

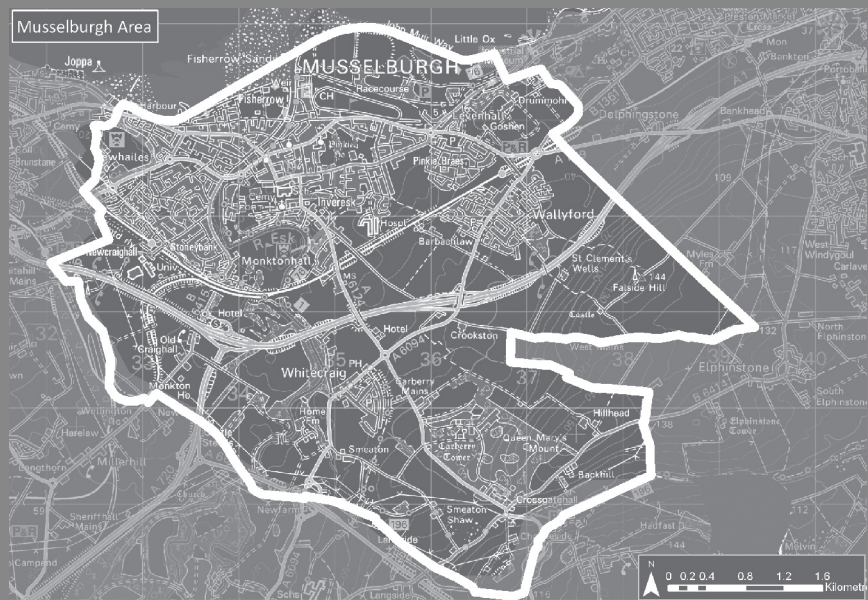
# local development plan 2018

# environmental

# report

## appendix 5

### MUSSELBURGH AREA SITE & STRATEGIC ENVIRONMENTAL ASSESSMENTS



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## Introduction

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### Background

1. Planning Authorities are required to produce a Local Development Plan (LDP). That document sets out the strategy and policies to guide where and how development of land should take place. The LDP has been produced following a process of informal consultation, formal consultation through the Main Issues Report, and finally examination of its proposed LDP following a period for representation in 2016. The LDP gives a spatial strategy for the area, including where development should and should not occur.
2. Environmental Assessment has been carried out in tandem with the LDP. The Environmental Assessment (Scotland) Act 2005 requires 'Strategic Environmental Assessment (SEA)' of LDPs. The Strategic Environmental Assessment is required to predict and evaluate the likely significant effects on the environment of implementing both the LDP approach and reasonable alternatives considered. It must describe measures envisaged to prevent, reduce and as far as possible offset any significant adverse effects (mitigation). The LDP is to be site specific, and so the same is true of the SEA.

### Purpose of this Document

3. This document provides an objective assessment of the planning merits and strategic environmental assessment of potential development sites submitted for consideration as part of the LDP process.
4. The document provides an overview of the key environmental characteristics of the Musselburgh area and highlights key sensitivities of the area and environmental features that could be affected, positively or negatively, by any future development. The site assessment methodology is fully explained below, and the result of each site assessment is included in this report.
5. The intention of this work is to show the background information considered when selecting sites for inclusion in the LDP. At MIR and proposed LDP stages, it also allowed people to take an informed view on if they agree or disagree with the sites included. The document fulfils Strategic Environmental Assessment requirements by considering the potential environmental effects of all the individual sites. The cumulative impact of preferred and alternative sites is assessed through consideration of each strategy option overall as set out in the Environment Report (ER). Scottish Ministers advise that "the aim of SEA is to provide information on the environmental effects of plan options; it cannot be expected to decide which one is ultimately adopted into the plan". The site assessments therefore are intended to inform, not dictate, the choice of sites finally included in the LDP.



## Introduction to the Site Assessment Process

6. In early 2012 East Lothian Council commenced public engagement on the preparation of its Local Development Plan. It did this with a series of community events as well as a 'call for sites' exercise. Members of the public, landowners, agents and any other interested parties were invited to suggest potential development sites to be considered at MIR stage. Responders filled in a 'Development Options Appraisal Form' to provide information about the potential site, its proposed land use, and any potential impacts on the environment that could arise from its development.
7. Almost 100 site submissions were received in response to the initial call for sites which concluded in March 2012; however, submissions were accepted until the final deadline of 14<sup>th</sup> April 2013. In addition, a number of additional sites have been considered as part of the assessment including those put forward for the SESPlan Main Issues Report. The vast majority of site submissions promote housing development, however there are a small number of site submissions for business land, mixed use development, mineral extraction and for nature conservation/open space. In addition, the Council itself put forward proposed sites for cemetery extensions, and additional potential sites for employment land in North Berwick following a Council meeting in November 2015, which have also been assessed.
8. To help inform the LDP a comprehensive assessment of all sites submitted for consideration has been carried out. All sites were assessed in the same way, using an assessment form that was designed to cover relevant planning and environmental consideration to assess how suitable a site may be for development. Importantly, key SEA questions were incorporated into the site assessment form. This means that sites being assessed for the purposes of the MIR were also subject to SEA at the same time.

## How Sites were Assessed

9. A site assessment template was prepared to ensure that all sites could be assessed in a consistent way, and to allow the relative merits and drawbacks of different sites to be easily compared. The Strategic Environmental Assessment (SEA) was integrated into this assessment form. This was to allow a full assessment of the site including relevant planning and environmental matters.
10. To populate the assessment form, information on each site was gathered from a range of sources including site visits and desk based assessment. Information sources include Geographical Information Systems (GIS), information provided as part of site submissions by agents/landowners, consultation with specialist Council officers and site specific comments provided by the Consultation Authorities, including the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH), and Historic Environment Scotland.
11. The site assessment forms comprises of three main sections, which include:

- Site information
- Site suitability and deliverability
- Potential impacts of the site's development (Strategic Environmental Assessment)

### ***Site Information***

12. This section of the form contains basic site information including its address, its allocated reference number, the source of the site submission (e.g. landowner, agent, house builder etc), the site size, its current and proposed land use, a summary description of the key characteristics of the site and its planning history. A map showing the boundary of the site and an aerial photograph is also included to provide context. This is to serve as an introduction for the more detailed assessment.

### ***Suitability and Deliverability of Site***

13. This section of the form considers whether the site is suitable for its proposed use, and if it can be developed - i.e. a judgement based on the likelihood of the site being developed during the lifetime of the Local Development Plan.
14. To inform this judgement the assessment form includes factors such as the location and accessibility of the site, its physical characteristics (e.g. exposure and aspect), if it conforms to higher level plans (e.g. SESplan), whether infrastructure capacity is or can be made available to service the site, and if it is effective - i.e. if no constraints exist or if they could be overcome to enable development in the LDP period. Relevant constraints are explained in the Scottish Government's *Planning Advice Note (PAN) 2/2010: Affordable Housing and Housing Land Audits* and include ownership, physical, contamination, deficit funding, marketability, infrastructure, and land use.
15. The table below shows the range of assessment topics which feature in the suitability and deliverability section of the site assessment. Each topic has associated assessment questions, which were used to help assess the planning merits of each site. Each site was rated on the basis of a good, poor or reasonable relationship with the aim of the assessment question posed for each assessment topic.
16. To ensure consistency in the assessment, a range of possible answers to the assessment questions were set to help categorise findings. A traffic light colour coding system was then used to illustrate how each site rated under each topic – i.e. if the site has a good (green), poor (red) or reasonable (amber) relationship with the aim of the assessment question. This colour coding system allows for a clear visual comparison of the relative merits of the sites across the different assessment topics.

| SUITABILITY AND DELIVERABILITY OF SITE             |   |   |
|--|---|---|
| Topic  | Assessment Questions  | Rating  |
| Location   | <ul style="list-style-type: none"> <li>Is the site well related to an existing settlement?</li> </ul>   | <p>Outside an existing settlement boundary and not well related.</p> <p>Outside an existing settlement boundary but well related.</p> <p>Within an existing settlement boundary.</p>  |
| Accessibility                                      | <ul style="list-style-type: none"> <li>Is the site accessible by public transport?</li> <li>Are a range of facilities and services available within walking distance? (Based on thresholds in Annex B of PAN 75: <ul style="list-style-type: none"> <li>400m to a bus service</li> <li>800m to a rail station</li> <li>Maximum threshold of 1600m to local facilities</li> </ul> (Distances based on walking routes from the centre of the site). </li> </ul> | <p>The site does not meet any of the thresholds for accessibility listed in PAN 75.</p> <p>The site meets some of the accessibility thresholds in PAN 75.</p> <p>The site meets all the accessibility thresholds in PAN 75.</p>   |
| Exposure   | <ul style="list-style-type: none"> <li>Does the site have shelter from northerly winds through topography or vegetation?</li> </ul>   | <p>Little shelter from northerly winds.</p> <p>Some shelter from northerly winds.</p> <p>Good shelter from northerly winds.</p>   |
| Aspect   | <ul style="list-style-type: none"> <li>Which direction is the site facing?</li> </ul>   | <p>North facing.</p> <p>East or west facing.</p> <p>South-west, south or south-east facing.</p>   |
| Suitability for Proposed Use                       | <ul style="list-style-type: none"> <li>Is the site generally suitable for the proposed use?</li> <li>Are there any significant or potential conflicts with adjoining land uses, for example which may result in air quality or noise impacts for either existing or proposed use(s)?</li> </ul>   | <p>The site is unsuitable for the proposed use and/or there would be major conflicts with surrounding land uses.</p> <p>The site is generally suitable for the proposed use and any potential conflicts could be mitigated against.</p> <p>The site is suitable for the proposed use and there would be no potential conflicts with adjoining land uses.</p>  |
| Fit with strategic policy objectives and direction | <ul style="list-style-type: none"> <li>Is the site within the strategic development area as identified in the SDP?</li> <li>Would the development of the site align with the strategic objective of the SDP to steer new development to the most sustainable locations?</li> </ul>  | <p>The site is outwith the Strategic Development Area identified in the SDP <u>and</u> does not align with the strategic policy objective.</p> <p>The site is outwith the SDA, or it does not align well with the strategic policy objective.</p> <p>The site is within the Strategic Development Area identified in the Proposed SDP <u>and</u> aligns well with the strategic policy objective.</p> |
| Physical infrastructure capacity                   | <ul style="list-style-type: none"> <li>Does sufficient physical infrastructure capacity exist/ can it be made available to accommodate the development? Including transport, clean water, waste water, etc.</li> </ul>  | <p>Significant constraints, which are unlikely to be able to be overcome to make the site deliverable.</p> <p>Some constraints which can be overcome to make the site deliverable.</p> <p>No constraints.</p>   |
| Service infrastructure capacity                    | <ul style="list-style-type: none"> <li>Does sufficient service infrastructure capacity exist/ can it be made available to accommodate the development? Including</li> </ul>   | <p>Significant constraints, which are unlikely to be able to be overcome to make the site deliverable.</p>  |

|                                      |  |   |
|--------------------------------------|--|---|
|                                      | education, health and emergency services (where known) etc.  | Some constraints which can be overcome to make the site deliverable.<br>No constraints.   |
| <b>Deliverability/ Effectiveness</b> | <ul style="list-style-type: none"> <li>When would the site be likely to come forward?</li> <li>Is the site / can the site be made 'effective' – i.e. are any of the following constraints present? <ul style="list-style-type: none"> <li>Ownership (is the owner known? Expressed interest in developing site?), Physical, Contamination, Deficit funding; Marketability, Infrastructure, Land use</li> </ul> </li> </ul> | Significant constraints – site is not effective.<br>Moderate constraints – site can be made effective.<br>Few/no constraints – site is effective. |

### **Potential Environmental Impacts of Development: Strategic Environmental Assessment (SEA)**

17. The East Lothian Local Development Plan is subject to Strategic Environmental Assessment (SEA) under the Environmental Assessment Act (Scotland) 2005. For a detailed explanation of the SEA process, and the SEA assessment of the overall spatial strategy and policy approaches of the LDP, and the reasonable alternative as set out in the MIR, please refer to the 'Local Development Plan: Environment Report' which has also been published alongside the LDP.
18. The role of the SEA is also to predict (identify and describe) and to make a judgment on the significance of the environmental effects of developing sites that may be allocated by the LDP. Any potential impacts are to be identified and their significance assessed. The SEA should also outline any measures that could prevent, reduce or offset any significant harmful effects on the environment of developing a potential development site. The SEA of sites took the form of a series of assessment questions that were included in the site assessment form. These questions relate to the SEA objectives for the Local Development Plan which have been identified as follows:

| SEA TOPIC                            | SEA OBJECTIVE   |
|--------------------------------------|---|
| <b>Biodiversity, Flora and Fauna</b> | Conserve or enhance biodiversity, flora and fauna.  |
| <b>Population</b>                    | Maintain or enhance the quality of life for East Lothian's residents.                                     |
| <b>Human Health</b>                  | Maintain, or provide opportunities to improve, human health.  |
| <b>Water</b>                         | Maintain or enhance the water environment and reduce flood risk.  |
| <b>Soil</b>                          | Conserve or enhance soil quality, quantity and function.  |
| <b>Air</b>                           | Maintain or enhance air quality.  |
| <b>Climatic Factors</b>              | Contribute to reducing GHG emissions and energy consumption or adapting to the effects of climate change. |
| <b>Material Assets</b>               | Manage, maintain or promote the efficient, effective or appropriate use of material assets.               |
| <b>Cultural Heritage</b>             | Preserve or, where appropriate, enhance East Lothian's historic environment.                              |
| <b>Landscape</b>                     | Conserve or enhance the character and appearance of settlements and the landscape.                        |

19. The SEA site assessment questions were used as prompts to predict the effects of developing each site on the relevant SEA objectives, and to evaluate if those effects would be significantly positive or negative. The SEA considers a range of effects including permanent, temporary, short, medium and long term, and cumulative effects – i.e. those that may arise from the combination of the

development of a number of development sites. The SEA of sites also identifies where measures would be required to mitigate any negative impacts identified.

