

SCHEDULE 1

(introduced by section 2)

SCHEDULED WORKS

In the local government areas of West Lothian and the City of Edinburgh railways linking Edinburgh Airport with the Edinburgh to Glasgow Main Line via a new railway to Kirkliston and the existing Dalmeny Chord railway to the north-west and a new railway to the south connecting with the Main Line at Roddinglaw and linking the airport to the Edinburgh to Fife and North East Railway via new railways connecting with that railway at Dalmeny and Gogar; including a new station at Edinburgh Airport and comprising—

In the local government areas of West Lothian and the City of Edinburgh—

Work No. 1—A railway (3,855 metres in length) between Winchburgh Junction and Kirkliston commencing by a junction with the Edinburgh to Glasgow Main Line at a point 68 metres north-west of the bridge carrying the track between Duntarvie and Auldathie over that railway, passing eastwards and terminating by a junction with the Dalmeny Chord railway at a point 125 metres west of the bridge carrying the M9 spur over that railway. Work No. 1 includes the reconstruction of the bridge carrying the railway over the B8020 road.

In the local government area of West Lothian—

Work No. 1A—A railway (1,166 metres in length) at Winchburgh Junction commencing by a junction with the Edinburgh to Glasgow Main Line at a point 30 metres east of the bridge carrying the track between Duntarvie and Auldathie over that railway, passing eastwards and southwards and terminating by a junction with the Edinburgh to Glasgow Main Line at a point beneath the aqueduct carrying an unnamed watercourse from the Union Canal to the Swine Burn over that railway.

Work No. 1B—A realignment of the access road between the Union Canal and the B8020 road commencing at a point in that access road 60 metres east of the bridge carrying that road over the Edinburgh to Glasgow Main Line and terminating at a point in that road 5 metres east of that bridge. Work No. 1B includes a bridge to carry the access road over Work No. 1A.

In the local government area of the City of Edinburgh—

Work No. 2—A railway (3,165 metres in length and partly in tunnel) between Kirkliston and Wheatlands commencing by a junction with Work No. 1 at its termination, passing eastwards and south-eastwards and terminating in tunnel beneath a point 150 metres north-west of the confluence of the Gogar Burn with the River Almond. Work No. 2 includes a bridge to carry the railway over Work No. 2C and a ventilation shaft with a structure above ground occupying an area not exceeding 40 square metres between the point marked A on the Parliamentary plans and the commencement of Works Nos. 3A and 3B.

Work No. 2A—An access road commencing by a junction with the road (Work No. 2C) at a point 90 metres south of the bridge carrying the Dalmeny Chord railway over Queensferry Road (B800), passing westwards and terminating at a point 25 metres east of the bridge carrying the M9 Spur over the Dalmeny Chord railway.

Work No. 2B—An access road commencing by a junction with the road (Work No. 2C) at a point 40 metres south of the bridge carrying the Dalmeny Chord railway over Queensferry Road (B800), passing westwards and terminating at a point 140 metres south-west of that bridge.

Work No. 2C—A realignment of Queensferry Road (B800) commencing at a point in that road 165 metres north of the junction of Newmains Road with Queensferry Road, passing northwards and terminating at a point in Queensferry Road (B800) 75 metres

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south of the centre of the roundabout at the junction of the M9 Spur with the A8000 and Queensferry Road (B800). Work No. 2C includes strengthening works to the bridge carrying the Dalmeny Chord railway over the proposed road.

Work No. 2D—An access road commencing by a junction with the road (Work No. 2C) at a point 85 metres south of the bridge carrying the Dalmeny Chord railway over Queensferry Road (B800), passing eastwards and terminating at a point in the access road leading from Queensferry Road (B800) to Almondhill 230 metres east of the junction of that access road with Queensferry Road (B800).

Work No. 2E—An access road commencing by a junction with the road (Work No. 2C) at a point 35 metres south of the bridge carrying the Dalmeny Chord railway over Queensferry Road (B800), passing eastwards then northwards and terminating at a point 340 metres north of the north-eastern corner of No. 18 Almondhill Steading.

Work No. 2F—An access road commencing by a junction with the access road (Work No. 2E) at a point 410 metres east of the junction of the access road leading from Queensferry Road (B800) to Almondhill Steading with Queensferry Road (B800), passing eastwards and terminating at a point 120 metres east of its commencement.

