imaginatively constructed, with new ways of taking people's views on board."

What people said we could do differently

More and earlier comms through local networks:

"Could have told people earlier - radio station, community news."

Outlining a clearer picture of the **financial scope:**

"If we don't know the budget, how can we make valid and justified comments?"

We heard there is a degree of **consultation fatigue:**

"Stop consulting and do something already."

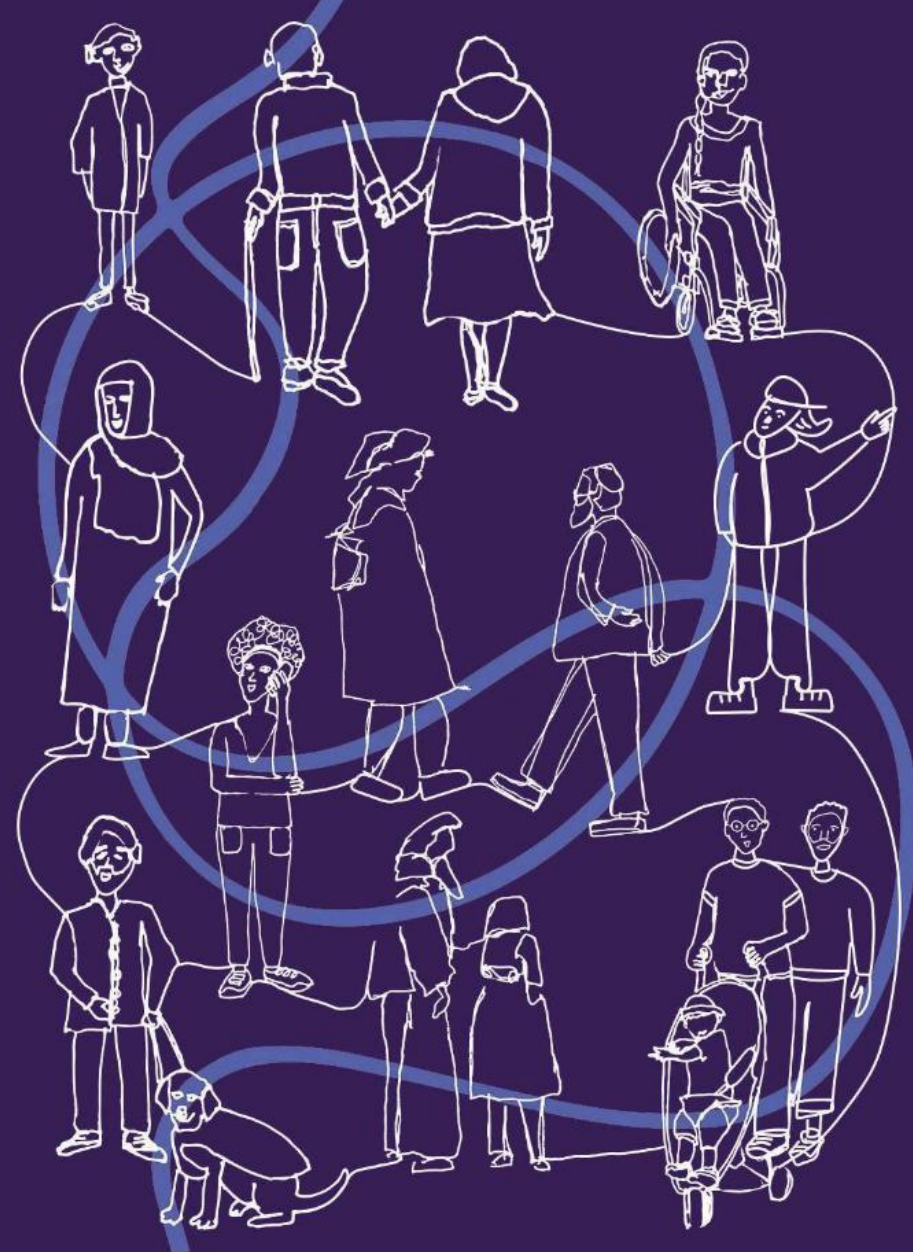
"Dalkeith's Regeneration has been going on for years and years now - I'll believe it when I see it."


Stay in touch!

We look forward to hearing from you. If you have a question or would like to hear more about the work of [People Powered Results](#), get in touch with:

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christine.owen@nesta.org.uk



Midlothian 

REIACH AND HALL
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Results

DALKEITH TOWN CENTRE REGENERATION

NESTA REPORTS - OVERVIEW SURVEY RESULTS

Overview of survey results

Dalkeith Town Centre Regeneration Masterplan

September 2022

This document sits alongside the spreadsheet '**Dalkeith Survey Collation Sept 22**'. It is an internal document for **Reiach and Hall Architects** and **Midlothian Council** and provides a rapid overview of survey responses collected August - September 2022.