20. The Scottish Government's SEA Guidance (August 2013) states that it should not be assumed that mitigation measures would be implemented if they are only discussed in broad terms in the Environmental Report. Where the need for mitigation has been highlighted for any potential development sites this is identified in the site assessments. However, it has been assumed that mitigation measures which relate to the detail of development proposals (rather than the overall principle of development on the site) would be secured once the plan is in operation – i.e. they would be secured through the suite of policies that will be included in the LDP once approved. These policies will also be subject to SEA and this will ensure that any negative environmental impacts can be managed at planning application stage.
21. For example, if development on a site is considered acceptable in principle, but there is the potential for development to affect the setting of a listed building if not sensitively designed and laid out, the SEA assumes that at planning application stage relevant listed building and design policies in the LDP will ensure that such an effect would be avoided; otherwise the proposal would be contrary to the policies of the plan and should not be permitted.
22. The table below shows the questions that were applied to each potential development site, under each of the SEA topic areas. It includes a key to the scoring and colour coding system. The environmental effects are expressed as Very Positive (++), Positive (+), Neutral (o), Negative (-), Very Negative (--) or Uncertain (?). These questions form part of the overall planning assessment of each site and the colour coding approach used in the previous section of the form is also applied.

| POTENTIAL IMPACTS OF DEVELOPMENT: SEA         |  |  |   |
|---|--|--|---|
| Topic   | Questions  | Planning Assessment  | SEA score   |
| <b>Biodiversity<br/>, Flora and<br/>Fauna</b> | <ol style="list-style-type: none"> <li>Is the site outwith an area designated for its: <ul style="list-style-type: none"> <li>International</li> <li>National, or</li> <li>Local nature conservation interest?</li> </ul> </li> <li>Is the site's development for the use proposed likely to have an adverse impact on the qualifying interest of such a site?</li> <li>Would the proposed development provide any significant opportunity to maintain or enhance wider habitat connectivity?</li> <li>Would the proposed development maintain or minimise the loss of protected trees or woodland important for its type, extent or landscape significance, and where relevant offer the opportunity for replacement planting and in all circumstances opportunities for an increase of such planting?</li> </ol> | <p><b>Likely loss or disturbance of significant wildlife habitat or species.</b></p> <p><b>Some loss or disturbance of wildlife habitat or species.</b></p> <p><b>No loss or disturbance of wildlife habitat or species.</b></p> <p>Note: Place a * in the box where there may be connectivity with a European site and the site should be screened in to the Habitats Regulations Assessment process at this stage.</p> | <p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p> |

|                     |  |   |  |
|---------------------|--|---|--|
|                     | 5. Does the site contain any notable species?  |   |  |
| <b>Population</b>   | <ol style="list-style-type: none"> <li>1. Would the site's development for the proposed use contribute to the regeneration of a disadvantaged area?</li> <li>2. In the case of housing, would the site's development promote the provision of affordable housing within an area of particular affordable housing need?</li> <li>3. Does the site have reasonable access by active travel or public transport modes to a town centre, education and community facilities, and employment?</li> </ol>  | <p>The site's development may result in adverse impacts for the wellbeing of the existing/future local population.</p> <p>The site's development is unlikely to result in any benefits for the existing/future local population.</p> <p>The site's development would result in benefits for the existing/future local population.</p>                     | <p>++ Very Positive<br/>+ Positive<br/>o Neutral<br/>- Negative<br/>-- Very Negative<br/>? Uncertain</p> |
| <b>Human Health</b> | <ol style="list-style-type: none"> <li>1. Is the site known to be contaminated and, if so, does the proposal provide the opportunity to mitigate this?</li> <li>2. In the case of a housing proposal, is the site reasonable accessible to existing open space, sports facilities or the core path network?</li> <li>3. Would the development of the site provide opportunities to contribute to active travel and recreation as part of the Central Scotland Green Network?</li> <li>4. Would development of the site maintain or enhance levels of noise?</li> <li>5. Is it likely that the development of the site will maintain or enhance levels of emissions to avoid exacerbating any existing air quality problems?</li> </ol> | <p>The site's development is likely to significantly adversely affect human health.</p> <p>The development of the site may result in some adverse effects upon human health.</p> <p>The site's development is not likely to have adverse impacts on human health and/or may have positive impacts.</p>  | <p>++ Very Positive<br/>+ Positive<br/>o Neutral<br/>- Negative<br/>-- Very Negative<br/>? Uncertain</p> |
| <b>Soil</b>         | <ol style="list-style-type: none"> <li>1. Would the site's development ensure that prime quality agricultural land is not lost?</li> <li>2. Would the site's development ensure that rare or carbon-rich soils are not lost?</li> </ol>  | <p>The site's development would result in a significant loss of prime agricultural land/rare soils/carbon rich soils.</p> <p>The site's development would result in some loss of prime agricultural land/rare soils/carbon rich soils.</p> <p>The site's development would result in no loss of prime agricultural land/rare soils/carbon rich soils.</p> | <p>++ Very Positive<br/>+ Positive<br/>o Neutral<br/>- Negative<br/>-- Very Negative<br/>? Uncertain</p> |
| <b>Water</b>        | <ol style="list-style-type: none"> <li>1. Is the site within a functional flood plain or is it at risk of flooding from other sources?</li> <li>2. Would the site's development be likely to increase the risk of flooding elsewhere?</li> </ol>   | <p>The site is in a functional floodplain or at high flood risk from other sources and/or would have a significant detrimental impact on the quality of the</p>   | <p>++ Very Positive<br/>+ Positive<br/>o Neutral<br/>- Negative<br/>-- Very Negative<br/>? Uncertain</p> |

|                         |   |   |   |
|-------------------------|---|---|---|
|                         | 3. Would the site's development be likely to maintain or enhance the ecological status of the water environment?  | <p><b>water environment.</b></p> <p>The site is at some risk of flooding and/or its development may increase the risk of flooding elsewhere and/or it may have a negative impact on the water environment.</p> <p>The site is not at risk of flooding, will not lead to an increased risk of flooding elsewhere and is likely to maintain/enhance the ecological status of the water environment.</p> |   |
| <b>Air</b>              | <p>1. Would development of the site be unconstrained by existing sources of air pollution and would its development ensure any effects on existing sensitive receptors are within acceptable levels?</p> <p>2. Does the site have, or can it be provided with good active travel and public transport accessibility such that the need to travel by car is minimised?</p> <p>3. Does the site have good access to existing facilities, services and public transport?</p> | <p>The site's development is likely to have significant adverse impacts for air quality.</p> <p>The site's development may have some adverse impact on air quality.</p> <p>The site's development would have no adverse impact on air quality.</p>  | <p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p> |
| <b>Climatic Factors</b> | <p>1. Would the site's development contribute to a sustainable settlement strategy?</p> <p>2. Would the site's development help reduce the need to travel as well as the distance travelled?</p> <p>3. Does the site lend itself to development that would be energy and resource efficient?</p>  | <p>The site would not contribute to a sustainable settlement strategy and would increase the need to travel.</p> <p>The site would not contribute to a sustainable settlement strategy or it would not reduce the need to travel.</p> <p>The site would contribute to a sustainable settlement strategy and/or would reduce the need to travel.</p>   | <p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p> |
| <b>Material Assets</b>  | <p>1. Would the site's development involve the re-use of existing buildings worthy of retention, make an efficient use of land and / or prioritise the use of brownfield land over greenfield land?</p> <p>2. Would the site's development avoid the permanent sterilisation of economic mineral resources the extraction of which would otherwise be acceptable in policy terms (where known)?</p>   | <p>The site's development would make inefficient use of land and resources.</p> <p>The site's development would make moderately efficient use of land and resources.</p> <p>The site's development would make efficient use of land and resources.</p>  | <p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p> |
| <b>Cultural</b>         | 1. Would the development of the site  | The site's development  | ++ Very Positive  |

|                  |  |   |  |
|------------------|--|---|--|
| <b>Heritage</b>  | <p>directly preserve and if appropriate enhance:</p> <ol style="list-style-type: none"> <li>the character or appearance of a Conservation Area?</li> <li>a listed building or its setting?</li> <li>a Scheduled Ancient Monument or its setting?</li> <li>a local archaeological site?</li> <li>a Historic Garden or Designed Landscape?</li> <li>a site included in the Inventory of Historic Battlefields?</li> </ol>  | <p>would be likely to result in a significant loss or disturbance to historic/cultural assets.</p> <p>The site's development would be likely to result in some loss or disturbance to historic/cultural assets.</p> <p>The site's development would not be likely to result in loss or disturbance to historic/cultural assets.</p> | <p>+ Positive<br/>o Neutral<br/>- Negative<br/>-- Very Negative<br/>? Uncertain</p>                      |
| <b>Landscape</b> | <ol style="list-style-type: none"> <li>Is the site outwith a visually sensitive location or one where a built or natural landscape feature of significance might be harmed by its development?</li> <li>Is the site outwith a visually and / or physically sensitive landscape within or outwith the Green Belt the development of which would not lead to the coalescence of settlements?</li> <li>Would the site's development allow for the consolidation of the existing settlement pattern and structure of settlements?</li> <li>Would development of the site conserve or enhance important areas of open / green space?</li> </ol> | <p>The site's development would be likely to have significant impacts on the landscape.</p> <p>The site's development would be likely to have some impact on the landscape.</p> <p>The development of the site would not be likely to result in adverse landscape impacts.</p>  | <p>++ Very Positive<br/>+ Positive<br/>o Neutral<br/>- Negative<br/>-- Very Negative<br/>? Uncertain</p> |



## Musselburgh Area: Environmental Characteristics

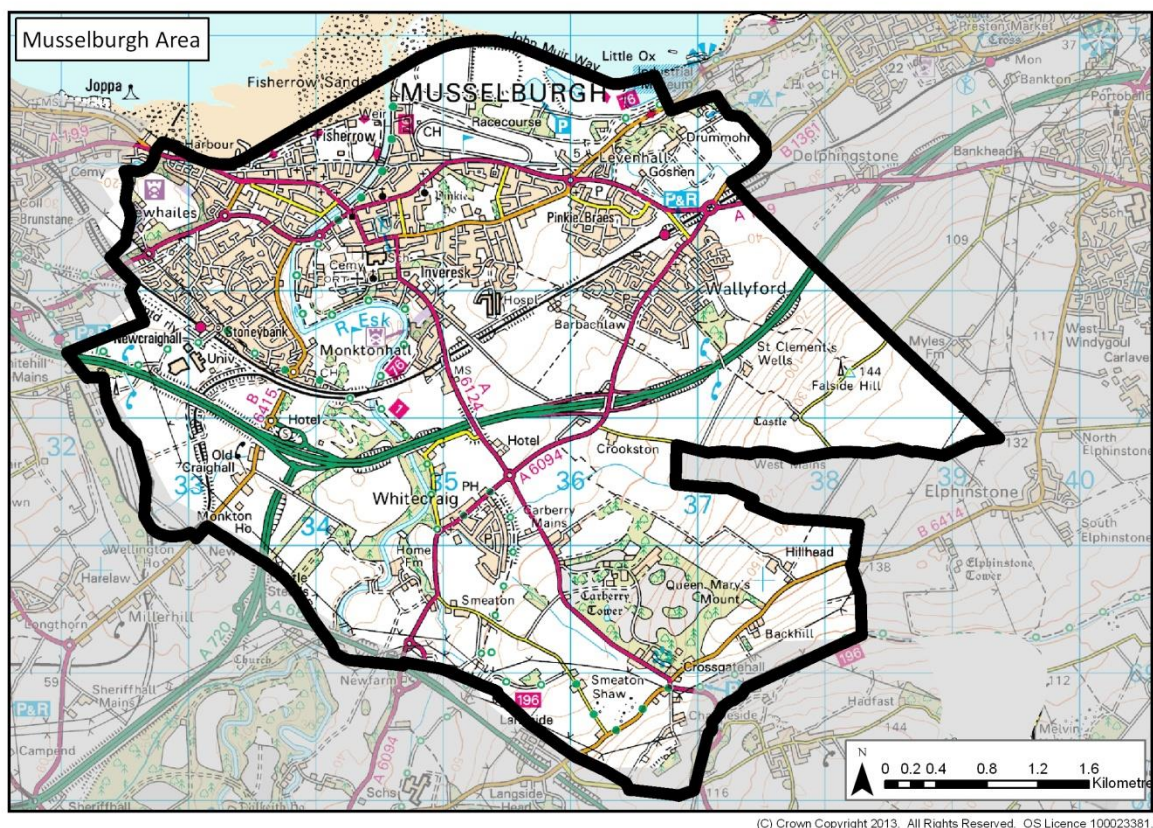


Figure 1: Musselburgh Area

23. This section provides an overview of the key environmental characteristics in the Musselburgh area, and is structured according to the main topic areas of the Strategic Environmental Assessment.
24. The Musselburgh area is the most densely populated area of East Lothian, and the closest to the city of Edinburgh. It includes the town of Musselburgh, the largest in East Lothian, and the communities of Inveresk, Wallyford and Whitecraig.

## Biodiversity, Flora and Fauna

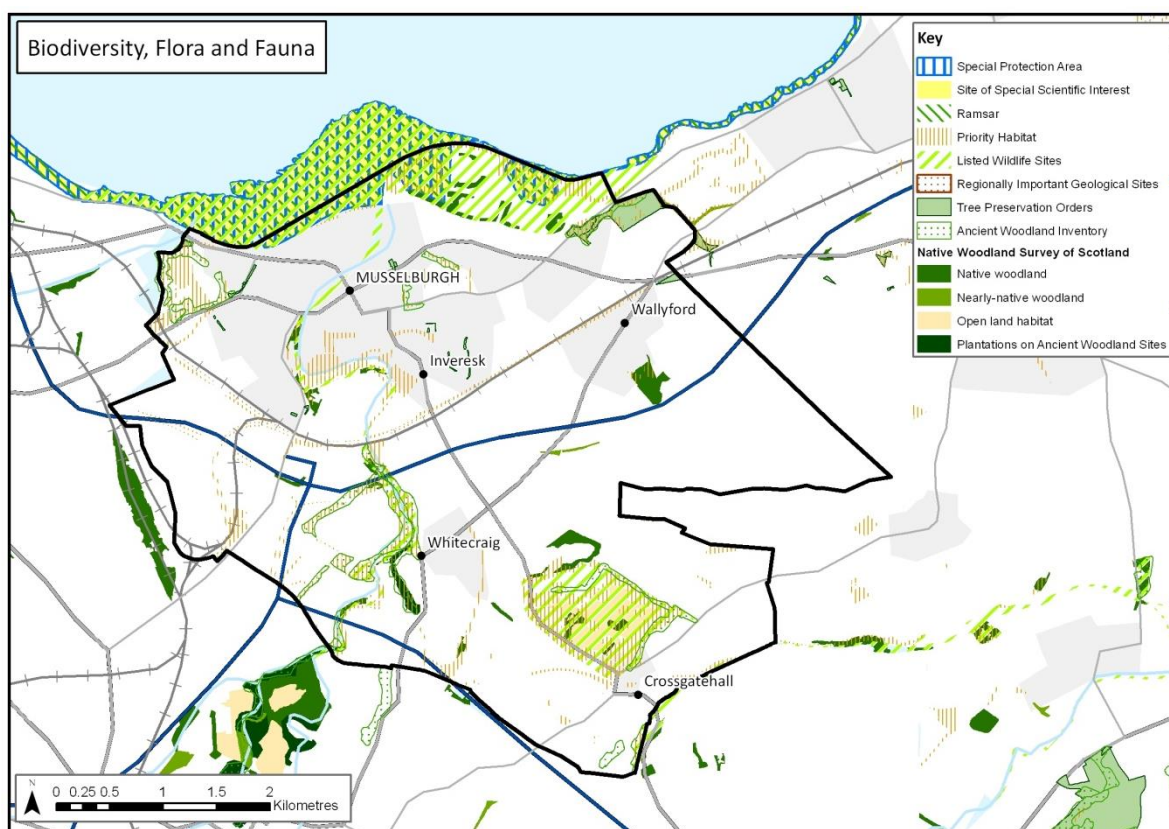
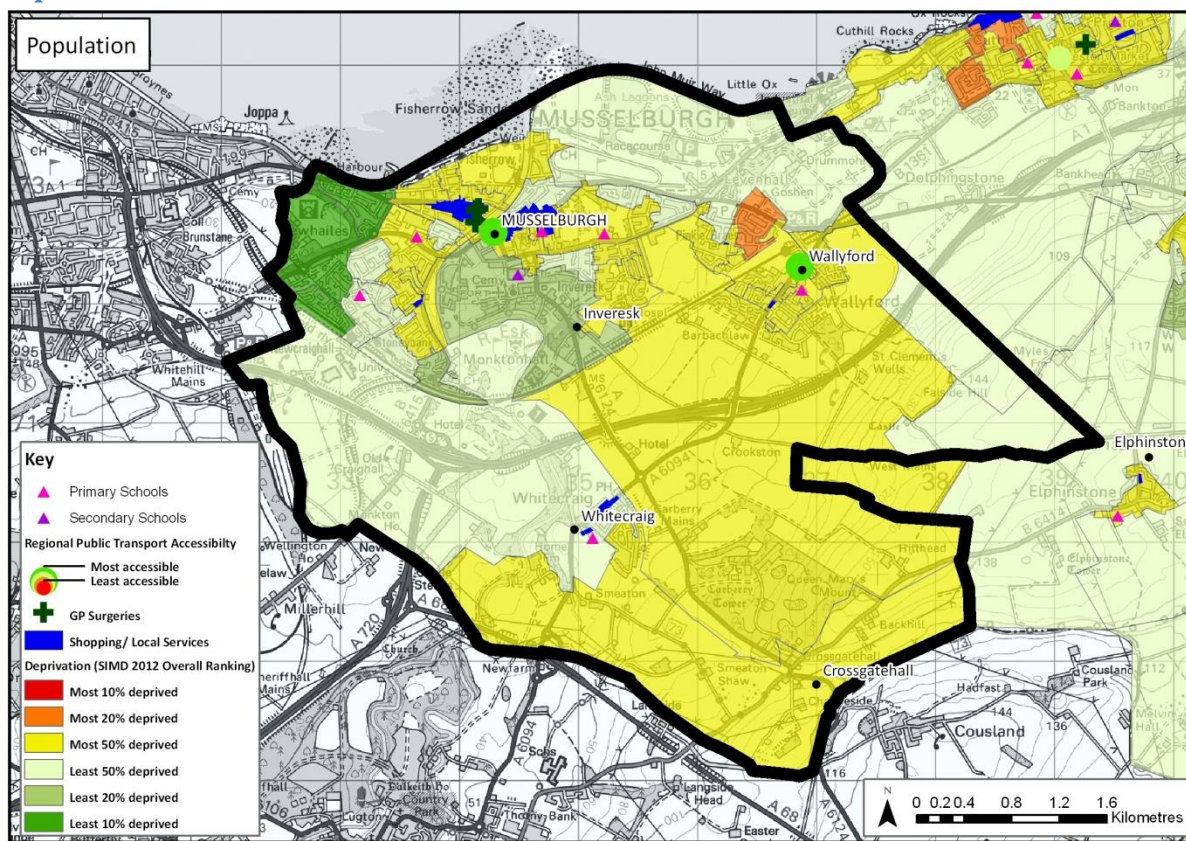