Work No. 2G—A drain commencing at a point 240 metres south-east of the bridge carrying the Dalmeny Chord railway over Queensferry Road (B800), passing eastwards and south-eastwards and terminating in the existing sink at a point 104 metres north-west of the north-eastern corner of No. 23 Almondhill Steading.

Work No. 2H—A drain commencing in the existing issues at a point 365 metres north-east of the north-eastern corner of No. 6 Almondhill Steading, passing eastwards and terminating in the existing sinks at a point 450 metres north-east of No. 7 The Verge Cottages.

Work No. 2J—A road (being a partial realignment of Burnshot Road) commencing at a point in that road 300 metres north-east of No. 7 The Verge Cottages, passing north-eastwards and terminating at a point in that road 510 metres south-west of the south-western corner of No. 1 Carlowrie Cottages. Work No. 2J includes a bridge to carry the realigned road over Work No. 2.

Work No. 2K—A realignment of the Newbridge to South Queensferry walkway commencing at a point in that walkway 590 metres east of the northern corner of No. 6 Almondhill Steading, passing north-eastwards and terminating at a point in that walkway 540 metres south-west of the south-western corner of No. 1 Carlowrie Cottages. Work No. 2K includes a bridge to carry the cycleway forming part of the walkway over Work No. 2.

Work No. 2L—A drain commencing at a point 25 metres north-west of the junction of the access road leading from Wheatlands Cottage with Wheatlands Road, passing southwards and terminating in the River Almond at a point 244 metres north-east of Boathouse Bridge over that river.

Work No. 2M—A temporary diversion of Queensferry Road (B800) commencing at a point in that road 75 metres north of the junction of Newmains Road with Queensferry Road, passing northwards and terminating on the south side of the roundabout at the junction of the M9 Spur with the A8000 and Queensferry Road (B800). Work No. 2M includes a bridge to carry the Dalmeny Chord railway over the temporary road.

Work No. 3A—A railway (1,058 metres in length in tunnel) between Wheatlands and the proposed station at Edinburgh Airport (part of Work No. 4) commencing by a junction with Work No. 2 at its termination, passing south-eastwards beneath the River Almond then southwards beneath Edinburgh Airport main runway and terminating at a point beneath the airport 175 metres south-east of the south-east corner of the airport terminal building.

Work No. 3B—A railway (1,054 metres in length in tunnel) between Wheatlands and the proposed station at Edinburgh Airport (part of Work No. 4) commencing by a junction with

Work No. 2 at its termination, passing south-eastwards beneath the River Almond then southwards beneath Edinburgh Airport main runway and terminating at a point beneath the airport 175 metres south-east of the south-east corner of the airport terminal building. Works Nos. 3A and 3B include a ventilation shaft with a structure above ground occupying an area not exceeding 40 square metres between the termination of Work No. 2 and the point marked B on the Parliamentary plans. Works Nos. 3A and 3B also include a diversion of the airport perimeter road between the points marked A1 and A2 on the Parliamentary plans.

Work No. 3C—An access road commencing at a point 63 metres west of the confluence of the Gogar Burn with the River Almond, passing south-westwards and terminating at a point 230 metres north-east of Boathouse Bridge over the River Almond.

Work No. 3D—A temporary diversion of the River Almond commencing in that river at a point 310 metres north-east of Boathouse Bridge over that river, passing north-eastwards over Works Nos. 3A and 3B and terminating in the River Almond at a point 150 metres east of the confluence of the Gogar Burn with the River Almond.

Work No. 3E—A diversion of Gogar Burn commencing in that burn at a point 130 metres south-east of its confluence with the River Almond, passing north-westwards and terminating in the River Almond at a point 80 metres south-west of its confluence with the River Almond. Work No. 3E includes a diversion of the airport perimeter road between the points marked A3 and A4 on the Parliamentary plans.

Work No. 3F—An access road commencing at a point 55 metres south of the confluence of the Gogar Burn with the River Almond, passing south-westwards and terminating at a point 70 metres south-east of Boathouse Bridge over the River Almond. Work No. 3F includes a bridge to carry the road over Work No. 3E.

Work No. 4—A railway (3,829 metres in length and partly in tunnel) between the proposed station at Edinburgh Airport and Roddinglaw Junction commencing by a junction with Works Nos. 3A and 3B at their terminations, passing southwards and eastwards and terminating by a junction with the Edinburgh to Glasgow Main Line at a point 5 metres west of the bridge carrying Gogar Station Road over that railway. Work No. 4 includes a ventilation shaft with a structure above ground occupying an area not exceeding 40 square metres between the termination of Works Nos. 3A and 3B and the point marked C on the Parliamentary plans, a station at Edinburgh Airport and bridges to carry the railway over Works Nos. 4D and 4E and a tunnel under Work No. 4A.