The survey gathered views from people in Dalkeith about the **Insights Summary (PPR)** and **Initial Ideas for the Dalkeith Town Centre Regeneration Masterplan (Reiach and Hall)**.

We received **182 individual survey responses** - 153 online, 29 paper version.

Our approach to analysis and reading the documents:

- The survey consisted of 12 multiple choice questions and 1 free text response. We have provided visuals representing a **quantitative analysis of the multiple choice responses** and have **themed the free text answers** alongside this
- Each slide contains a rapid overview of the responses against the theme, and more detail can be found in the relevant section of the spreadsheet which groups all raw survey data by theme
- For some themes, where people made more specific, detailed suggestions we have pulled these into Column E '**Specific suggestions**' in the spreadsheet
- Note: there is repetition of raw data in the spreadsheet where responses cut across more than one theme
- General comments about the proposals and other feedback points on other themes, including maintenance, communication and funding, are collated in the final section of the spreadsheet '**Other comments and feedback**'

Midlothian



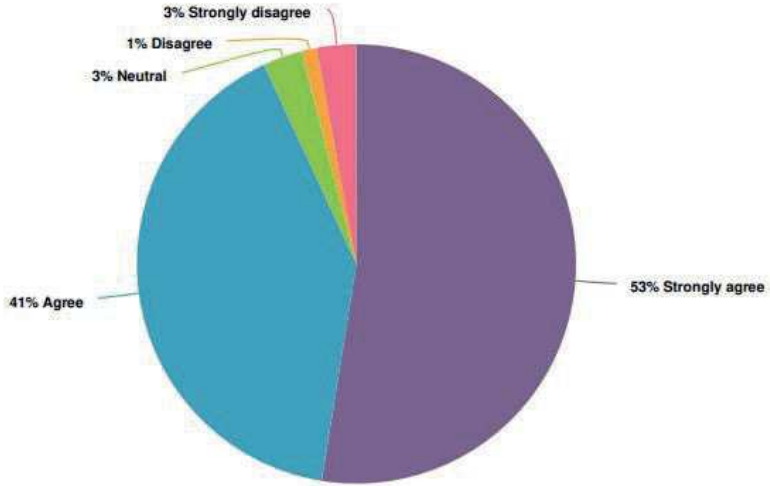
REIACH AND HALL
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Powered
Results

Connections - Walking, cycling, cars and public transport

2. Would you support the improvement and creation of safe, walkable connections between local places and centres?



Value	Percent	Responses
Strongly agree	52.6%	92
Agree	40.6%	71
Neutral	2.9%	5
Disagree	1.1%	2
Strongly disagree	2.9%	5

Totals: 175

What did people like about the proposals?

There was strong support for new, safe connections between local places and Dalkeith town centre, especially Eskbank station, with positive comments about cycle routes and ensuring accessibility for pedestrians and wheelchair users.

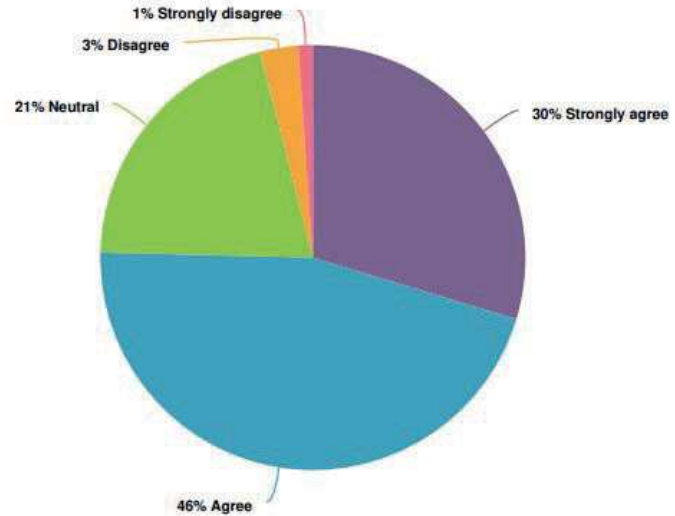
What didn't chime or was missing for people?

- Several people were concerned about the prospect of the **Smeaton railway line** being reinstated as a walking/cycling route, citing community concerns from 2019
- Generally, there was a desire to see **increased bus services** between Dalkeith town centre and local places
- There was appetite for additional measures to **improve accessibility** throughout the town centre - for example, ramps, disabled parking and wider doorways for wheelchair users
- Some felt there was not enough consideration for **parking** in the town centre

Many people made specific suggestions for additional bus or active transport routes and the introduction of a 20mph speed limit in the town centre. We have pulled these out in the 'Specific suggestions' column of the raw data sheet

Local Neighbourhoods

3. Would you support more emphasis on local neighbourhoods, creating a series of identifiable and characterful local centres?