Figure 2: Biodiversity, Flora and Fauna Characteristics

| SEA Topic                            | Summary of Main Issues and Key Considerations in SEA Assessment  |
|--------------------------------------|--|
| <b>Biodiversity, Flora and Fauna</b> | <ul style="list-style-type: none"> <li>The area borders the Firth of Forth, which is of international significance, and is designated as a Special Protection Area, Ramsar site and Site of Special Scientific Interest.</li> <li>The area is home to the coastal Levenhall Links listed wildlife site, which attracts a wide variety of birds for feeding and roosting, and other wildlife.</li> <li>The River Esk flows through the area from Midlothian to the Forth at Musselburgh. It is a listed wildlife site, with a variety of habitats along its banks, including ancient woodlands. Cowpits Wood is a listed wildlife site in its own right.</li> <li>The Carberry Estate is important for its biodiversity, flora and fauna value, being a listed wildlife site with mixed woodlands.</li> </ul> |



## Population



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Figure 3: Population Characteristics

| SEA Topic  | Summary of Main Issues and Key Considerations in SEA Assessment  |
|------------|--|
| Population | <ul style="list-style-type: none"> <li>The area contains around 25% of East Lothian's total population.</li> <li>Musselburgh itself contains a wide range of facilities and services, including town centre services and secondary education facilities for the area.</li> <li>Wallyford and Whitecraig each contain a more limited range of local facilities.</li> <li>Musselburgh and Wallyford are East Lothian's most accessible settlements in regional terms in relation to access by public transport to employment, health services, and retail. Musselburgh is one of the most accessible in the whole SESplan area.</li> <li>Parts of the area are in the 10% least deprived in Scotland, while other parts are in the 20% most deprived.</li> </ul> |

## Health

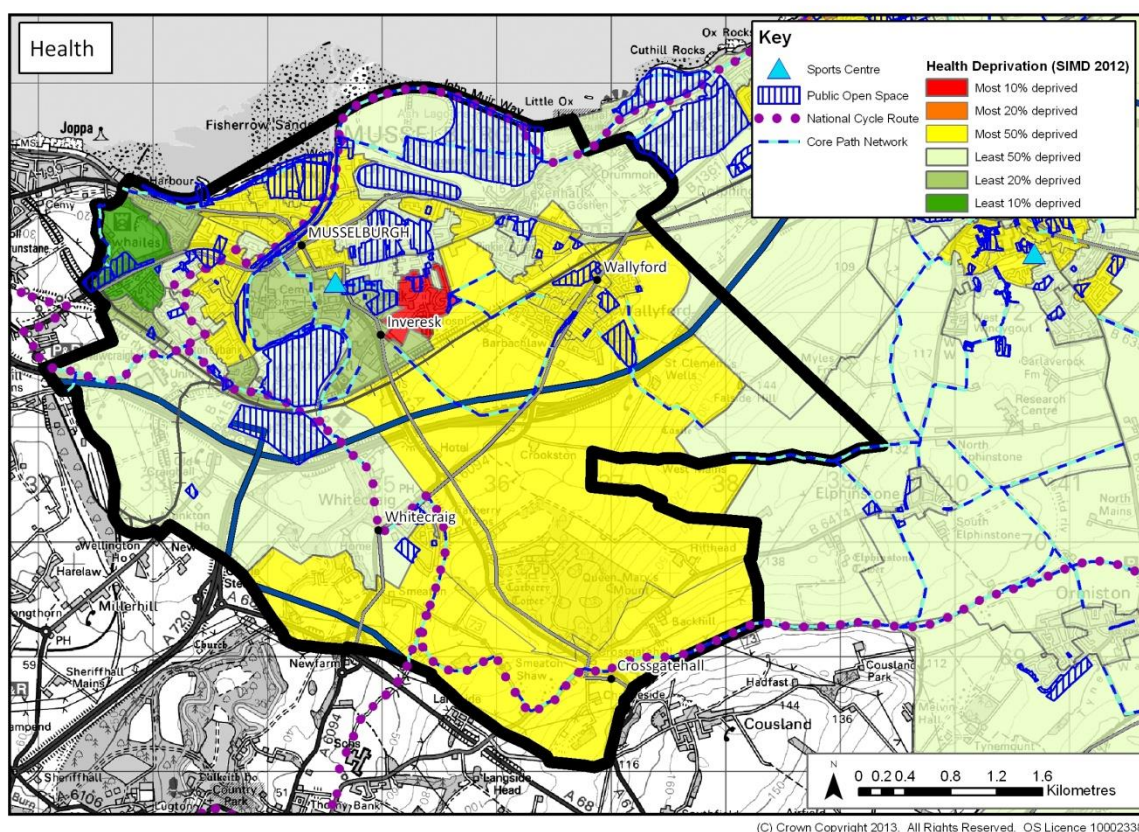


Figure 4: Health Characteristics

| SEA Topic    | Summary of Main Issues and Key Considerations in SEA Assessment   |
|--------------|---|
| Human Health | <ul style="list-style-type: none"> <li>The Musselburgh area has a wide variation in health deprivation, ranging from among the 10% most deprived in Scotland to the 10% least deprived.</li> <li>Life expectancy varies across the area by as much as seven years, with most parts of the area below East Lothian averages.</li> <li>The coastline provides significant opportunities for recreation, including Levenhall Links and the John Muir Way.</li> <li>The National Cycle Network passes through the area and there are numerous stretches of Core Path between and around settlements.</li> <li>There are significant areas of public open space, including Musselburgh Golf Course, Fisherrow Links, and a number of small areas of local importance, such as Wallyford Bing.</li> </ul> |



## Soil

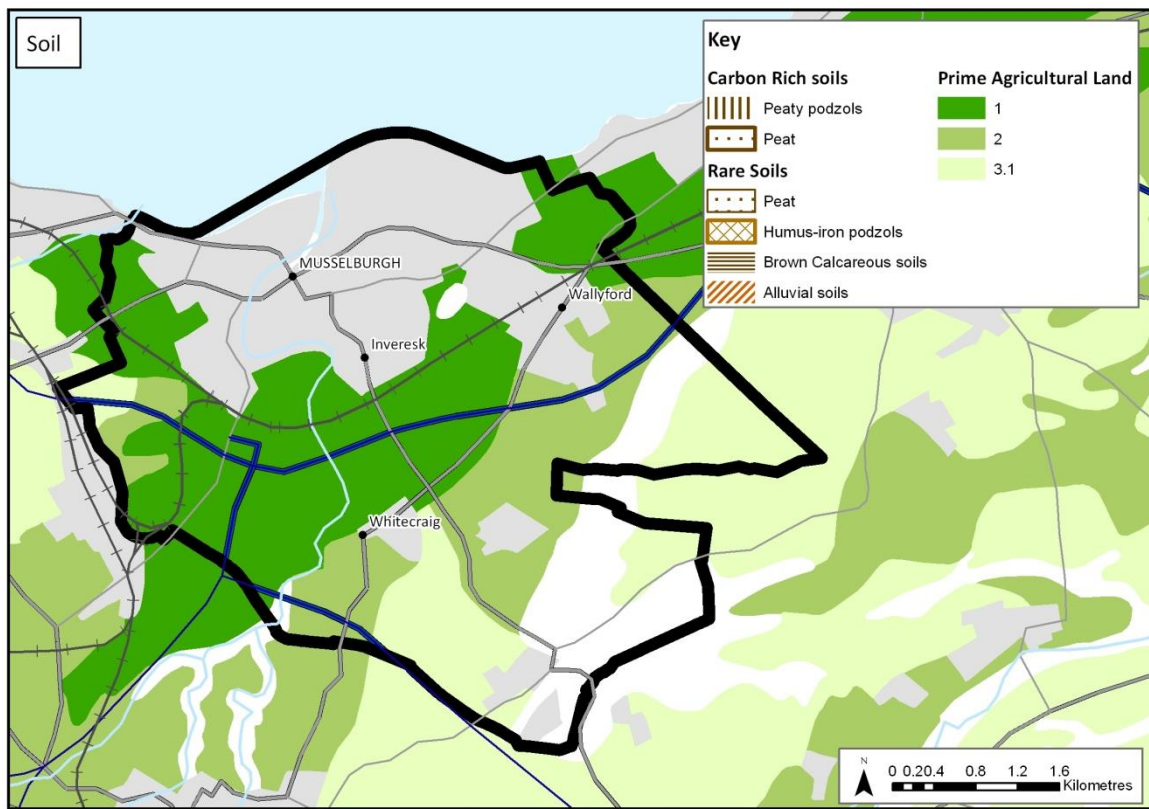


Figure 5: Soil Characteristics

| SEA Topic | Summary of Main Issues and Key Considerations in SEA Assessment   |
|-----------|---|
| Soil      | <ul style="list-style-type: none"> <li>The majority of the undeveloped land in the Musselburgh area is classified as prime agricultural land, an important and finite land resource for food production due to its highly productive nature and the wide range of crops it can support. A significant proportion of this is class 1, the very highest quality.</li> </ul> |

## Water

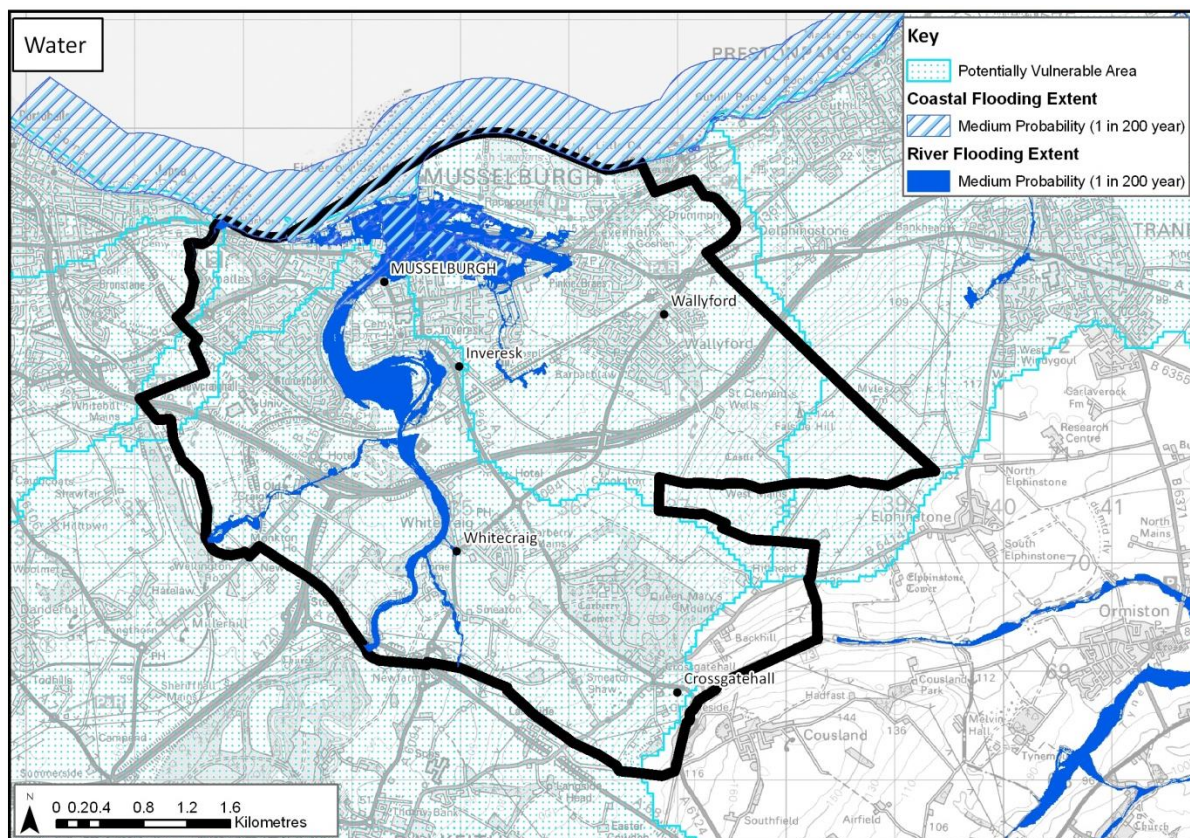


Figure 6: Water Characteristics

| SEA Topic | Summary of Main Issues and Key Considerations in SEA Assessment  |
|-----------|--|
| Water     | <ul style="list-style-type: none"> <li>Areas of Musselburgh are identified as being at medium to high risk of coastal flooding, as shown on SEPA's Flood Hazard Maps (1 in 200 year flood extent).</li> <li>Areas of Musselburgh, including land in the town centre, and land alongside the River Esk and its tributaries are identified as being at medium to high risk of river flooding.</li> <li>The majority of the area lies within a Potential Vulnerable Area.</li> <li>The River Esk is classified by SEPA as being of 'moderate' ecological status through Musselburgh itself and 'poor' ecological status to the south. This is due to point source pollution from a range of sources and also morphological alterations in the southern part.</li> <li>The coastal waters off Musselburgh are classified as having 'moderate' ecological potential due to morphological alterations.</li> <li>In terms of groundwater, the 'Dalkeith bedrock and localised sand and gravel aquifers' has 'poor' status, while the 'Esk Valley Sand and Gravel' has 'good' status.</li> </ul> |