The station may be situated at any point between the commencement of Work No. 4 and the point marked G on the Parliamentary plans. If the station is constructed in open cutting the southern portal of the tunnel forming part of Work No. 4 will be at a point between the points marked D and E on the Parliamentary plans. If the station is constructed as an underground station that portal will be at a point between the points marked F and G on the Parliamentary plans.

Work No. 4A—A railway (1,743 metres in length) commencing by a junction with the Edinburgh to Glasgow Main Line at a point 440 metres south-east of the bridge carrying that railway over Freeland Road, passing south-eastwards over Works Nos. 4L and 4 and terminating by a junction with that railway at a point 105 metres west of the bridge carrying Gogar Station Road over that railway.

Work No. 4B—A diversion of Gogar Burn commencing at a point in that burn 295 metres north of the bridge carrying Eastfield Avenue over that burn, passing southwards and terminating at a point in that burn 475 metres north of that bridge.

Work No. 4D—A diversion of Gogar Burn commencing at a point in that burn 330 metres south-east of the roundabout at the junction of Gogar Bridge Road and Eastfield Avenue, passing south-westwards under Works Nos. 6, 4E and 4, then northwards and terminating

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at a point in that burn 170 metres south of that roundabout. Work No. 4D includes a conduit to carry the Gogar Burn under Work No. 4E.

Work No. 4E—An access road commencing at a point in Eastfield Road 65 metres south of No. 19 Eastfield Road, passing north-eastwards and terminating at a point 273 metres south of the roundabout at the junction of Gogar Bridge Road and Eastfield Avenue. Work No. 4E includes a platform to carry traffic across the conduit forming part of Work No. 4D.

Work No. 4F—A temporary diversion of Glasgow Road (A8) commencing at a point in that road 300 metres west of the junction of Gogarstone Road with Glasgow Road, passing eastwards and terminating at a point in Glasgow Road 40 metres north-west of that road junction.

Work No. 4G—A temporary diversion of Glasgow Road (A8) commencing at a point in that road 275 metres west of the junction of Gogarstone Road with Glasgow Road, passing eastwards and terminating at a point in Glasgow Road 15 metres north-west of that road junction.

Work No. 4H—A road (being a partial realignment of Freelands Road) commencing at a point in Freelands Road and Gogarstone Road 270 metres north-east of the bridge carrying the Glasgow to Edinburgh railway over that road, passing northwards over Work No. 4 and terminating at a point in Gogarstone Road 150 metres south of the junction of that road with Glasgow Road (A8). Work No. 4H includes a bridge to carry the road over Work No. 4.

Work No. 4J—A road (being a partial realignment of Roddinglaw Road) commencing by a junction with the road (Work No. 4H) at a point 90 metres north-west of the existing junction of Gogarstone Road with Freelands Road and Roddinglaw Road, passing south-eastwards and terminating at a point in Roddinglaw Road 48 metres south-east of that road junction.

Work No. 4K—An access road commencing at a point in Roddinglaw Road 170 metres south-east of the existing junction of Gogarstone Road with Freelands Road and Roddinglaw Road, passing south-westwards and terminating at a point 160 metres south-west of its commencement.

Work No. 4L—An access road commencing at a point in Roddinglaw Road 10 metres north of the bridge carrying that road over the Edinburgh to Glasgow railway, passing westwards then north-eastwards and eastwards and terminating at a point in the existing access road leading from Roddinglaw Road to Gogar Station Road 96 metres east of the existing junction of that access road with Roddinglaw Road. Work No. 4L includes bridges to carry the road over Works Nos. 4A and 4.

Work No. 4M—An access road commencing at a point in Roddinglaw Road 160 metres north-west of the existing junction of the access road leading from Roddinglaw Road to Knocktower with Roddinglaw Road, passing south-eastwards and terminating by a junction with the access road (Work No. 4L) at a point 95 metres north-west of that existing road junction.

Work No. 4N—An access road commencing by a junction with the access road (Work No. 4L) at a point 20 metres north-west of the bridge carrying Roddinglaw Road over the Edinburgh to Glasgow railway, passing eastwards and terminating at a point 75 metres north-east of the northern corner of No. 1 Roddinglaw Cottages.