Value	Percent	Responses
Strongly agree	29.7%	52
Agree	45.7%	80
Neutral	20.6%	36
Disagree	2.9%	5
Strongly disagree	1.1%	2

Totals: 175

How has this theme landed?

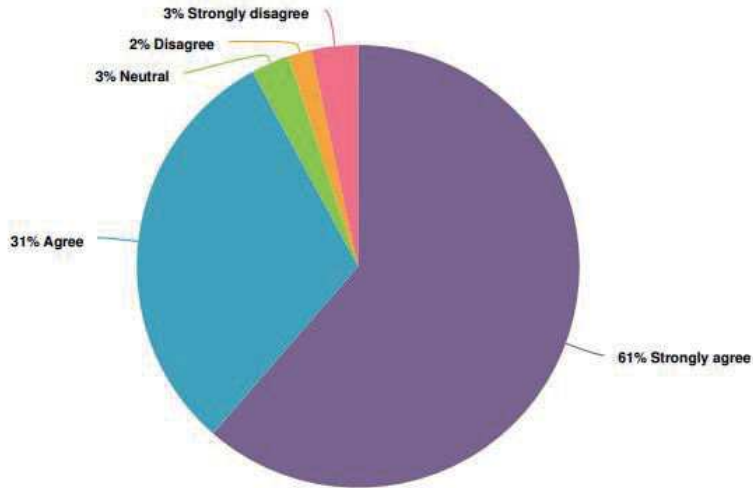
A small proportion of respondents commented on this theme and the views shared suggested that people did not connect with the ideas within this theme.

People said the following:

- “Local hubs don’t include anything at the ‘new’ housing at Wester Cowden. This area seems to be excluded from Dalkeith.”
- “In terms of developing the ‘identifiable and characterful local centres’, I’m not sure what that would mean in practical terms. If its building more out of town supermarkets, then no, but if its planting trees, improving bike lanes, bus connections, allotments, other services, then yes”
- “Query the local places and centres identified.”

Demolition and redevelopment

4. Would you support some demolition to enable the development of a safer, more attractive town centre?



Value	Percent	Responses
Strongly agree	61.4%	108
Agree	30.7%	54
Neutral	2.8%	5
Disagree	1.7%	3
Strongly disagree	3.4%	6

Totals: 176

What did people like about the proposals?

Many people supported some demolition and redevelopment, particularly around Jarnac Court and Eskdale Court, and several saw this as a starting point and enabler for the rest of the plans.

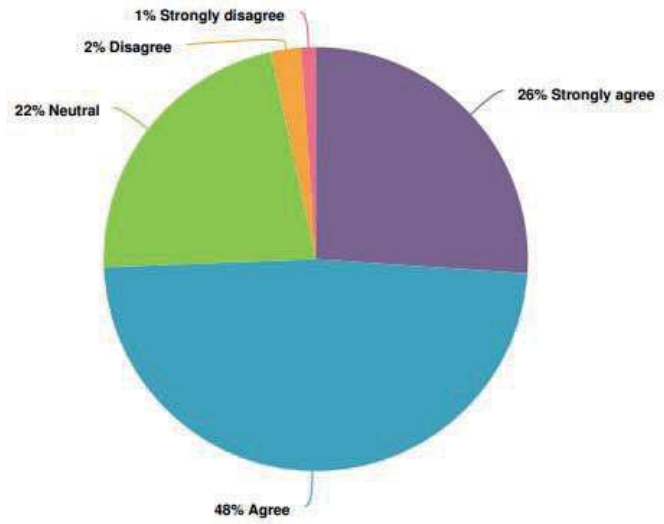
Several people were pleased to see the scale of ambition and a 'bold architectural statement', and wanted to see high quality, green, sustainable buildings that will stand the test of time.

What didn't chime or was missing for people?

- There was appetite to maintain the historic buildings and **integrate** these into the town centre design. *More work is needed to understand which 'historic buildings' people are keen to keep*
- Multiple people were concerned about the **colour and style** of the buildings shown in the proposals.
- In particular, the **white render and modern appearance** were not felt to be in keeping with **Dalkeith's history and heritage** and there were concerns that these would quickly become **dated**.
- People wanted to see the new buildings **complement** those that remain - it was suggested that this could be achieved by using **sandstone**.

Council Services

6. Would you support the proposal for more visible and accessible Council services in the town centre?



Value	Percent	Responses
Strongly agree	26.1%	46
Agree	48.3%	85
Neutral	22.2%	39
Disagree	2.3%	4
Strongly disagree	1.1%	2
Totals: 176		

What did people like about the proposals?

Many comments were made giving feedback or suggestions about Council services generally, but only one or two people commented on the visibility or accessibility of Council services in the town centre.