## Cultural Heritage

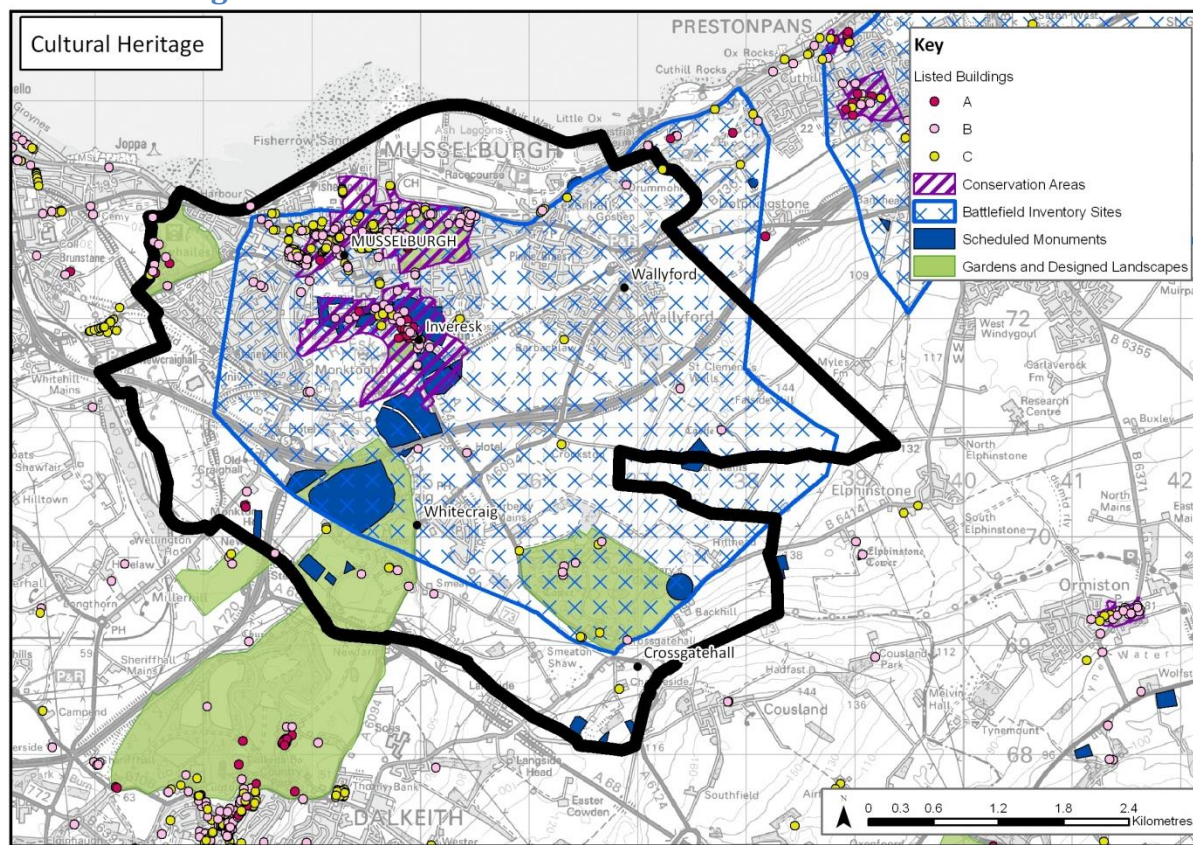
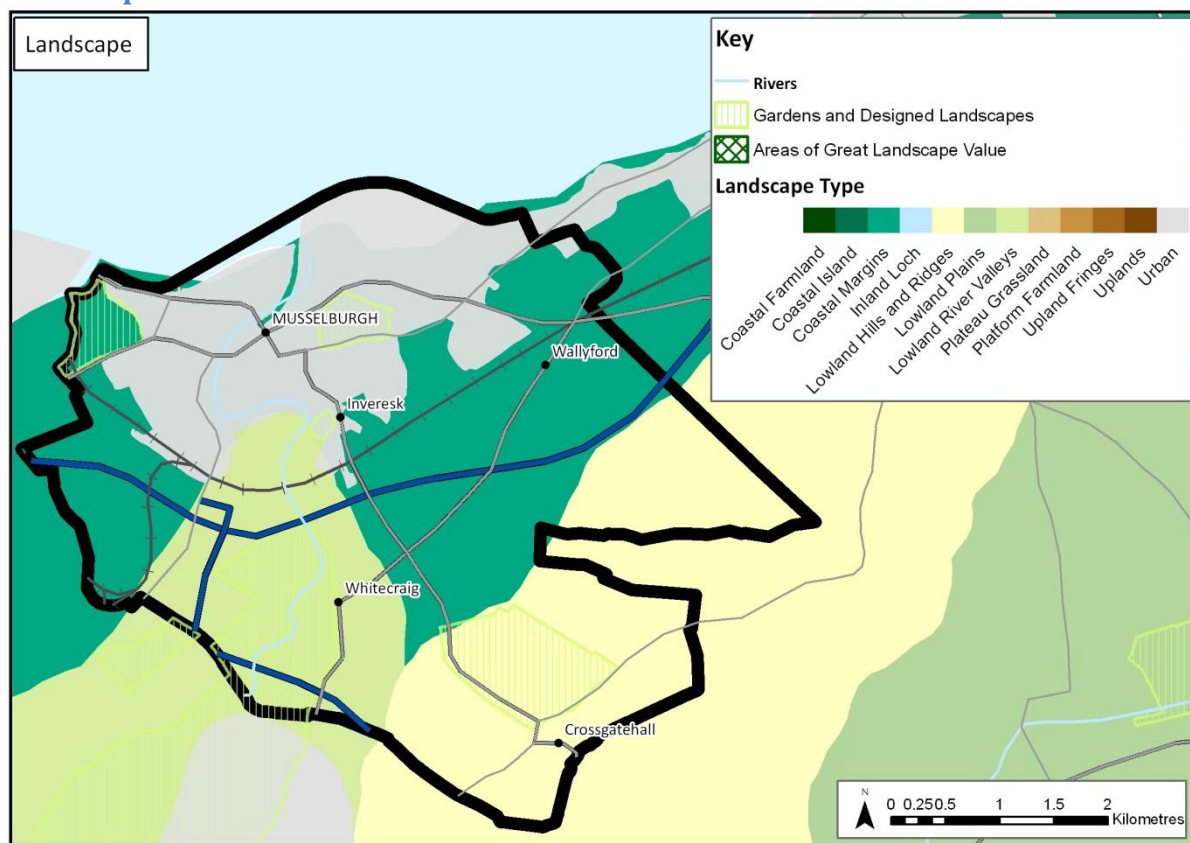


Figure 7: Cultural Heritage Characteristics

| SEA Topic         | Summary of Main Issues and Key Considerations in SEA Assessment  |
|-------------------|--|
| Cultural Heritage | <ul style="list-style-type: none"> <li>The area is rich in built and cultural heritage, with around 400 listed buildings, which are concentrated in Musselburgh and Inveresk as well as being scattered throughout the rural landscape.</li> <li>There are approximately 20 scheduled monuments within the area, including the site of a Roman fort and civil settlement at Inveresk. The long and varied history of settlement in the area means there is significant potential for unknown archaeological remains across much of the area.</li> <li>Conservation Areas have been designated in Musselburgh and Inveresk in recognition of their special architectural and historic characters.</li> <li>There are several sites within the area that are recognised on the national Inventory of Gardens and Designed Landscapes: Carberry Tower, Newhailes, Pinkie House, Inveresk Lodge Garden, and part of Dalkeith House (which extends into Midlothian).</li> <li>The majority of the area is designated on the national Inventory of Historic Battlefields as the site of the Battle of Pinkie.</li> </ul> |

## Landscape



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Figure 8: Landscape Characteristics

| SEA Topic | Summary of Main Issues and Key Considerations in SEA Assessment  |
|-----------|--|
| Landscape | <ul style="list-style-type: none"> <li>The northern part of the area is urbanised, while low lying areas to the south are part of the Musselburgh / Prestonpans Fringe Landscape Character Area, where arable farmland is interrupted by roads and power lines. Views across the plain are often curtailed by development.</li> <li>Alongside the River Esk is the North Esk Landscape Character Area, which features dense woodland in some places and a sense of enclosure.</li> <li>The south-eastern part of the area is located on part of the Mayfield / Tranent Ridge, whose elevated slopes form the immediate visual horizon in many views south from the north and west. There are extensive views across the surrounding lowlands towards the coast.</li> <li>There are a number of historic designed landscapes and gardens within the area. The policy woodlands of the designed landscape of Carberry Tower are particularly prominent from many viewpoints within Edinburgh and the coastal plain.</li> <li>A significant proportion of the area is currently designated as part of the Edinburgh Green Belt, with the aim of maintaining the landscape setting of the city and neighbouring towns and avoiding coalescence.</li> </ul> |



## Air

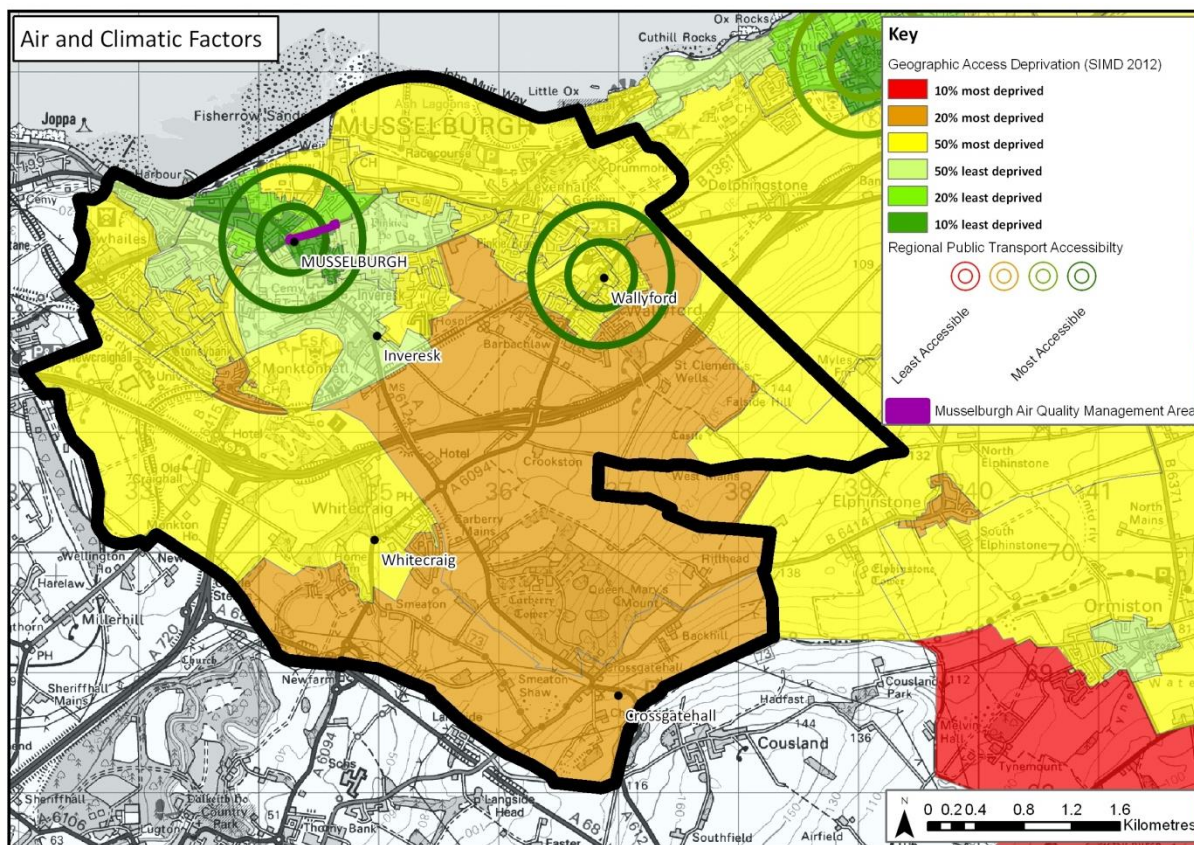


Figure 9: Air and Climatic Factors

| SEA Topic  | Summary of Main Issues and Key Considerations in SEA Assessment   |
|------------|---|
| <b>Air</b> | <ul style="list-style-type: none"> <li>The Musselburgh area has relatively good public transport accessibility to employment, health and retail at regional level, with Musselburgh itself one of the most accessible settlements in the SESplan region.</li> <li>Musselburgh is the closest part of East Lothian to higher order services and facilities within Edinburgh, with shorter distances travelled to access them, and lower emissions of pollutants and greenhouse gases.</li> <li>Parts of central Musselburgh are in the 10% least deprived areas in Scotland for geographic access to services (SIMD), while other parts of the area further from the town centre are among the 20% most deprived.</li> <li>Musselburgh High Street has recently been designated as an Air Quality Management Area due to nitrogen dioxide levels.</li> </ul> |

## Climatic Factors

| SEA Topic               | Summary of Main Issues and Key Considerations in SEA Assessment  |
|-------------------------|--|
| <b>Climatic Factors</b> | <ul style="list-style-type: none"> <li>The generally good public transport accessibility to facilities, services and employment in the Musselburgh area, compared with areas further east in East Lothian, results in a reduced need to travel to access higher level services, and lower reliance on the private car, leading to lower</li> </ul> |

- greenhouse gas emissions per capita than areas further east.
- Climate change may increase the frequency and magnitude of flood events within the area.

## Material Assets

| SEA Topic       | Summary of Main Issues and Key Considerations in SEA Assessment   |
|-----------------|---|
| Material Assets | <ul style="list-style-type: none"> <li>The undeveloped part of the Musselburgh area is a fertile agricultural area and its wealth of prime agricultural land is an important and finite land resource.</li> <li>Waste and recycling facilities in the area include the Council's Kinwegar Recycling Centre and Hamilton Waste &amp; Recycling Ltd in Wallyford. Hamilton Waste is currently constructing a new site at Smeaton Bing. SEPA also records there being a metal recycling facility in Musselburgh.</li> <li>There are a small number of vacant and derelict sites within the Musselburgh area, including the former Brunton wireworks, which has now been partly redeveloped.</li> </ul> |

## Site Assessments and SEA

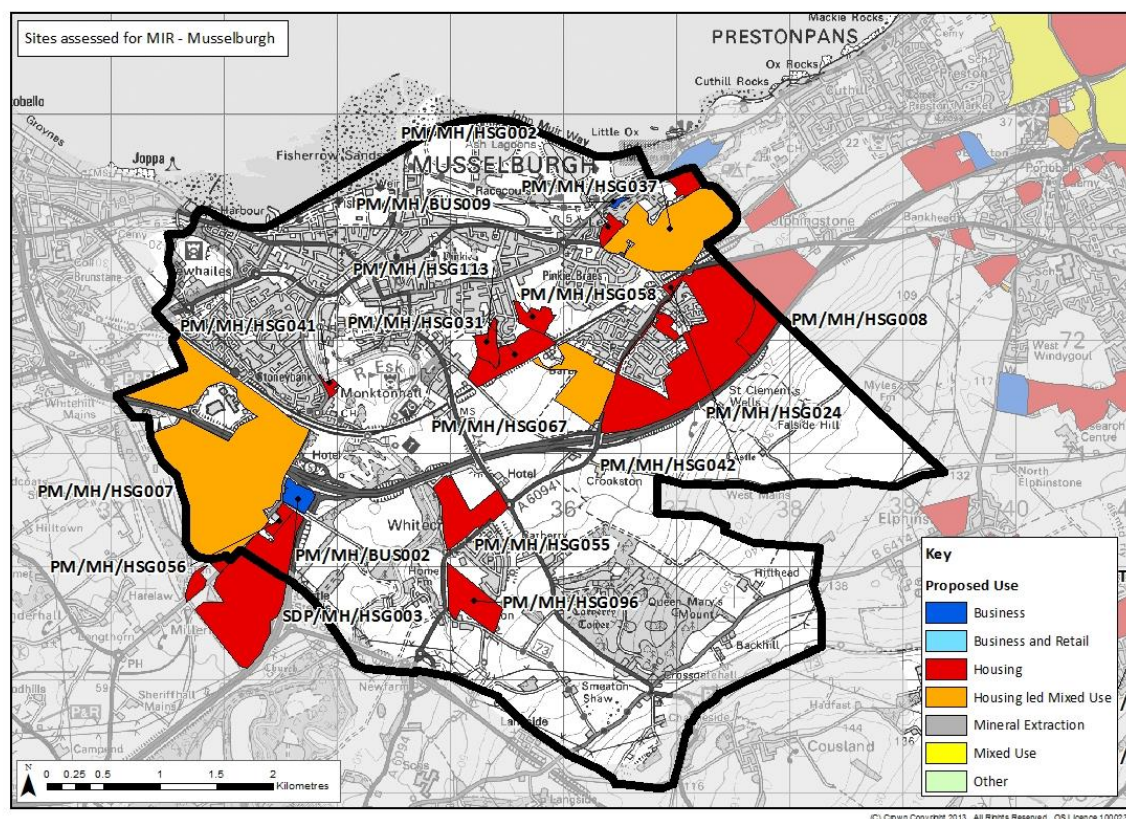


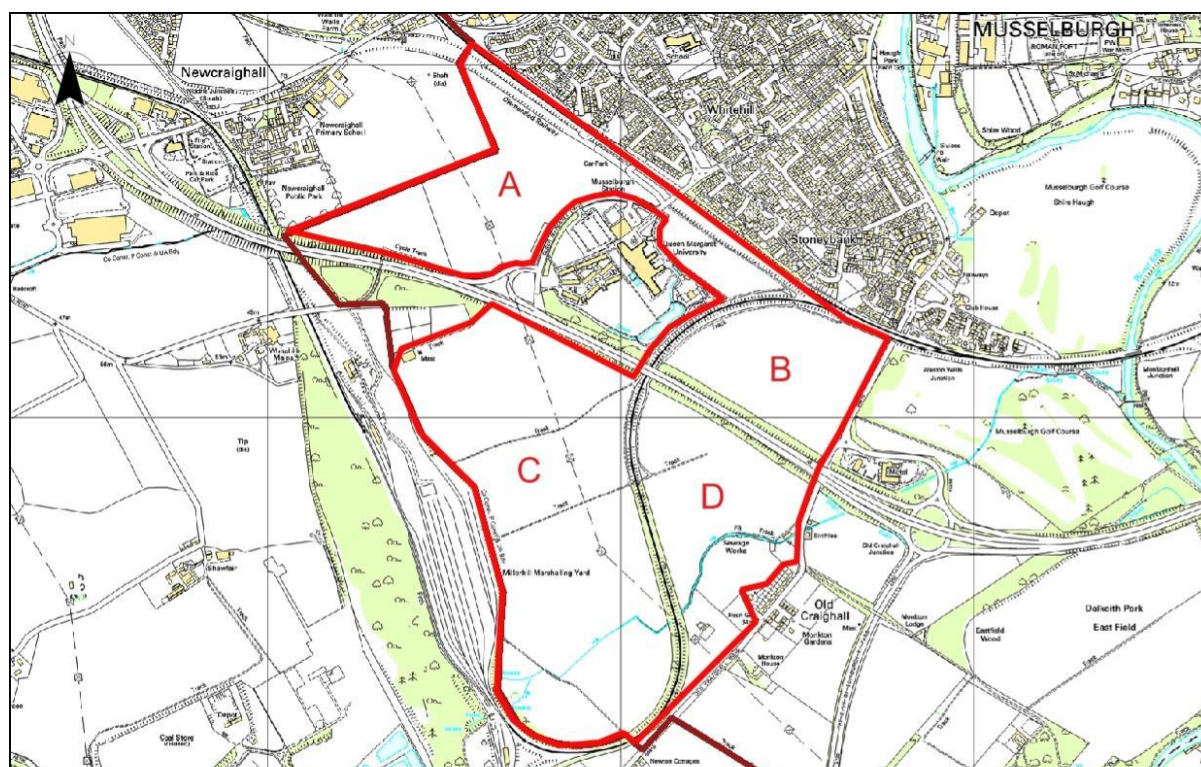
Figure 10: Sites in Musselburgh area assessed for Main Issues Report

Note: LDP Proposal MH16 does not have an associated site assessment; this proposal is for management for nature conservation not for development.