Work No. 4P—A road commencing at a point in Roddinglaw Road 20 metres south of the bridge carrying the Edinburgh to Glasgow railway over that road, passing north-westwards adjacent to the railway and terminating at a point in Freelands Road 100 metres south-west of the bridge carrying that railway over that road.

Work No. 4Q—A drain commencing in an existing burn adjacent to Freelands Road at a point 50 metres north-east of the bridge carrying that road over the Edinburgh to Glasgow railway, passing southwards then south-eastwards and terminating in that existing burn at

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a point 15 metres north of the bridge carrying that railway over an unnamed watercourse between Ashley and Gogarbank.

Work No. 4R—An access road commencing at a point in Gogar Station Road 20 metres south of the bridge carrying that road over the Edinburgh to Glasgow railway, passing westwards and terminating at a point 425 metres west of its commencement.

Work No. 4S—An access road commencing at a point in Gogar Station Road 30 metres north of the bridge carrying that road over the Edinburgh to Glasgow railway, passing westwards and terminating at a point 190 metres west of its commencement.

Work No. 4T—A road commencing by a junction with the road (Work No. 4P) at a point 55 metres west of the bridge carrying Roddinglaw Road over the Edinburgh to Glasgow railway, passing southwards and terminating at a point 50 metres south of its commencement.

Work No. 5—A railway (2,653 metres in length and partly in tunnel) between Airport North Junction and Wheatlands commencing by a junction with the Edinburgh to Fife and North East railway at a point 12 metres south of the bridge carrying the A90 road over that railway, passing southwards and terminating by a junction with Work No. 2 in tunnel beneath a point 385 metres south-east of the junction of the access road leading from Wheatlands Road to Wheatlands Cottage. Work No. 5 includes a bridge to carry the railway over Work No. 5B.

Work No. 5A—An access road commencing by a junction with the cycleway (Work No. 5B) at a point 20 metres west of the bridge carrying the Edinburgh to Fife and North East railway over Dolphington Burn, passing northwards over that burn and terminating at a point 172 metres north of that bridge.

Work No. 5B—A cycleway commencing by a junction with the road (Work No. 5C) at a point 100 metres west of the north-western corner of Standingstone Cottage, passing northwards then eastwards and terminating by a junction with Standingstone Road at a point 5 metres east of the bridge carrying the Edinburgh to Fife and North East railway over Dolphington Burn.

Work No. 5C—A road (being a partial realignment of the un-named road between Queensferry Road (A8000) and Standingstone Road) commencing by a junction with the un-named road at a point 150 metres west of the junction of that un-named road with Standingstone Road, passing eastwards over Work No. 5 and terminating by a junction with the road (Work No. 5E) at a point 25 metres north of that road junction. Work No. 5C includes a bridge to carry the road over Work No. 5.

Work No. 5D—A temporary realignment of Standingstone Road for the duration of the construction of Works Nos. 5C and 5E, commencing at a point in Standingstone Road 160 metres north of the junction of the un-named road between Queensferry Road (A8000) and Standingstone Road with Standingstone Road, passing southwards and terminating at a point in that road 305 metres south of that road junction.

Work No. 5E—A realignment of Standingstone Road commencing at a point in that road 183 metres north of the junction of the un-named road between Queensferry Road (A8000) and Standingstone Road with Standingstone Road, passing southwards and terminating by a junction with the road (Work No. 5G) at a point 340 metres south of that road junction.

Work No. 5F—A cycleway commencing by a junction with the existing cycle track 15 metres north of the bridge carrying that track over Burnshot Road, passing northwards and terminating by a junction with the road (Work No. 5C) at a point 60 metres west of the junction of the un-named road between Queensferry Road (A8000) and Standingstone Road with Standingstone Road.

Work No. 5G—A road (being a partial realignment of Burnshot Road) commencing at a point in Burnshot Road 480 metres south-west of the south-western corner of No. 1 Carlowrie Cottages, passing north-eastwards, then eastwards and south-eastwards and

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terminating at a point in Burnshot Road adjacent to No.3 Carlowrie Farm Cottages. Work No. 5G includes a bridge to carry the road over Work No. 5.

Work No. 5H—A road (being a partial realignment of Wheatlands Road) commencing by a junction with the road (Work No. 5G) at a point 175 metres north-west of the bridge carrying the Newbridge to South Queensferry walkway over Wheatlands Road, passing south-eastwards and terminating at a point in that road 5 metres north-west of that bridge.