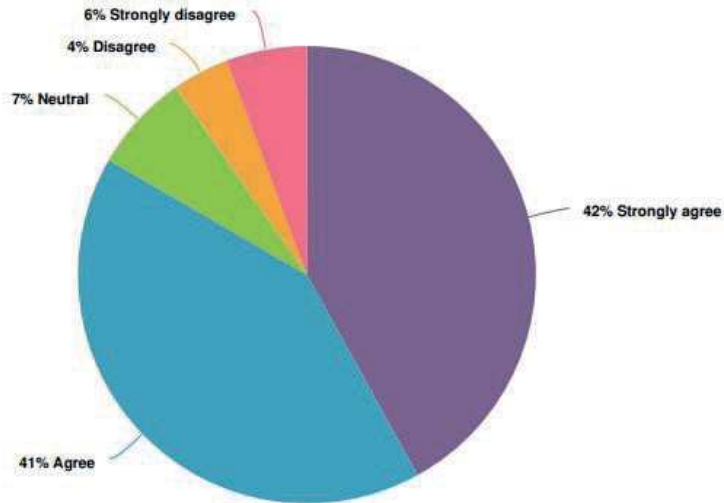
What didn't chime or was missing for people?

- One person suggested that they would like to see more **employment or vocation support**.
- One person suggested that **Council rooms and buildings** could be bookable by **community groups and members of the public** outside usual working hours.
- In general, people wanted to see the following from the Council:
 - Better maintenance of the town
 - Clearer communication
 - Support for small businesses

See 'Other comments and feedback' section of the spreadsheet for more information.

Pedestrianisation

7. Would you support partial pedestrianisation of the High Street and the creation of active travel routes through the town centre?



Value	Percent	Responses
Strongly agree	42.0%	73
Agree	41.4%	72
Neutral	6.9%	12
Disagree	4.0%	7
Strongly disagree	5.7%	10

Totals: 174

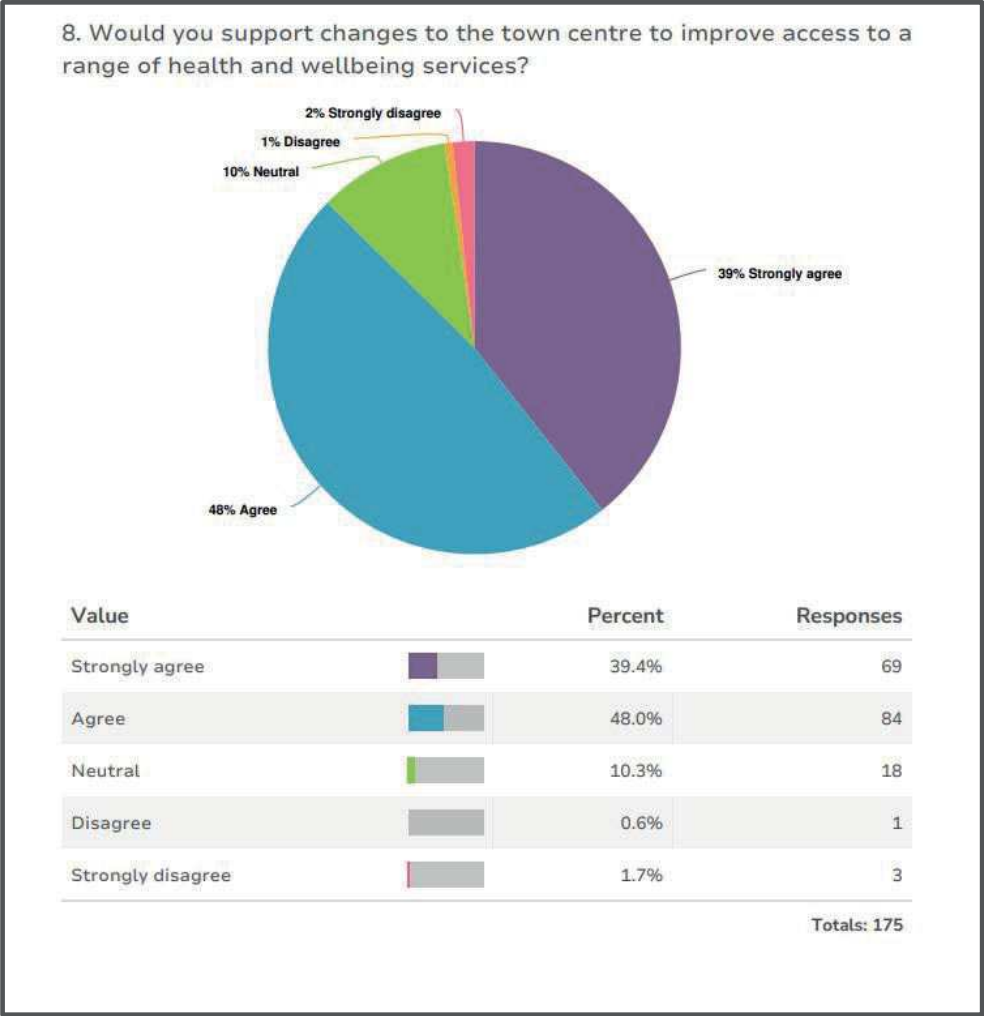
What did people like about the proposals?