## Detailed Site Assessments – Musselburgh Catchment

| SITE INFORMATION          |  |
|---------------------------|--|
| Topic                     | Comments   |
| Site Name                 | Craighall  |
| Site Ref                  | PM/MH/HSG007 – LDP PROP MH1: Land at Craighall, Musselburgh, with an additional area to the west of QMU and south of the A1 added  |
| Source of Site Suggestion | Agent (Holder Planning) on behalf of house builder (Persimmon Homes East Scotland)   |
| Site Size (ha)            | 138ha  |
| Current Use               | Agricultural   |
| Proposed Use              | Mixed use development: approx 1000 homes and a business park   |
| Summary Description       | A large greenfield site in agricultural use, encompassing land between the A1 and East Coast Main Line on either side of QMU, plus land to the south of the A1 between Old Craighall village and Millerhill Marshalling Yard, also bisected by the railway loop to Millerhill. |



0 0.2 0.4 0.6 0.8 kilometres

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| SUITABILITY AND DELIVERABILITY OF SITE |   |       |
|--|---|-------|
| Topic                                  | Assessment  | Score |
| Location                               | The site is adjacent to the south-western edge of Musselburgh but separated from it by the East Coast Main Line. The southern part of the site is further separated from Musselburgh by the A1 and bears little relationship with the existing settlement. The northern part of the site is already allocated for built development (employment use) in the current Local Plan (areas A and B).   |       |
| Accessibility                          | Musselburgh's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian and second in the whole SESplan area. The site is large and separated into four distinct parcels, whose accessibility varies. Sites A and B in the north are within 800m of Musselburgh station, while sites C and D are not but are still within walkable distance. Site A is within 400m of the bus stops at QMU; site B is around 750m from those bus stops and is within 400m of the bus route on the B6415 (with potential for new bus stops). Site C is fairly remote from existing bus stops, while site D is within 400m of bus stops within Old Craighall. There are some facilities within 1600m of all parts of the site, however sites A and B are much closer to a wider range of facilities and services within Musselburgh. |       |
| Exposure                               | Parts of the site are sheltered from northerly winds by railway and road embankments while other parts, especially to the south, have little shelter.   |       |

|   |   |  |
|---|---|--|
| Aspect  | The large site has various aspects but is generally north-westerly and southerly-easterly facing. It is relatively level with gentle undulations.   |  |
| Suitability for Proposed Use                              | The site is physically suitable for the proposed uses. There may be noise impacts which arise from the proximity of the East Coast Main Line to the North and the A1 to the South of the site. Mitigation measures may be required. The marshalling yards and proposed Zero Waste facility to the west of the site may also raise issues of noise or air quality. The mix of uses across the site will be important in minimising any impacts.  |  |
| Fit with local/ strategic policy objectives and direction | The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity                          | There are traffic capacity constraints within Musselburgh and it is uncertain how these might be mitigated. An existing agreement is in place for providing improvements to the QMU junction. These are likely to take 2 years and cost around £4.5 to £6 million. Low bridges will be an issue for bus connections to Musselburgh. There are existing capacity issues with Old Craighall junctions and developer contributions towards improvements are likely to be required. The site's development could raise cross-boundary issues with Midlothian, including links with the proposed Shawfair development. The site is served by Glencorse Water Treatment Works and Seafeld Waste Water Treatment Works which both have capacity. |  |
| Service infrastructure capacity                           | The site is within the catchment of Campie Primary School which has limited capacity, is landlocked, and cannot expand. A development of the scale proposed would require a new primary school. At secondary level the site would be served by Musselburgh Grammar which is subject to potential options for increasing education capacity in the Musselburgh cluster.  |  |
| Deliverability/ Effectiveness                             | The site is being promoted for development by a housebuilder. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. Parts of the site are within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment is therefore likely to be required. It is not known whether potential contamination or ground conditions would pose any constraints to development.   |  |







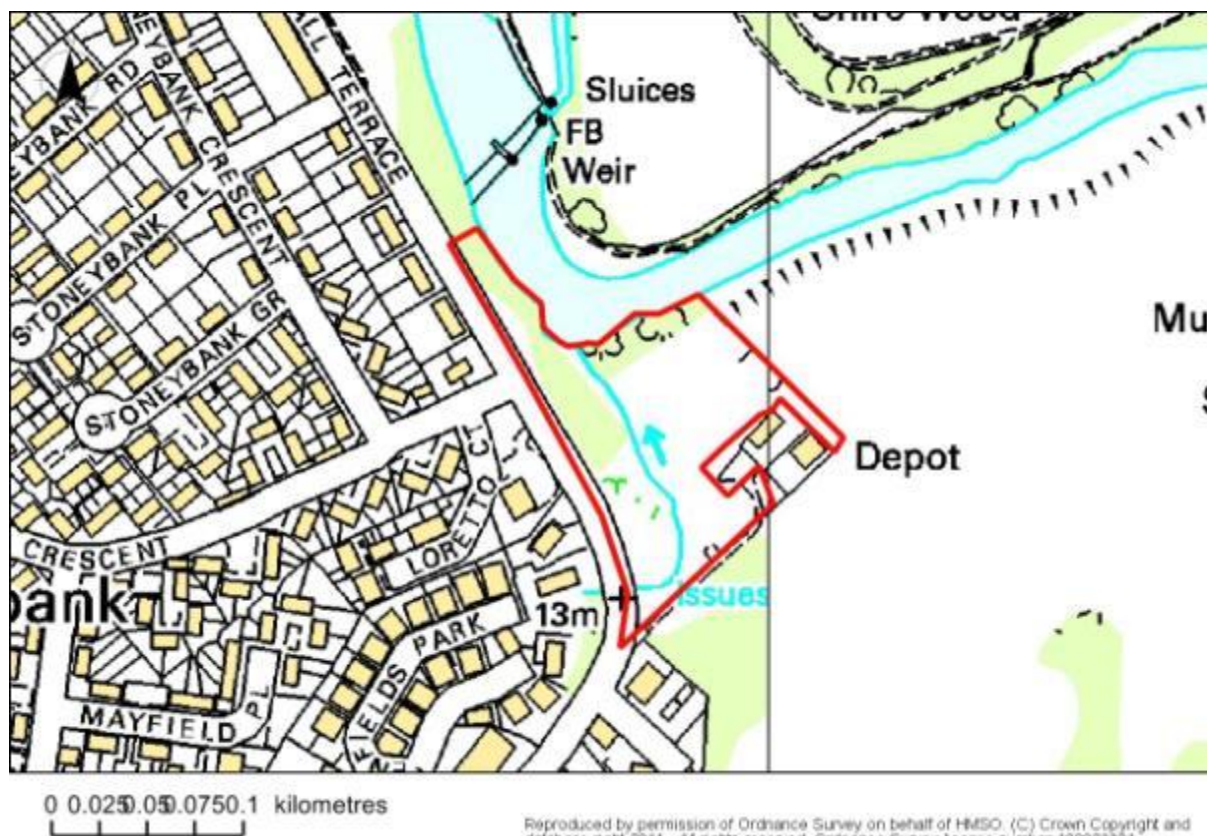
| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. It is, however, around 1km from the Firth of Forth SPA/Ramsar site. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, | o/?*  |

|                  |  |       |
|------------------|--|-------|
|                  | therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. 4ha of the southern part of the site are lowland meadow priority habitat (neutral grassland, semi-improved). Road and railway verges within the site are similarly designated. There may be opportunities through development of the site to improve habitat linkages.  |       |
| Population       | The site would provide housing, including an element of affordable housing to help meet need. It has reasonable access to facilities, services, and employment opportunities by active travel or public transport, and would also provide additional employment opportunities in an accessible location.   | +     |
| Human Health     | There are records of some small areas of contamination from former mining activities. Development may provide an opportunity to mitigate effects of this pollution. The core path network passes through the northern part of the site, and there are path links between the sections of the site. There would be an opportunity to provide a significant new area of open space in a development of this scale. The site's development could exacerbate air quality problems in Musselburgh town centre. The proximity of the A1 may result in noise issues for residents of the proposed development.  | +/?   |
| Soil             | The development of the site would result in the significant loss of an area of prime agricultural land (the majority of which is class 1, with some classes 2 and 3.1). There are no rare or carbon rich soils within this site.   | -     |
| Water            | SEPA's flood map shows an area of flood risk in the southern part of the site adjacent to the burn that crosses the site from south-west to north-east east. There are also pockets of surface water flooding within the site. SEPA advises that a Flood Risk Assessment is required, and states that it maintains a level only gauging station within the site. SEPA notes that Old Craighall WWTW is within the site but any new development would need to connect to Seafeld WWTW, with the existing Old Craighall WWTW preferably being removed.   | ?     |
| Air              | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.  | o/-   |
| Climatic Factors | Musselburgh is in a highly accessible location in regional terms and closer to major centres of employment than other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions, particularly the employment proposals, which may attract workers from a wide area, although there may also be some reduction in the distance travelled for some workers if they are currently commuting out of East Lothian. The site's south-eastern | o/-/? |

|                   |   |     |
|-------------------|---|-----|
|                   | facing aspect partially lends itself to development that is resource efficient through siting (i.e. solar gain).  |     |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.   | --  |
| Cultural Heritage | The eastern side of the site (including all of site B) is within the Pinkie battlefield site, and it is also around 400m from the boundary of the Dalkeith Palace GDL to the east. Historic Environment Scotland advises that the site does not contribute strongly to understanding of the battlefield landscape and its development would not raise issues of national importance. ELCAS advises that excavations at QMU have uncovered human remains and the site has moderate to good potential for archaeological remains in places. There may also be possible setting issues with the A-listed Monkton House.  | -/? |
| Landscape         | The proposed development would represent a significant urban expansion to the south-west of Musselburgh. The site consists of four main parts, separated by the A1 and a railway line. These are generally open and agricultural in nature. Pylons cross the site from south to north. Site A in the north-west is an agricultural field between the A1 and the East Coast Main Line, with QMU to the south-east and a proposed development area at Newcraighall to the north-west. There are long views across the site including from the A1 across Musselburgh to the East Lothian coast and northwards to Fife. Site B is an agricultural field contained by the railway line to the north, the A1 to the south, and the B6415. It is well contained by these landscape features, and prominent in views from the A1. Between these two sites is an area of unimproved grassland lying to the east of QMU. Sites A and B and the intervening land are currently allocated for employment development and were removed from the green belt for this purpose. Sites C and D lie to the south of the A1 and are separated by the railway line that loops off the East Coast Main Line to Millerhill Marshalling Yard. There are open views across site C including south from the A1 towards the Mayfield ridge and the Moorfoot hills. In westward views from the A1 the Millerhill Marshalling Yard (with perimeter trees) provides a visual backdrop to this site. Site D is between the A1 and Old Craighall village, and also affords long distance views from the A1. Sites C and D are currently within the green belt and their development would have significant urbanising effects in a currently open landscape, particularly in views from the A1. Development of the whole site would also result in the physical coalescence of Musselburgh with Newcraighall (Edinburgh) and the planned Shawfair development in Midlothian. If noise mitigation measures are required, they may have an impact upon the landscape and/or views from the A1 and/or East Coast Main Line. | --  |



| SITE INFORMATION          |   |
|---------------------------|---|
| Topic                     | Comments  |
| Site Name                 | Land at Monktonhall Terrace   |
| Site Ref                  | PM/MH/HSG041: LDP Policy HOU1: Established Housing Land: Table MH1 Monktonhall Terrace  |
| Source of Site Suggestion | Agent (Colliers) on behalf of landowner (Edmond Developments)   |
| Site Size (ha)            | 1.5ha   |
| Current Use               | Vacant land/scrub   |
| Proposed Use              | Housing – 12 homes  |
| Summary Description       | A small site on the edge of Musselburgh, lying between Monktonhall Terrace and the River Esk. It is largely vegetated, steeply sloping to the west, and level ground within the flood plain to the east. Planning application reference 17/01102/P for renewal of planning permission 14/00070/P - Erection of 12 houses and associated landscaping is pending consideration. |





| SUITABILITY AND DELIVERABILITY OF SITE          |   |       |
|---|---|-------|
| Topic   | Assessment  | Score |
| Location  | The site is outside the settlement boundary of Musselburgh but is reasonably well related to it. It is situated to the eastern border of the Stoneyhill settlement.   |       |
| Accessibility                                   | The site is well within 400m of bus stops on Monktonhall Terrace where there are regular services to Musselburgh and Edinburgh. Although not within 800m, Musselburgh rail station is within walkable distance (1000m) of the site. Musselburgh town centre is within 1600m, with a wide range of facilities, services and employment opportunities. Musselburgh's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian and second in the whole SESplan area. |       |
| Exposure  | Vegetation within and to the north of the site provides shelter from northerly winds. However, it is uncertain that the site could be developed without removing much of the vegetation within it.  |       |
| Aspect  | The site faces east.  |       |
| Suitability for Proposed Use                    | The eastern part of the site is unsuitable for development due to flood risk and the remaining part of the site is physically unsuited to the proposed use due to its steeply sloping and heavily vegetated nature. There could also be amenity conflicts arising due to the presence of a business use adjacent to the site.   |       |
| Fit with local/ strategic policy objectives and | The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development   |       |

|                                  |   |  |
|----------------------------------|---|--|
| direction                        | towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity | The site is served by Glencorse Water Treatment Works and Seafeld Waste Water Treatment Works which both have capacity. The site is served by an existing access road, which is suitable for the proposed development. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated.  |  |
| Service infrastructure capacity  | The likely developable area of the site (outwith the flood plain) is within the catchment of Campie Primary School which has limited capacity, is landlocked, and cannot expand. [The eastern part of the site is within the catchment for Burgh Primary School]. At secondary level the site would be served by Musselburgh Grammar which is subject to potential options for increasing education capacity in the Musselburgh cluster.  |  |
| Deliverability/ Effectiveness    | The site has previously been granted planning permission (lapsed 2/2/14 but with a new application lodged) and has been marketed for some time. There are also several invasive species within the site. It is uncertain whether it is currently economically viable to develop. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. |  |