Work No. 5J—A road commencing by a junction with the road (Work No. 5H) at a point 85 metres north-west of the bridge carrying the Newbridge to South Queensferry walkway over Wheatlands Road, passing north-eastwards and terminating at a point in Burnshot Road 95 metres north of that bridge.

Work No. 5K—A road (being a partial realignment of Wheatlands Road) commencing at a point in Wheatlands Road 100 metres south-east of the bridge carrying the Newbridge to South Queensferry walkway over that road, passing southwards and terminating at a point in Wheatlands Road 470 metres north of Boathouse Bridge.

Work No. 5L—An access road commencing by a junction with the road (Work No. 5K) at a point 140 metres south-east of the bridge carrying the Newbridge to South Queensferry walkway over Wheatlands Road, passing eastwards and terminating at a point 80 metres north-east of its commencement.

Work No. 5M—A diversion of an existing burn commencing at a point in that burn 40 metres east of the bridge carrying the Newbridge to South Queensferry walkway over Burnshot Road, passing southwards then eastwards and terminating at a point in that burn 305 metres south-east of the bridge carrying the Newbridge to South Queensferry walkway over Wheatlands Road. Work No. 5M includes a conduit to carry the burn under Work No. 5.

Work No. 5N—An access road commencing by a junction with the road (Work No. 5K) at a point 160 metres north-west of the junction of the access road leading from Wheatlands Cottage with Wheatlands Road, passing westwards and terminating at a point 68 metres from its commencement.

Work No. 5P—An access road commencing by a junction with the road (Work No. 5G) at a point 145 metres west of the south-western corner of No. 1 Carlowrie Farm Cottages and terminating at a point in Burnshot Road 40 metres east of the junction of Burnshot Road with Standingstone Road.

Work No. 5Q—A drain commencing at a point adjacent to No.3 Carlowrie Farm Cottages, passing south-eastwards and terminating at a point in the existing drain at Carlowrie Farm adjacent to Burnshot Road 280 metres from its commencement.

Work No. 5R—An access road commencing by a junction with the road (Work No. 5K) at a point 55 metres south-west of the junction of the access road leading from Wheatlands Cottage with Wheatlands Road, passing north-eastwards and northwards and terminating at a point in that road 25 metres south of that road junction.

Work No. 6—A railway (2,602 metres in length) between Ingliston Junction and Gogar Junction commencing by a junction with Work No. 4 at a point 85 metres south-east of the bridge carrying Eastfield Avenue over Gogar Burn, passing south-eastwards and eastwards and terminating by a junction with the Edinburgh to Fife and North East railway at a point beneath the northern side of the bridge carrying Glasgow Road (A8) over that railway. Work No. 6 includes bridges to carry the railway over Work No. 4D and Gogar Burn.

Work No. 6A—An access road (being a vertical realignment of Gogar Mains Road) commencing at a point 303 metres south-east of the southern corner of No. 1 Gogar Mains Farm Cottages, passing northwards and terminating at a point 142 metres south of that cottage. Work No. 6A includes a bridge to carry the access road over Work No. 6.

Work No. 6B—An access road (being a realignment of Castle Gogar Drive) commencing at a point in Castle Gogar Drive 80 metres north-west of the junction of that road with

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Glasgow Road (A8), passing northwards then westwards and terminating at a point 370 metres south-east of Castle Gogar forecourt on Castle Gogar Drive. Work No. 6B includes a bridge to carry the access road over Work No. 6.

Work No. 6C—An access road commencing by a junction with the access road (Work No. 6B) at a point in Castle Gogar Drive 400 metres south-east of Castle Gogar forecourt on Castle Gogar Drive, passing westwards and terminating at a point 295 metres north-west of the north-western corner of No. 194 Glasgow Road (A8).

Work No. 6D—An access road commencing by a junction with the access road (Work No. 6B) at a point 290 metres north-east of the north-eastern corner of No. 194 Glasgow Road (A8), passing eastwards and terminating at a point in the existing access track leading from Gogar roundabout to Meadowfield Farm 480 metres north-west of the bridge carrying Glasgow Road (A8) over the Edinburgh to Fife and North East railway.

Work No. 6E—An access road commencing by a junction with the access road (Work No. 6D) at a point 506 metres north-west of the bridge carrying Glasgow Road (A8) over the Edinburgh to Fife and North East railway, passing eastwards and terminating at a point 260 metres north-west of that bridge.