Generally, there was good support for pedestrianising at least some of the town centre. People wanted the town centre to be liveable and useable, and to feel safe for people walking, wheeling and cycling. For some, this included reduced traffic and/or other traffic calming measures.

What didn't chime or was missing for people?

- There was a desire to **balance** pedestrianisation with ensuring **access for disabled people, visitors and businesses**.
- Some people were concerned that too much pedestrianisation would be damaging for local **businesses**.
- Some people wanted to ensure that 'pedestrianisation' still included **access for cyclists**.
- Some were concerned that **parking was already stretched** in the town centre.
- Banning **heavy traffic**, and/or a **one-way system**, were suggested.
- A **20mph speed limit** throughout the town centre appeared to be popular.
- It was also felt that pedestrianisation and discouraging the use of cars needed to be **enabled and supported by better bus services to and from the town centre and surrounding neighbourhoods**.

Health and Wellbeing services & facilities



What did people like about the proposals?

There was strong support for more events, activities and facilities in the town centre to support holistic health and wellbeing, as suggested in the proposals. In particular, there were many comments about film, cinema, theatre, and sports, and free/affordable activities for teenagers.

There was a desire to see Dalkeith with its own cultural identity and programme of events, separate to Edinburgh, which is supported by many of the ideas in the proposals. The focus on community was appreciated, with some respondents making additional suggestions around food sharing, food poverty, and greenery to support residents' wellbeing.

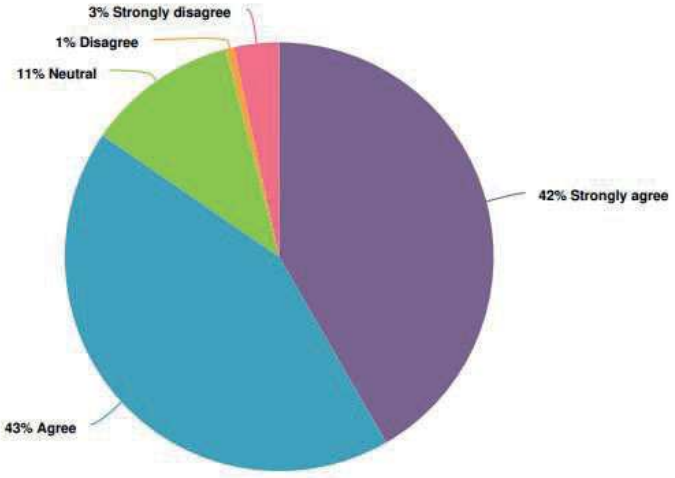
What didn't chime or was missing for people?

- Many commented on the importance of **accessibility and safety** in the town centre.
- There were several comments emphasising the importance of **providing activities for young people**, and providing **affordable or free opportunities** to take part in classes and activities.
- A **family and youth centre** was suggested and there were many comments about **cinema** in particular.

There were many imaginative ideas for cultural events and leisure facilities, from ceilidhs to a children's soft play, that were spontaneously suggested in respondents' free text comments. Please see the 'health and wellbeing section' of the raw data spreadsheet to get a sense of the breadth of ideas here.

Green economy

9. Would you support the town's centre transition to a green economy that encourages green skills and green businesses?"



Value	Percent	Responses
Strongly agree	41.7%	73
Agree	42.9%	75
Neutral	11.4%	20
Disagree	0.6%	1
Strongly disagree	3.4%	6

Totals: 175

How has this theme landed?

While people were generally very supportive of the proposals focused on introducing more greenery and making the most of existing green spaces, the specific topic of transitioning Dalkeith to a 'green economy' **did not come out strongly** in the initial insights summary and **did not chime for many people** in the survey comments.

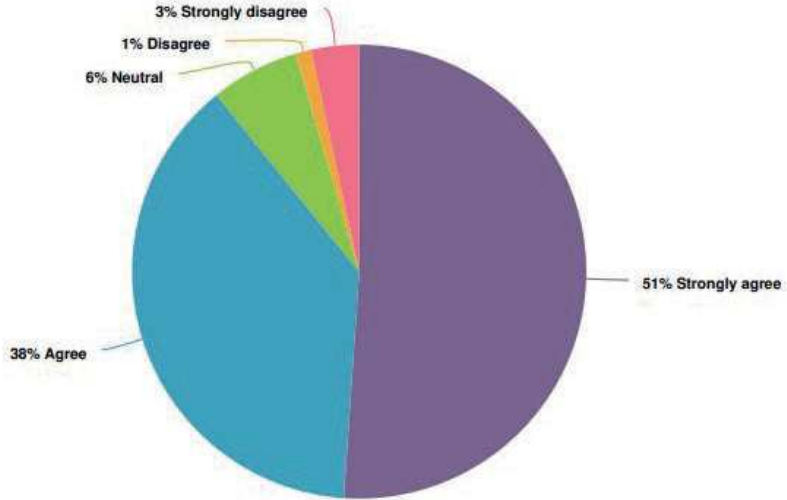
There were **limited specific comments** related this theme in the survey responses.