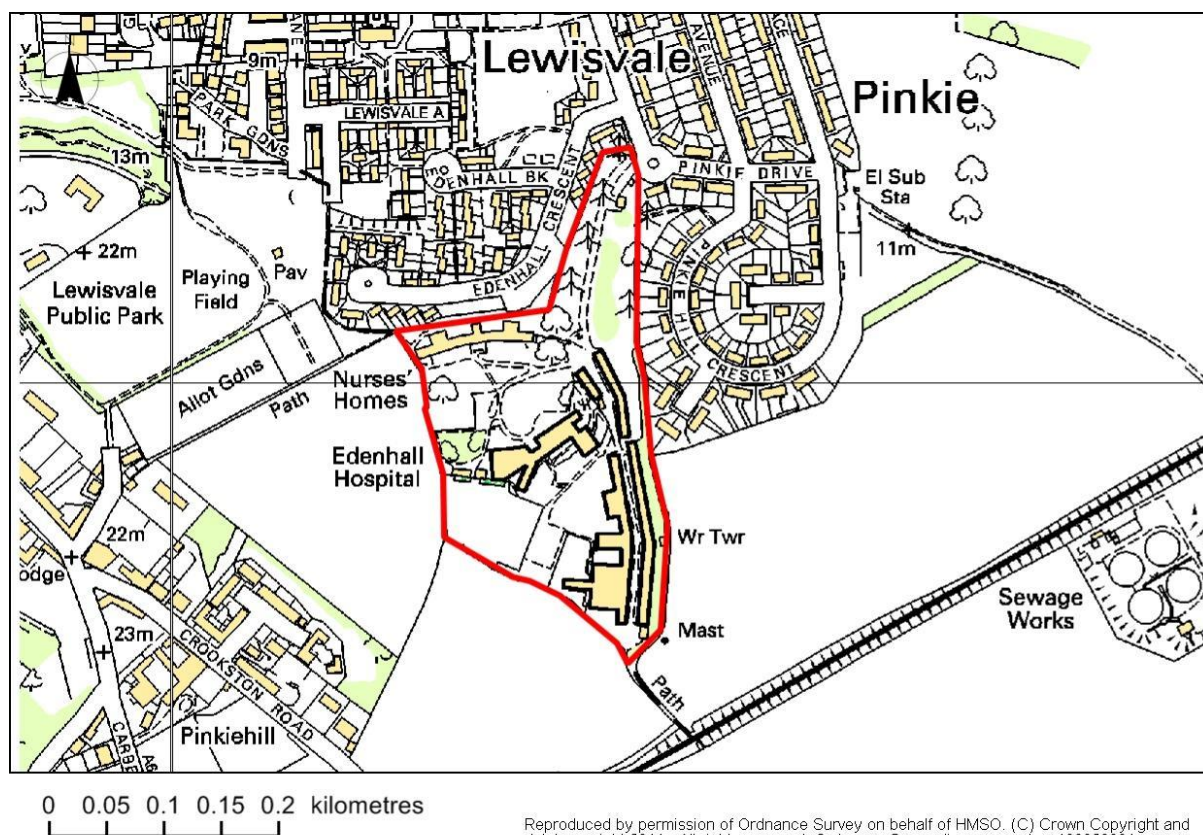




| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international or national local nature conservation interest, however the northern edge of the site is within the River Esk local wildlife site. The site also contains several priority habitats in different parts: neutral grassland, marshy grassland, and dense scrub. Given its restricted size, it is unlikely that the site can be developed without impacting on these habitats. | -/?   |
| Population                            | The site would provide housing, including an element of affordable housing to help meet need. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.  | +     |
| Human Health                          | The site has good access to open space (Haugh Park lies to the north). There is known contamination within site; development may be able to mitigate this. The site's development could exacerbate air quality problems in Musselburgh town centre.   | +/?   |

|                   |  |     |
|-------------------|--|-----|
| Soil              | The development of the site may result in some loss of class 1 prime agricultural land, as shown on land capacity mapping, although it does not appear that this designation does apply to the site in reality. This may be due to the small scale of the mapping. There are no rare or carbon rich soils on this site.  | -/? |
| Water             | The majority of the site is in an area of flood risk adjacent to the River Esk, as identified in SEPA's flood maps. There is also a small watercourse within the site. SEPA advises that in 1990, records indicate that a small compound located adjacent to the south-east boundary of the site flooded up to a depth of approximately 1 metre. Furthermore, a previous FRA demonstrated that virtually the entire site with existing ground levels is inundated during a 1 in 200 year event. SEPA would require a FRA if the site's development should differ from the previously approved application, which restricted development to the higher western edge of the site.  | -/? |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.  | o/- |
| Climatic Factors  | Musselburgh is in a highly accessible location in regional terms and closer to major centres of employment than other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).  | o/- |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land designated as prime agricultural quality (though this designation may not be accurate).   | -   |
| Cultural Heritage | The site is within the Battle of Pinkie designation. There are possible 19 <sup>th</sup> /20 <sup>th</sup> Century curling ponds over much of the site and it is considered there is moderate potential for archaeological remains.  | o/- |
| Landscape         | The site has two distinct parts, a steep slope dropping down from Monktonhall Terrace and the level floodplain of the Esk below. The majority of the site is heavily vegetated with trees and shrubs and it also contains several invasive species. Given flood risk constraints on the lower part of the site, any development would have to be located on the steep bank below Monktonhall Terrace. It is unlikely to be possible to develop here without significant tree removal and resulting landscape impacts. The site is within the green belt. Its development would not result in a significant intrusion into open countryside or settlement coalescence, though would introduce built form adjacent to the east side of Monktonhall Terrace where currently there is none. This would be a localised impact that would not affect the wider setting of Musselburgh. | -   |

| SITE INFORMATION                         |   |
|--|---|
| Topic                                    | Comments  |
| Site Name                                | Edenhall Hospital   |
| Site Ref                                 | PM/MH/HSG113: LDP PROP MH5: Former Edenhall Hospital Site, Musselburgh  |
| Source of Site Suggestion                | Housing site option selected for consideration by the Council once known that NHS would vacate site. Site owned by NHS Scotland.  |
| Site Size (ha)                           | 5.4ha   |
| Current Use                              | Former hospital (now disused)   |
| Proposed Use                             | Housing   |
| Summary Description and Planning History | The former Edenhall Hospital is a brownfield site on the southern edge of Musselburgh. It contains several listed buildings and a number of other former hospital buildings. It is accessed via Edenhall Road to the north. |







0 0.05 0.1 0.15 0.2 kilometres

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| SUITABILITY AND DELIVERABILITY OF SITE   |   |       |
|--|---|-------|
| Topic                                    | Assessment  | Score |
| Location                                 | The site is within the settlement boundary of Musselburgh.  |       |
| Accessibility                            | Musselburgh's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian and second in the whole SESplan area. The site is around 600m from the nearest bus stops on Pinkie Road. There are frequent bus services to Edinburgh, Tranent, Wallyford, Prestonpans and Port Seton. There are no rail stations within 800m. Musselburgh town centre, with a wide range of facilities, services and employment opportunities, is within 1600m. |       |
| Exposure                                 | The northern boundary is well screened through topography and vegetation, which would provide some shelter from northerly winds. The site is within a natural depression but the main hospital building is on a low rise within it.   |       |
| Aspect                                   | The aspect of the site is northerly.  |       |
| Suitability for Proposed Use             | The site is physically suitable for the proposed use for housing and this would relate well to the surrounding residential area. There may be noise impacts which arise from the proximity of the East Coast Main Line to the south of the site. Mitigation measures may be required.   |       |
| Fit with strategic policy objectives and | The site is within a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development  |       |

|                                  |   |  |
|----------------------------------|---|--|
| direction                        | towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity | The site is served by Rosebery Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. There is an existing access in to the site from the north, which is of sufficient width though may require traffic calming measures. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated.  |  |
| Service infrastructure capacity  | The site is within the catchments of Pinkie St Peter's Primary School which has very limited capacity, although limited expansion may be possible on current site. At secondary level the site is served by Musselburgh Grammar which is subject to potential options for increasing education capacity in the Musselburgh cluster.   |  |
| Deliverability/ Effectiveness    | The site is currently in the ownership of NHS Scotland but is disused. It is understood that the NHS may wish to release the site for development. There are also traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment is therefore likely to be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. |  |







| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not in an area designated for its international, national or local nature conservation importance. The site lies within a local designed landscape of fully mature landscaped grounds that should form the setting for future residential development within the site. The majority of the trees within the site are protected by TPO 108, many of which fall along the boundaries, in particular on the eastern boundary. There are no areas of priority habitat within the site but to the south there is an existing area of priority habitat (Neutral grassland) which runs alongside the railway line. There is also an area of priority habitat (Mixed Woodland, Semi-natural) located to the north west of the site. | o/?   |
| Population                            | The site would provide housing, including an element of affordable housing to help meet local need. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.  | +     |
| Human Health                          | The site is within close proximity to existing core paths to the north east, north west and south. These can be easily accessed and connect with existing areas of open space and there would be opportunities to connect into these networks and potentially enhance them through new development.   | +     |
| Soil                                  | The development of the site would not result in the loss of prime agricultural land and rare or carbon rich soils.  | o     |
| Water                                 | The Pinkie Burn used to run through the east side of the site but there is no sign of this now. A Flood Risk Assessment is likely to be required to assess the risk from this potentially culverted watercourse. There is also a natural wet area within the site midway along the western boundary, which is in a low lying area that is understood to fill up regularly with water, particularly after heavy rain. This area may be suitable for SuDS but further investigation   | ?     |

|                   |  |     |
|-------------------|--|-----|
|                   | may be required. The SEPA flood maps highlight areas of surface water flooding within the site.  |     |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.  | o/- |
| Climatic Factors  | Musselburgh is in a highly accessible location in regional terms and closer to major centres of employment than other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).   | o/- |
| Material Assets   | The site's development for housing would involve the redevelopment of a previously developed site and should also retain the listed buildings within the site. It would therefore make an efficient use of land and resources.   | +   |
| Cultural Heritage | The site contains three listed buildings whose settings should be respected in terms of the location of new development. Development of the site should retain and convert these listed buildings and their features as it is outlined in existing design guidance for the site. This would include the conversion of the main Edenhall Hospital building (Category C), together with its former stable block (Category C) and the former Gardener's Cottage (Category C). Listed features that should also be retained through redevelopment should include a sundial and ornamental garden walls to the south of the Edenhall Hospital building, the brick wall to the south of the Gardener's Cottage and the stone gatepiers and wrought iron gate. Any redevelopment should be appropriately recorded before conversion. Purpose built hospital buildings within the site which date from the 1950s are not listed but should be recorded by a historic buildings specialist or buildings archaeologist prior to any demolition. Historic Environment Scotland comment that impacts should be mitigated on the setting of scheduled monuments to the west (Lewisvale Public Park - Roman works & field system) and south (Pinkiehill - field system 300m S) of the site. The site also lies within the Battle of Pinkie designated area, and may preserve archaeological remains relating to this. The archaeological potential should be evaluated and suitable mitigation built in to any final scheme. East Lothian Council Archaeology Services outline that there is moderate potential for direct impacts upon as yet unknown remains, but this is dependent upon the level of previous disturbance. There is some evident landscaping of the site, therefore there is moderate potential for setting issues to impact on the Listed buildings. This would be dependent upon massing and scale of proposed development and could be mitigated | -/? |

|           |  |       |
|-----------|--|-------|
|           | through design and landscaping.  |       |
| Landscape | <p>The site is within the existing urban area of Musselburgh and is previously developed and therefore its redevelopment would consolidate the existing settlement pattern. The site is visually sensitive due to its mature landscape, its existing listed buildings and features and its close proximity to scheduled monuments and the Inveresk Conservation Area. It is important that the listed buildings remain the focus of their setting throughout any redevelopment. Subject to retention of the listed buildings, sensitive design, and avoiding impacts on protected trees, the landscape impacts of development are not likely to be significant, though there is potential for harmful impacts through insensitive development.</p> | o/-/? |

| SITE INFORMATION          |   |
|---------------------------|---|
| Topic                     | Comments  |
| Site Name                 | Land adjacent to Edenhall Hospital, Inveresk  |
| Site Ref                  | PM/MH/HSG031: LDP Policy DC7 Development in the Edinburgh Green Belt  |
| Source of Site Suggestion | Wallace Land on behalf of landowner (Margo Cochrane), also Halliday Fraser Munro consultants for Barratt and David Wilson Homes   |
| Site Size (ha)            | 14.4ha  |
| Current Use               | Agricultural  |
| Proposed Use              | Housing – 300 homes   |
| Summary Description       | A greenfield site currently in agricultural use lying to the south and east of the former Edenhall Hospital, adjacent to existing development at Pinkiehill Crescent. It is bounded to the south by the East Coast Main Line, to the west by Crookston Road, and to the east by a core path that links Musselburgh and Wallyford. |



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| SUITABILITY AND DELIVERABILITY OF SITE                    |   |       |
|---|---|-------|
| Topic   | Assessment  | Score |
| Location  | The site is outside the settlement boundary of Musselburgh but is well related to it, lying between the boundary and the East coast main line.  |       |
| Accessibility   | Musselburgh's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian and second in the whole SESplan area. The site is around 750m from the nearest bus stops on Pinkie Road. There are no rail stations within 800m. Musselburgh town centre, with a wide range of facilities, services and employment opportunities, is within 1600m. |       |
| Exposure  | The site is relatively flat but existing development and a tree belt provides some shelter from northerly winds.  |       |
| Aspect  | The site has a north-westerly aspect.   |       |
| Suitability for Proposed Use                              | The site is physically suitable for the proposed use. There may be noise impacts which arise from the proximity of the East Coast Main Line to the south of the site. Mitigation measures may be required. Other surrounding land uses include housing, agriculture, and a vacant former hospital.  |       |
| Fit with local/ strategic policy objectives and direction | The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see   |       |

|                                  |   |  |
|----------------------------------|---|--|
|                                  | 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity | There are opportunities to connect to the local road network at Pinkie Hill Crescent and Crookston Rd. However, there are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity.   |  |
| Service infrastructure capacity  | The site is within the catchments of Pinkie St Peter's Primary School and Musselburgh Grammar. Pinkie St Peter's has very limited capacity, although limited expansion may be possible on the current site. Musselburgh Grammar is subject to potential options for increasing education capacity in the Musselburgh cluster.   |  |
| Deliverability/ Effectiveness    | The site has been promoted for development on behalf of the landowner, and also on behalf of a housebuilder. The initial site submission estimates delivery by two housebuilders within a 6 year period. It has not yet been established whether there is sufficient infrastructure capacity to serve the development. Parts of the site are within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment is therefore likely to be required. It is not known whether ground conditions would pose any constraints to development. |  |



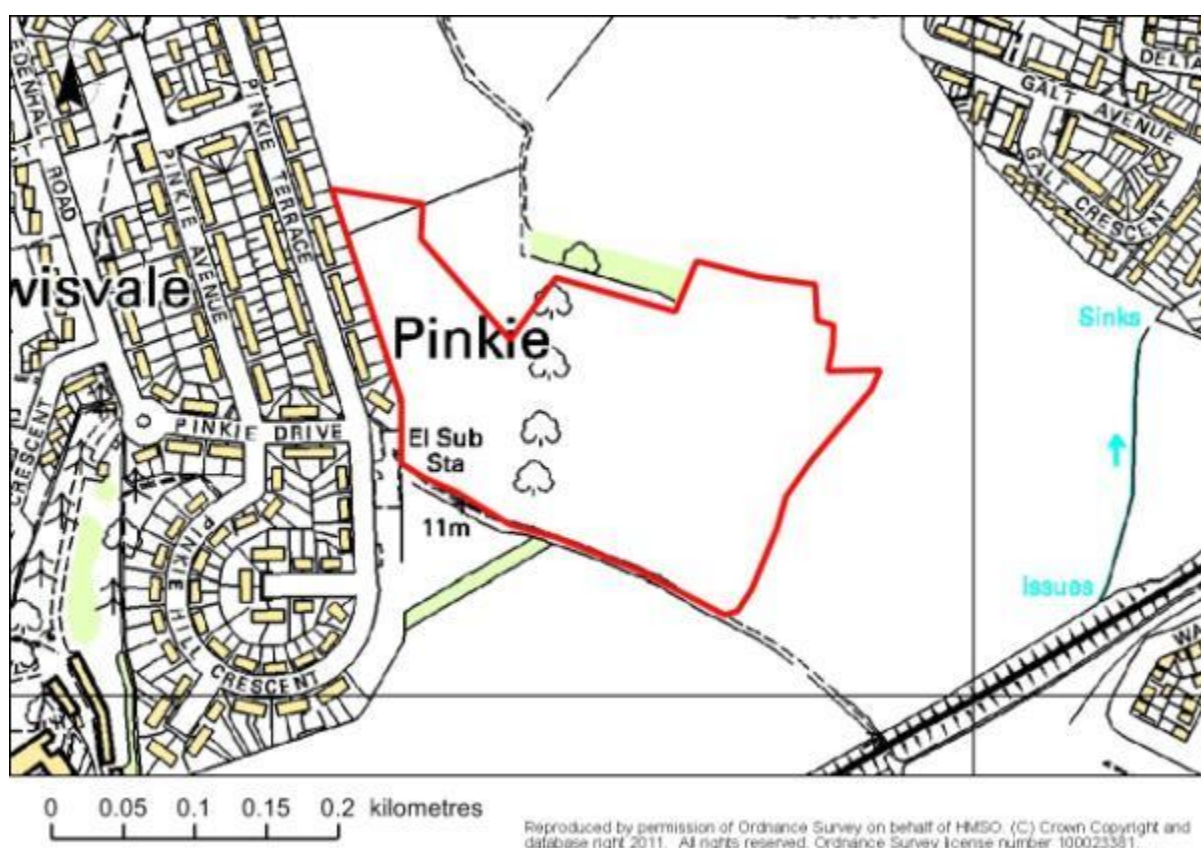
| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |        |
|---------------------------------------|---|--------|
| Topic                                 | Comments  | Score  |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. It is, however, around | o/+/?* |