What did people say about this theme?

- 2 people specifically mentioned that it is **not clear how the current proposals support a green economy, or why** 'the new town centre should be limited to green skills/businesses'
- 3 people made positive comments about the way in which **the proposals would support a future 'Green Dalkeith'** through redevelopment and introducing more greenery to encourage biodiversity
- 1 person commented that **adaptation rather than demolition** may be the most 'green option'

New businesses & supporting the local economy

10. Would you support pedestrian-friendly streets and town square to support existing business and encourage new businesses to flourish?



Value	Percent	Responses
Strongly agree	51.1%	90
Agree	38.1%	67
Neutral	6.3%	11
Disagree	1.1%	2
Strongly disagree	3.4%	6
Totals: 176		

What did people like about the proposals?

Many of the views expressed in the survey responses echoed the insights summary - particularly around wanting to see more support for local businesses. People continued to call for more independent businesses and a more diverse range of 'higher quality' shops, restaurants and cafes, in order to:

- Offer more options for residents
- Provide more opportunities for local people
- Attract visitors from nearby areas.

Several people mentioned supporting the proposals around pedestrianisation to reduce traffic and pollution and make the town centre safer to navigate, in order to support the local economy.

What didn't chime or was missing for people?

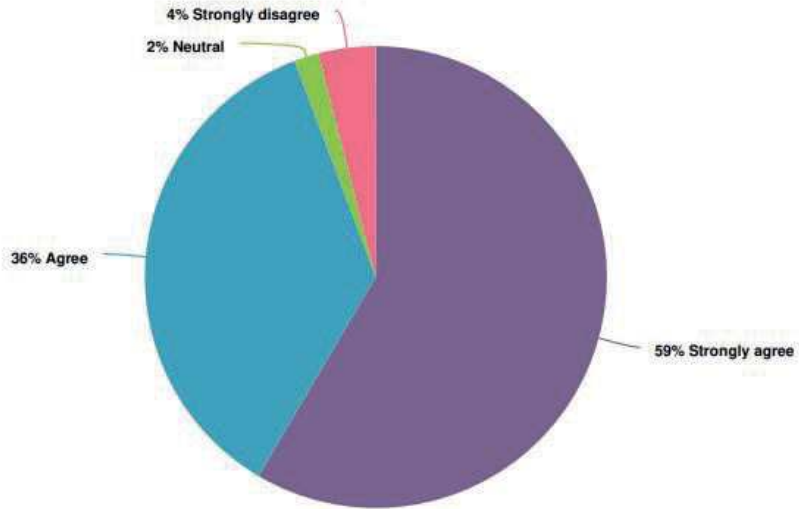
There were several suggestions to improve employment opportunities for disabled people and make it easier for disabled people to participate in town centre life, including a cafe, taxi firm and nightclub run by and for disabled people.

Some mentioned being keen to ensure that measures are taken so that pedestrianisation does not cause traffic congestion in other areas.

There were specific ideas on this point and We have pulled these out in the 'Specific suggestions' column of the raw data sheet

Urban Planting

11. Would you support new greenery and public green space, including trees in pedestrian areas?



Value	Percent	Responses
Strongly agree	58.5%	103
Agree	35.8%	63
Neutral	1.7%	3
Strongly disagree	4.0%	7

Totals: 176

What did people like about the proposals?

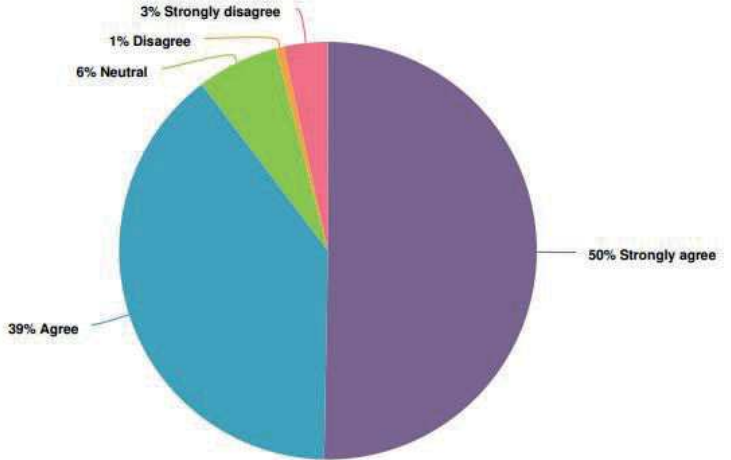
There was strong support for a greener town centre. Overall, those who commented wanted their town centre to feel green, with more trees, planters and places to sit.

What didn't chime or was missing for people?

- Several people said they would like to see **more allotments** in Dalkeith.
- Some people felt that the town centre proposals **did not go far enough** in terms of providing green space, greenery or promoting biodiversity.
- Many emphasised that regardless of the proposals, **maintenance would be key.**

Green Space

12. Would you support the proposal to make stronger connections between the town centre and existing parks and green spaces?



Value	Percent	Responses
Strongly agree	50.3%	88
Agree	39.4%	69
Neutral	6.3%	11
Disagree	0.6%	1
Strongly disagree	3.4%	6

Totals: 175

What did people like about the proposals?

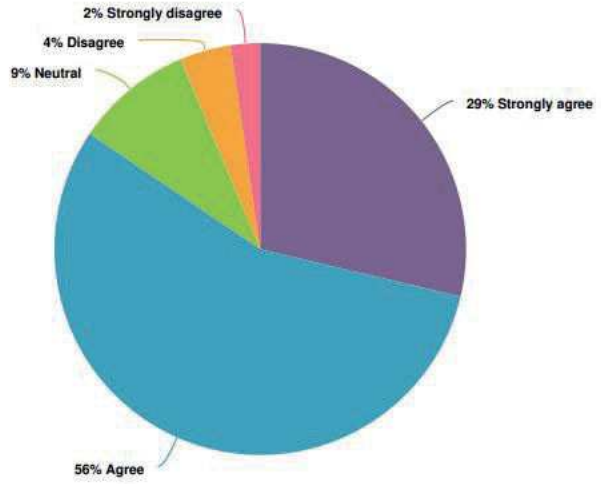
In general people were keen to make the most of the green spaces Dalkeith has to offer.

What didn't chime or was missing for people?

- Some people wanted to see **more done at Kings Park**, as Ormiston Park is often very busy.
- One person expressed concern that **green spaces could be lost** through using concrete to improve pedestrianisation
- There was concern from one resident that any redeveloped green spaces would be **'taken over by teenagers'**
- 2 people mentioned the need for **better access to Ironmills Park**. The suggestion was made to rebuild the steps and bridge across North Esk at Cemetery Road rebuilt or alternatively create a new footpath and cycle bridge adjacent to the railway Glenesk Viaduct
- 1 resident was keen to see **safe access for cyclists to Dalkeith Country Park**

Insights Summary

1. 315 people contributed their insights on the future of Dalkeith Town Centre. Do you agree with these key insights and ideas?



Value	Percent	Responses
Strongly agree	28.7%	50
Agree	55.7%	97
Neutral	9.2%	16
Disagree	4.0%	7
Strongly disagree	2.3%	4

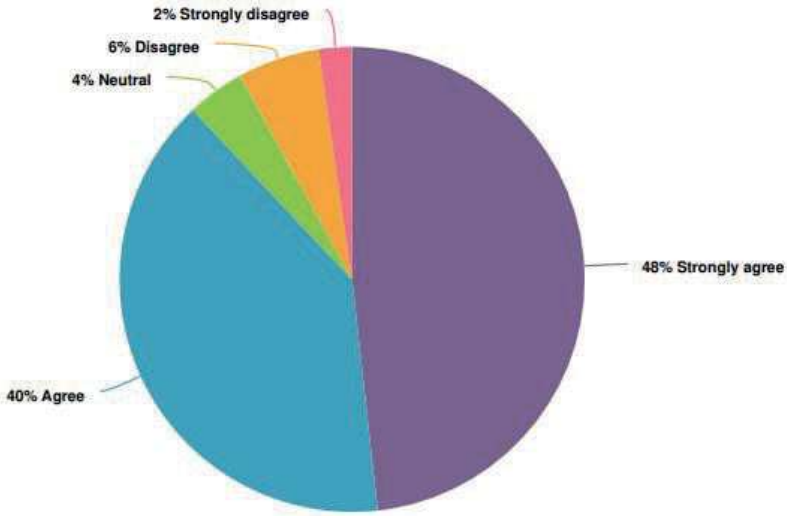
Totals: 174

The majority of people focused their feedback on the ideas from Reich and Hall. 3 individual responses mentioned the insights:

- 2 people felt that 315 people was a small proportion of the population
- 2 people mentioned that they did not feel the initial ideas presented correlated with the insights from people

Town Square

5. Would you support a larger, more attractive town square?



Value	Percent	Responses
Strongly agree	48.3%	85
Agree	39.8%	70
Neutral	4.0%	7
Disagree	5.7%	10
Strongly disagree	2.3%	4

Totals: 176

What did people like about the proposals?