|                   |   |     |
|-------------------|---|-----|
|                   | 1.5km from the Firth of Forth SPA/Ramsar site. At this stage is it screened in to the HRA process. There is a TPO (108) in the adjacent Edenhall hospital and lowland meadow priority habitat (neutral grassland, unimproved) in the railway verge to the south. Development of the site would be unlikely to impact on protected trees. There may be opportunities to improve habitat connectivity.  |     |
| Population        | The site would provide housing, including an element of affordable housing to help meet need. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.  | +   |
| Human Health      | There is no known contamination within the site, and it has good access to the core path network to the east and west, while another path runs through the site from north to south and links with Crookston Road. The site's development could exacerbate air quality problems in Musselburgh town centre. The proximity of the East Coast Main Line may result in noise issues for residents of the proposed development.   | +/? |
| Soil              | The development of the site would result in the loss of class 1 prime agricultural land. There are no rare or carbon rich soils on this site.   | -   |
| Water             | There is an area of river and surface flood risk running through the site directly to the south of Edenhall Hospital according to SEPA's flood maps. A Flood Risk Assessment may therefore be required.   | ?   |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.   | o/- |
| Climatic Factors  | Musselburgh is in a highly accessible location in regional terms and closer to major centres of employment than other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).   | o/- |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.   | -   |
| Cultural Heritage | The site is within the designated Pinkie battlefield and the western field is within the Inveresk Conservation Area. The western field has also been identified as a candidate for scheduling as part of Roman field systems. ELCAS considers that this field should be treated as a Scheduled Monument, and Historic Environment Scotland has advised that it would object to development of this field as it would raise issues of national importance. Historic Environment Scotland also advises that the site is within a core part of the battlefield and it contributes strongly towards understanding of the battlefield landscape, with potential for associated archaeological remains. This issue also raises issues of national importance. | --  |



|           |   |      |
|-----------|---|------|
| Landscape | <p>The site is open and gently undulating agricultural land that is highly visible from key views towards Inveresk Conservation Area from the A1. In this view parts of the site have a backdrop of mature trees (including TPO 108 in the grounds of Edenhall Hospital) while in other areas existing development to the north of the site is visually exposed. The site's southern boundary is contained by the railway, which is in cutting in part and does not form a prominent visual feature in views from the A1. Development on the site would therefore be visually exposed from the south unless mitigated with substantial shelter belt planting and would represent an incursion of the settlement into open countryside. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the East Coast main Line. The site is within the green belt. Its development would have impacts in terms of the coalescence of Musselburgh/Inveresk with Wallyford to the east, and on the open landscape setting of Inveresk Conservation Area in key views from the south.</p> | -/-- |
|-----------|---|------|

| SITE INFORMATION          |  |
|---------------------------|--|
| Topic                     | Comments   |
| Site Name                 | Pinkie Mains expansion   |
| Site Ref                  | PM/MH/HSG058: LDP PROP MH7: Pinkie Mains, Musselburgh (intensification)  |
| Source of Site Suggestion | Agent (Holder Planning) on behalf of client (Taylor Wimpey)  |
| Site Size (ha)            | 5.7ha  |
| Current Use               | Agricultural   |
| Proposed Use              | Housing – approx 127 homes   |
| Summary Description       | A medium-scale extension to the already approved Pinkie development site on the southern edge of Musselburgh (which is currently under construction), this site is within the boundaries of the allocated site. It is gently sloping and currently in use for agriculture. |





| SUITABILITY AND DELIVERABILITY OF SITE |   |       |
|--|---|-------|
| Topic                                  | Assessment  | Score |
| Location                               | The site is outwith the settlement boundary of Musselburgh but is well related to the committed area of expansion at Pinkie Mains. It is also currently allocated for development.  |       |
| Accessibility                          | Musselburgh's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian and second in the whole SESplan area. The site is around 600m from bus stops on Pinkie Road (this distance may be reduced slightly once the current Pinkie Mains development is complete). There are frequent bus services to Edinburgh, Tranent, Wallyford, Prestonpans and Port Seton. It is not within 800m of a rail station but is within walking distance of Wallyford station (around 1250m). Musselburgh town centre is within 1600m, with a wide range of facilities, services, and employment opportunities. |       |
| Exposure                               | Much of the site is relatively open and it is on rising ground. It is therefore exposed to northerly winds, however new development to the north (under construction) will provide a degree of shelter in time.   |       |
| Aspect                                 | The site faces north-west.  |       |
| Suitability for Proposed Use           | The site is physically suitable for the proposed use. Adjacent land uses are residential and agricultural and should not present amenity conflicts. There may be noise impacts which arise from the proximity of the East Coast Main Line to the south of the site. Mitigation measures may be required.  |       |
| Fit with local/                        | The site is adjacent to a main settlement within the East Lothian SDA   |       |



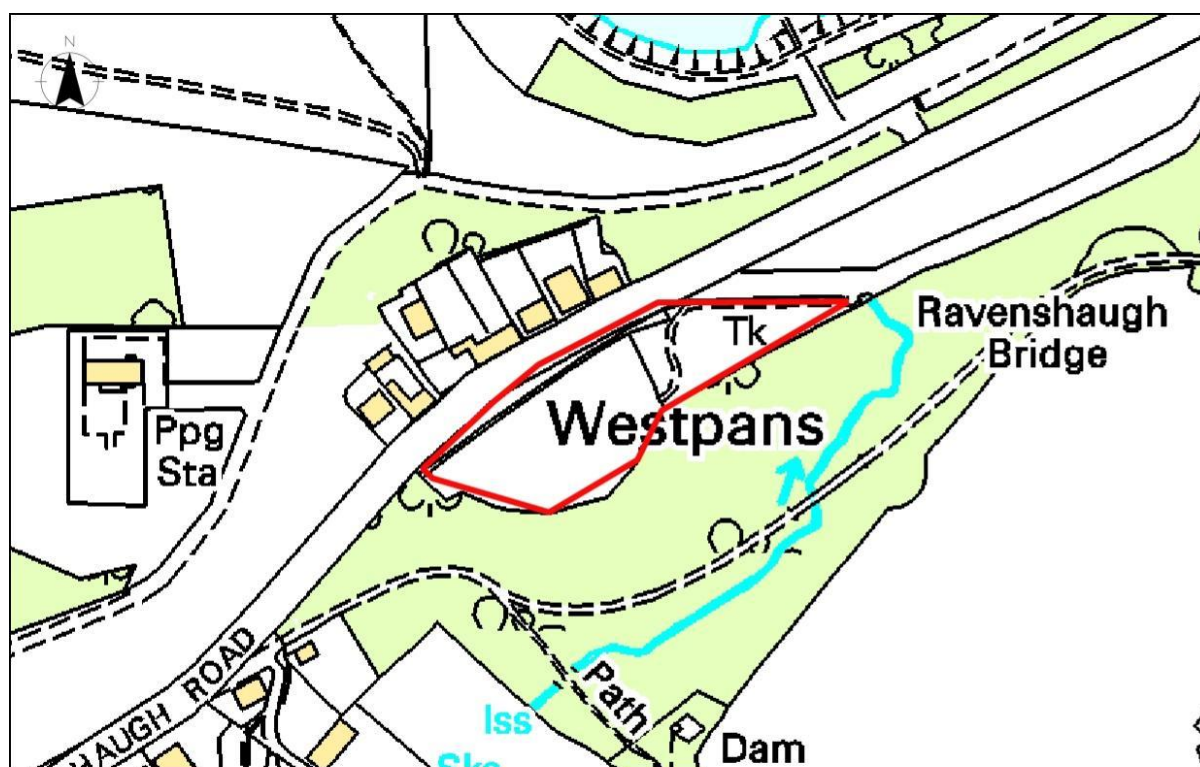
|   |  |  |
|---|--|--|
| strategic policy objectives and direction | as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.   |  |
| Physical infrastructure capacity          | Access is achievable and a Transport Assessment has been carried out for the wider site, part of which is now under construction. There are traffic capacity constraints within Musselburgh and on Salter's Road and it is uncertain if these can be mitigated. The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity.  |  |
| Service infrastructure capacity           | The site is within the catchments of Pinkie St Peter's Primary School and Musselburgh Grammar. Pinkie St Peter's has very limited capacity, although limited expansion may be possible on current site. Musselburgh Grammar is subject to potential options for increasing education capacity in the Musselburgh cluster.  |  |
| Deliverability/ Effectiveness             | The site represents an extension to an existing housing site that is currently under construction. There is a clear housebuilder interest in developing it. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. Parts of the site are within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. |  |



| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. However, SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. There are no protected trees on or near the site. | o/?*  |
| Population                            | The site would provide housing, including an element of affordable housing to help meet need. Its development may have a modest contribution to the regeneration of the disadvantaged Pinkie Braes area. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.   | +     |
| Human Health                          | The site has no known contamination and good access to the core path network. Its development could exacerbate air quality problems in Musselburgh town centre.   | +/?   |

|                   |   |     |
|-------------------|---|-----|
| Soil              | The development of the site would result in some loss of class 1 prime agricultural land. There are no rare or carbon rich soils on this site.  | -   |
| Water             | SEPA's flood map shows a small area at risk of surface water flooding in the north-west of the site. The site will potentially require a drainage impact assessment. SEPA has not raised any concerns regarding flood risk or impacts on the water environment.   | ?   |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.   | o/- |
| Climatic Factors  | Musselburgh is in a highly accessible location in regional terms and closer to major centres of employment than other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).   | o/- |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.   | -   |
| Cultural Heritage | The site is within the designated Pinkie battlefield. Historic Environment Scotland notes that the area has been allocated through the 2008 Local Plan but advises that proposals should make provision for evaluation of impact and mitigation for archaeological remains. There is considered to be good potential for unknown archaeological remains on the site.  | -/? |
| Landscape         | The site is currently open agricultural land to the south of the Pinkie Mains development site (under construction) and east of existing development on Pinkie Terrace. The southern boundary of the site is a core path with some trees, while there are also a small number of trees intermittently along the south-eastern edge. The site is on gradually rising ground to the south-east, stopping below a low ridgeline. It represents a fairly logical expansion of the existing settlement in landscape terms and is reasonably contained by the landform and existing and committed development, however it would require enhanced planting along the southern edge to ensure successful integration into the wider landscape. The site is not within the green belt, having been removed in the current Local Plan and allocated for residential development. The new green belt boundary follows the southern edge of the site. The site's development would therefore retain a separation with Wallyford to the south and would not result in settlement coalescence, nor impacts on the wider setting of Musselburgh. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the East Coast main Line. | o   |

| SITE INFORMATION          |  |
|---------------------------|--|
| Topic                     | Comments   |
| Site Name                 | Westpans   |
| Site Ref                  | PM/MH/BUS009: LDP Policy DC7 Development in the Edinburgh Green Belt   |
| Source of Site Suggestion | Council's Economic Development service   |
| Site Size (ha)            | 0.7ha  |
| Current Use               | Grazing  |
| Proposed Use              | Employment   |
| Summary Description       | A small and sloping site opposite the cluster of dwellings at Westpans on the B1348. It has the appearance of a greenfield site but records indicate it was formerly a landfill site. The wooded Drummohr policies lie to the south. |



0 0.0250.050.075 0.1 kilometres

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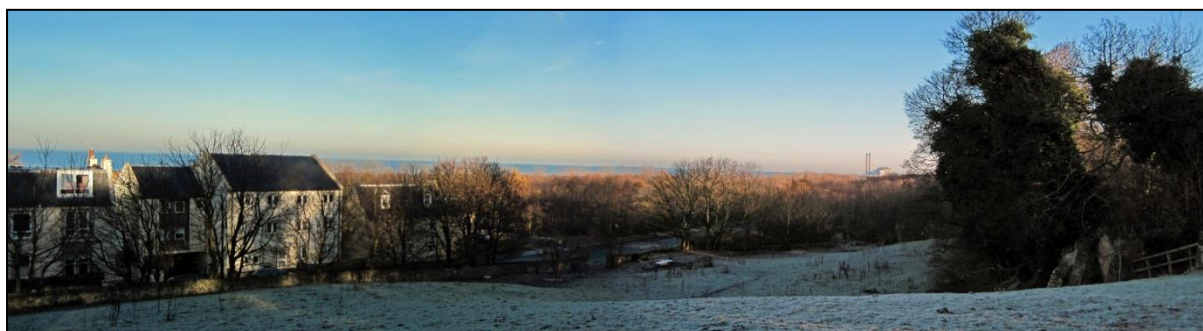


0 0.0250.050.075 0.1 kilometres

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| SUITABILITY AND DELIVERABILITY OF SITE |  |       |
|--|--|-------|
| Topic                                  | Assessment   | Score |
| Location                               | The site is outwith the settlement boundary of Musselburgh but reasonably well related to it, being opposite an existing area of development at Westpans.  |       |
| Accessibility                          | Musselburgh's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian and second in the whole SESplan area. The site is within 400m of bus stops on Ravensheugh Road where there are regular services to Edinburgh, Tranent and Seton Sands. The site is not within 800m of a railway station, Musselburgh and Presonpans stations are approximately 4km from the site. The site is within 1600m walking distance of Prestonpans town centre where there are local facilities and services including shops, a Police Station and a library. It is not within walking distance of Musselburgh town centre which is 2400m away. |       |
| Exposure                               | The site has little shelter from northerly winds and faces the Firth of Forth.   |       |
| Aspect                                 | The site has a northerly aspect.   |       |
| Suitability for Proposed Use           | The site is not physically well suited to the proposed use, being relatively steeply sloping ground. Conflicts between the surrounding land uses which include housing at Ravensheugh Road to the north and an area of protected forestry to the south, could be mitigated through design.   |       |
| Fit with local/                        | The site is within the East Lothian SDA as identified within SESplan,  |       |

|   |  |  |
|---|--|--|
| strategic policy objectives and direction | outwith a main settlement. Its development generally would align well with strategic and local policy objectives including supporting economic growth.   |  |
| Physical infrastructure capacity          | The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. Access to the site may be constrained by the curve of Ravenshaugh Road and potential lack of suitable visibility splays. The steep nature of the site also may be likely to constrain development of a suitable access road in to the site. |  |
| Service infrastructure capacity           | School catchments and other service infrastructure are not relevant to the proposed use for business.  |  |
| Deliverability/ Effectiveness             | The site is owned by East Lothian Council. It is not known whether potential contamination or ground conditions would pose a constraint to development. It has not yet been established whether a suitable access can be achieved.   |  |