There was support for retaining an open 'town square' feel, and a very clear appetite for community-led events and facilities in and around the town square. Some were 'pleased to see the ambition' of the proposals.

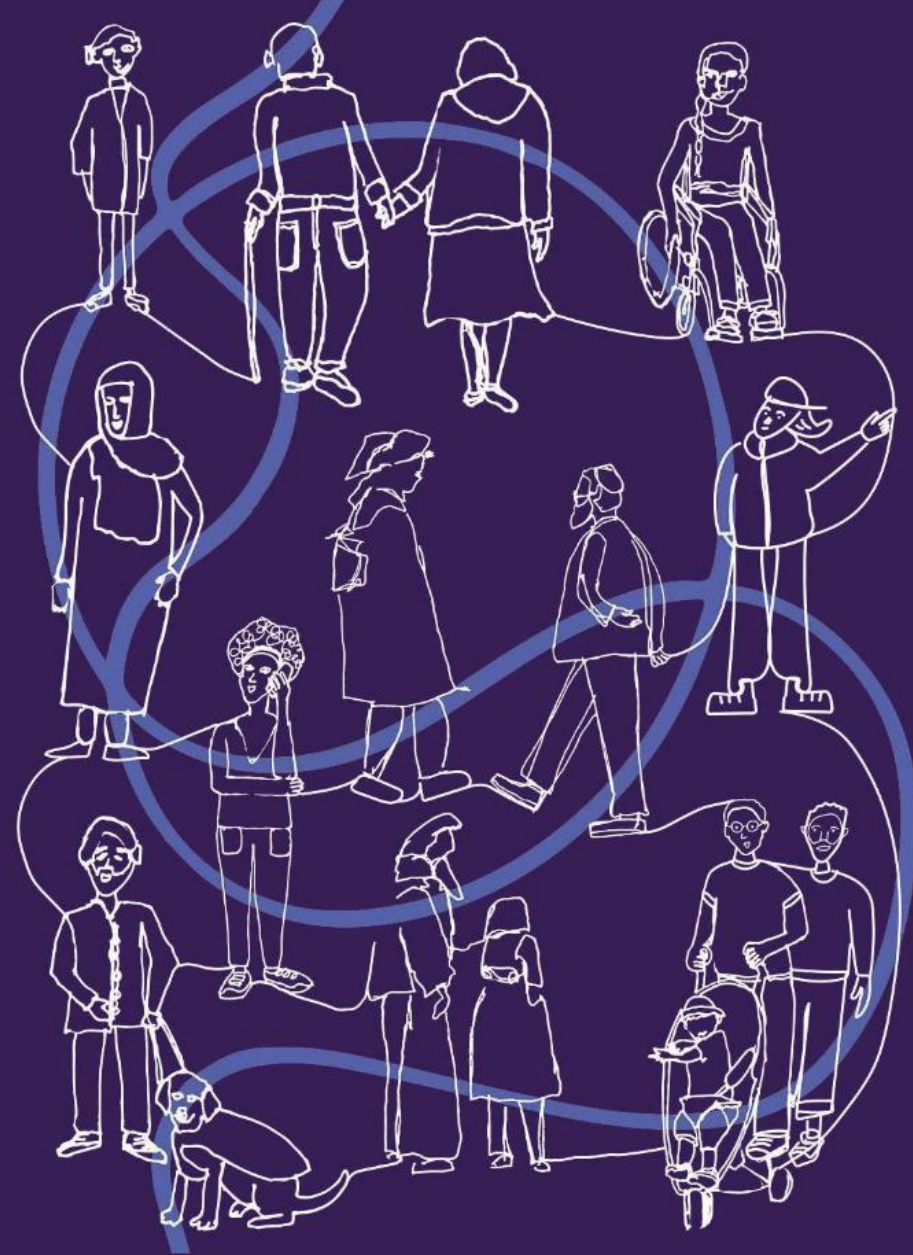
What didn't chime or was missing for people?

- To maximise use, some suggested that a **glass roof or awning** over a central square would ensure that the area was **useable in all weathers**.
- Some wanted to see **child-friendly aspects** to the design, e.g. play equipment.
- As described on the previous page, there were concerns that the buildings shown in the proposals were 'boxy' or 'soulless', **not in keeping with Dalkeith's existing appearance**. In general, this **complementarity** seems to be an important factor for people to connect with a new town square.
- One or two people mentioned that it was important for the town square **not to feel like a thoroughfare or corridor** from one place to another: many entrances and exits and perhaps fluid rather than square edges were suggested.
- People also commented that maintenance would be key to maintaining an attractive town square.

There were a wealth of suggestions for how the town square could be used: see 'Health and Wellbeing' section of spreadsheet for more information.

Thank you and stay in touch!

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