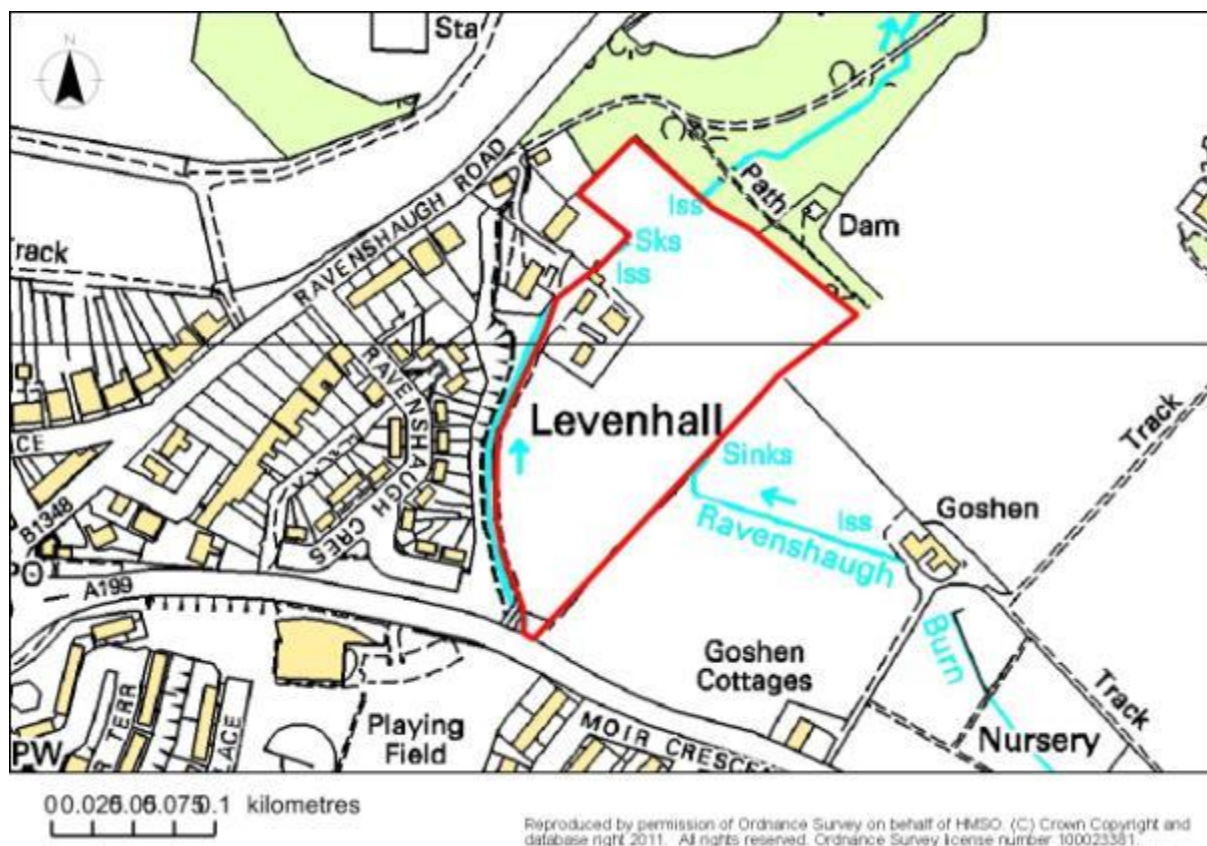


| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international or national nature conservation interest. It is, however, around 50m from the Musselburgh lagoons listed wildlife site and around 350m from the Firth of Forth SPA/Ramsar site and it is screened in to the HRA process at this stage. The site is within an area identified as priority woodland habitat (mixed woodland, semi-natural) although the site itself is not wooded. The trees to the south of the site are | o/?*  |

|                   |  |     |
|-------------------|--|-----|
|                   | also designated ancient woodland and protected by TPO.   |     |
| Population        | The site's development for employment would increase access to employment for people in the local area. The site is accessible by public transport and active travel.  | +   |
| Human Health      | The site is the former Drummohr landfill site. It is not known whether its development would raises issues for human health. The nearby ash disposal operation has ceased and the lagoons are to be restored so this does not raise any sensitive issues. The site has good access to the core path network and Levenhall links.   | +/? |
| Soil              | The development of the site would not result in the loss of prime agricultural land and rare or carbon rich soils.   | o   |
| Water             | There is no river, surface or coastal flooding on the site. SEPA advises that it would require a FRA to assess the flood risk from the Ravenshaugh Burn and tributary adjacent to the site.  | ?   |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.  | o/- |
| Climatic Factors  | Musselburgh is in a highly accessible location in regional terms and closer to major centres of employment than other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain). | -   |
| Material Assets   | The site's development would re-use a former landfill site, albeit one that has been restored to grazing land. It would therefore make reasonably efficient use of land and resources by avoiding prime agricultural land.   | +   |
| Cultural Heritage | The site is within the designated area of the Battle of Pinkie and immediately opposite a scheduled monument. Historic Environment Scotland advises that no issues of national importance are raised in relation to the battlefield. ELCAS advises that there is moderate potential for industrial remains associated with West Pans potteries.  | o/? |
| Landscape         | The site is opposite the existing settlement boundary of Westpans. It is steeply sloping grassland and is visually well contained by a backdrop of trees and a stone boundary wall. The site's development would be prominent from the B1348, particularly given the rising topography. The site is currently within the green belt and its development would have some impact on the openness of this stretch of coastline between Musselburgh and Prestonpans as experienced when travelling along the B1348.  | o/- |



| SITE INFORMATION          |   |
|---------------------------|---|
| Topic                     | Comments  |
| Site Name                 | Beggars Bush, Levenhall, Musselburgh  |
| Site Ref                  | PM/MH/HSG002: LDP PROP MH8: Levenhall, Musselburgh  |
| Source of Site Suggestion | Agent (John Handley Associates) on behalf of landowner (Arthur Eunson) and house builder (Bett Homes/Gladedale Estates Ltd) |
| Site Size (ha)            | 3.1ha   |
| Current Use               | Agricultural  |
| Proposed Use              | Housing – 75 homes  |
| Summary Description       | A small greenfield site on the eastern edge of Levenhall, accessed from the A199 Haddington Road.                           |





| SUITABILITY AND DELIVERABILITY OF SITE |   |        |
|--|---|--------|
| Topic                                  | Assessment  | Score  |
| Location                               | The site is located on the eastern edge of the Levenhall area of Musselburgh. It is outside the settlement boundary but adjoins the existing town and is well related to it.  | Yellow |
| Accessibility                          | Musselburgh's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian and second in the whole SESplan area. The site is within 400m of bus stops on Haddington Road, Ravensheugh Road and Macbeth Moir Road, with a wide range of frequent and regular services to Edinburgh, Musselburgh, Fort Kinnaird, North Berwick (and intervening coastal settlements), Tranent, Wallyford, Prestonpans, Cockenzie & Port Seton and Haddington, and less frequent but regular services to the Western General, ERI, and Pencaitland. The site is 800m from Wallyford station. The site is within 1600m of local facilities including primary school, local shop, community centre and health services, and is within 1800m of Musselburgh town centre which has a wider range of facilities, services and employment opportunities. | Green  |
| Exposure                               | The site has some shelter from northerly winds due to woodland to the north-east.   | Yellow |
| Aspect                                 | The site is north-west facing.  | Red    |
| Suitability for Proposed Use           | The site is suitable for the proposed use in physical terms and there would be no potential conflicts with surrounding land uses, which include residential development, agricultural land, and woodland.   | Green  |

|   |   |  |
|---|---|--|
| Fit with local/ strategic policy objectives and direction | The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity                          | Access onto the A199 is achievable and public transport and links to schools are good. However, there are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity.   |  |
| Service infrastructure capacity                           | The site is within the catchments of Wallyford Primary School and Pinkie St Peter's Primary School. Wallyford Primary School has no capacity and is to be replaced. Its ability to expand is subject to emerging solution. Pinkie St Peter's Primary School has very limited capacity, although limited expansion may be possible on the current site. At secondary level the site would be served by Musselburgh Grammar which is subject to potential options for increasing education capacity in the Musselburgh cluster. |  |
| Deliverability/ Effectiveness                             | The site is being promoted for development by the landowner and a housebuilder and the site submission estimates delivering the site within a 4 year period. It has not yet been established whether there is sufficient infrastructure capacity to serve the development.  |  |

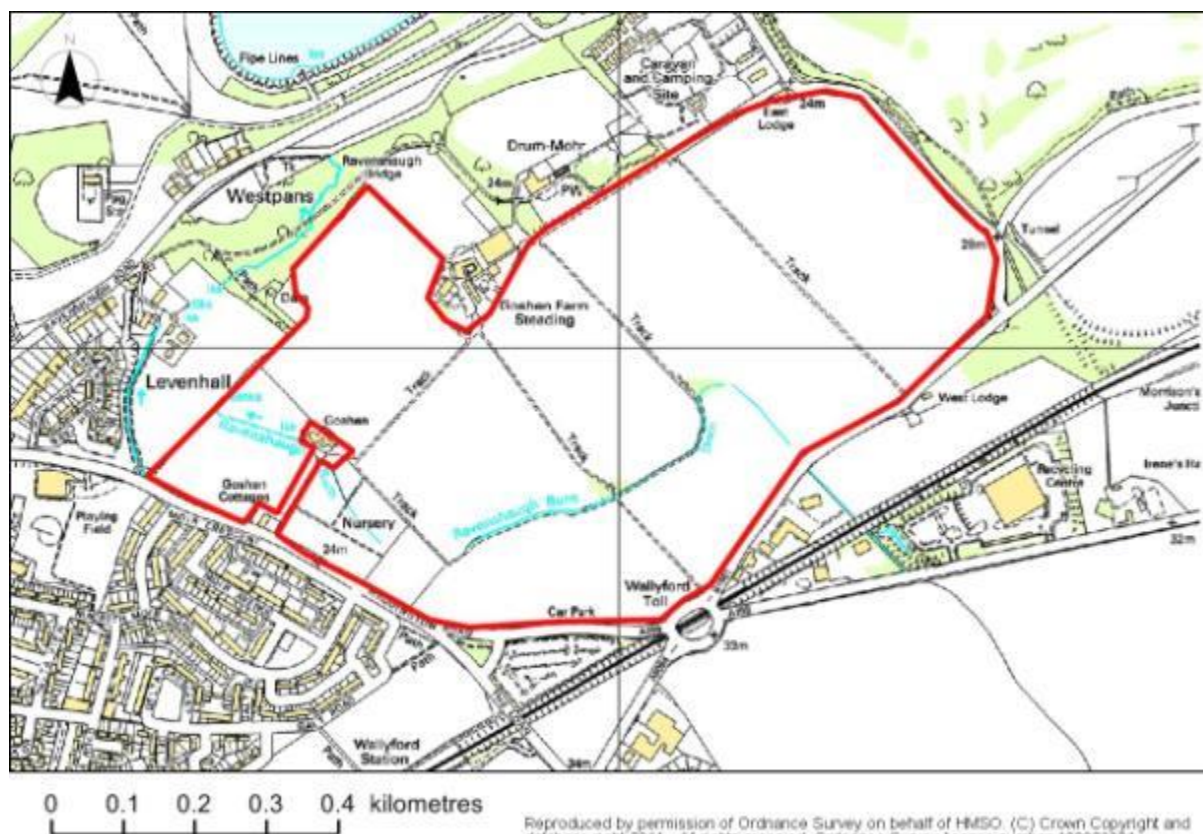




| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |  |       |
|---------------------------------------|--|-------|
| Topic                                 | Comments   | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. It is, however, around 100m from the Musselburgh lagoons listed wildlife site and around 350m from the Firth of Forth SPA/Ramsar site SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. The site is immediately adjacent to TPOs 13 and 60, which also form an area of priority habitat (mixed woodland, semi-natural) and ancient woodland. There may be potential to improve habitat connectivity in development of the site, particularly in conjunction with the adjacent site (PM/MH/HSG037) if that was also developed. | o/?*  |
| Population                            | The site would provide housing, including an element of affordable housing to help meet need. Its development may have a modest contribution to the regeneration of the disadvantaged Pinkie Braes area. The site has good access to facilities, services, and employment opportunities by active travel or public transport.  | +     |
| Human Health                          | There are records of possible contamination associated with filled ground where the burn through the site has been culverted. Development of the site should provide the opportunity to mitigate this. There is good access to Levenhall Links and the coastal path network to the north of the site. The site's development could exacerbate air quality problems in Musselburgh town centre.   | +/?   |
| Soil                                  | The development of the site would result in some loss of class 1 prime agricultural land in the east of the site. There are no rare or carbon rich soils in this site.   | -     |
| Water                                 | There are some areas of existing surface water flooding within the site according to SEPA's flood map, and SEPA requires a FRA to assess the flood risk from the Ravenshaugh Burn and the small watercourse, which both flow through the site. SEPA advises that the Ravenshaugh Burn is heavily modified along the west boundary of the site but there is limited scope for restoration at this location. A 6m buffer strip should be included from any development. The site is within Potentially Vulnerable Area 10/21.  | ?     |
| Air                                   | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.  | o/-   |
| Climatic Factors                      | Musselburgh is in a highly accessible location in regional terms and closer to major centres of employment than other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas  | o/-   |

|                   |   |     |
|-------------------|---|-----|
|                   | emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).   |     |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.   | -   |
| Cultural Heritage | The site is within the designated area of the Battle of Pinkie. Historic Environment Scotland advises that the site is within the area of the English camp and that it makes some contribution towards appreciation of the battlefield landscape, but acknowledges that limited release of housing may not impact on that significance. It advises that measures should be put in place to secure evaluation and mitigation through design impact on landscape and in situ remains. ELCAS advises there is moderate potential for unknown archaeological remains.   | o/? |
| Landscape         | The site adjoins the existing settlement boundary of Levenhall. It is gently undulating improved grassland and is physically well contained, with mature TPO trees to the north-east, a stone boundary wall and hedgerow to the south-east, and a burn along much of the western edge and existing development. There are views out from the site towards Arthur's Seat and the Pentlands. The site's development would not represent a significant encroachment of built development into open countryside but could result in the impacts on the site's attractive landscape character. Impacts on adjacent (and overhanging) TPO trees could be avoided through appropriate site design. There appears to be a burn in culvert through the north-west part of the site, which presents an opportunity for landscape enhancement. The site is currently designated as green belt but its development would not in itself lead to coalescence of settlements or significantly affect the landscape setting of Musselburgh. | o/? |

| SITE INFORMATION          |   |
|---------------------------|---|
| Topic                     | Comments  |
| Site Name                 | Goshen Farm   |
| Site Ref                  | PM/MH/HSG037: LDP Policy DC7 Development in the Edinburgh Green Belt  |
| Source of Site Suggestion | Agent (Barton Willmore) on behalf of landowner (Ashfield Commercial Properties Ltd.)  |
| Site Size (ha)            | 50ha  |
| Current Use               | Agricultural  |
| Proposed Use              | Mixed use, including up to 1200 homes   |
| Summary Description       | A large greenfield site on the eastern edge of Musselburgh, currently in agricultural use. It is bounded to the south by Haddington Road and the B1361 and to the north by woodland within the Drummohr policies. The site is in an accessible location, with Wallyford 'Park and Choose' located adjacent to the southern site boundary. |







| SUITABILITY AND DELIVERABILITY OF SITE |  |        |
|--|--|--------|
| Topic                                  | Assessment   | Score  |
| Location                               | The site is outside the settlement boundary of Musselburgh but is well related to it at its western edge, where existing development at Pinkie Braes faces it across Haddington Road.  | Yellow |
| Accessibility                          | Musselburgh's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian and second in the whole SESplan area. The site is within 400m of several bus stops on Haddington Road, with a wide range of frequent and regular services to Edinburgh, Musselburgh, Fort Kinnaird, North Berwick (and intervening coastal settlements), Tranent, Wallyford, and Haddington, and less frequent but regular services to the Western General, ERI, and Pencaitland. The site is within 800m of Wallyford station, which is close to the southern boundary. The site is within 1600m of local facilities including a primary school, local shop, and community centre. It is also around 2.5km from Musselburgh town centre with a wide range of facilities, services and employment opportunities, and a similar distance from Prestonpans town centre. | Green  |
| Exposure                               | Tree belts provide some shelter from northerly winds to northern parts of the site, however southern parts of the site are generally more exposed due to the relative lack of topographical features within the site. There is one tree belt through the southern part of the site that may provide some limited shelter (if retained).  | Yellow |
| Aspect                                 | The site's aspect is north-west.   | Red    |

|   |   |  |
|---|---|--|
| Suitability for Proposed Use                              | The site is physically suitable for the proposed use and there should be no potential conflicts with surrounding land uses, which include residential development, agricultural land, a caravan park, and woodland. There may be noise impacts which arise from the proximity of the East Coast Main Line to the south of the site. Mitigation measures may be required. However it should not produce any constraints to development.  |  |
| Fit with local/ strategic policy objectives and direction | The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity                          | The site can be physically accessed, however there are traffic capacity constraints within Musselburgh, on Salter's Road, and at Dolphingstone and Wallyford interchanges. It is currently uncertain how these may be mitigated. The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity.  |  |
| Service infrastructure capacity                           | The site is within the catchments of Wallyford Primary School which has no capacity and is to be replaced. Its ability to expand is subject to emerging solution. At secondary level the site would be served by Musselburgh Grammar which is subject to potential options for increasing education capacity in the Musselburgh cluster.  |  |
| Deliverability/ Effectiveness                             | The site is being promoted for development by the landowner. The site submission estimates delivery within a 10 year period. It has not yet been established whether there is sufficient infrastructure capacity to serve the development. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. Parts of the site are within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. |  |



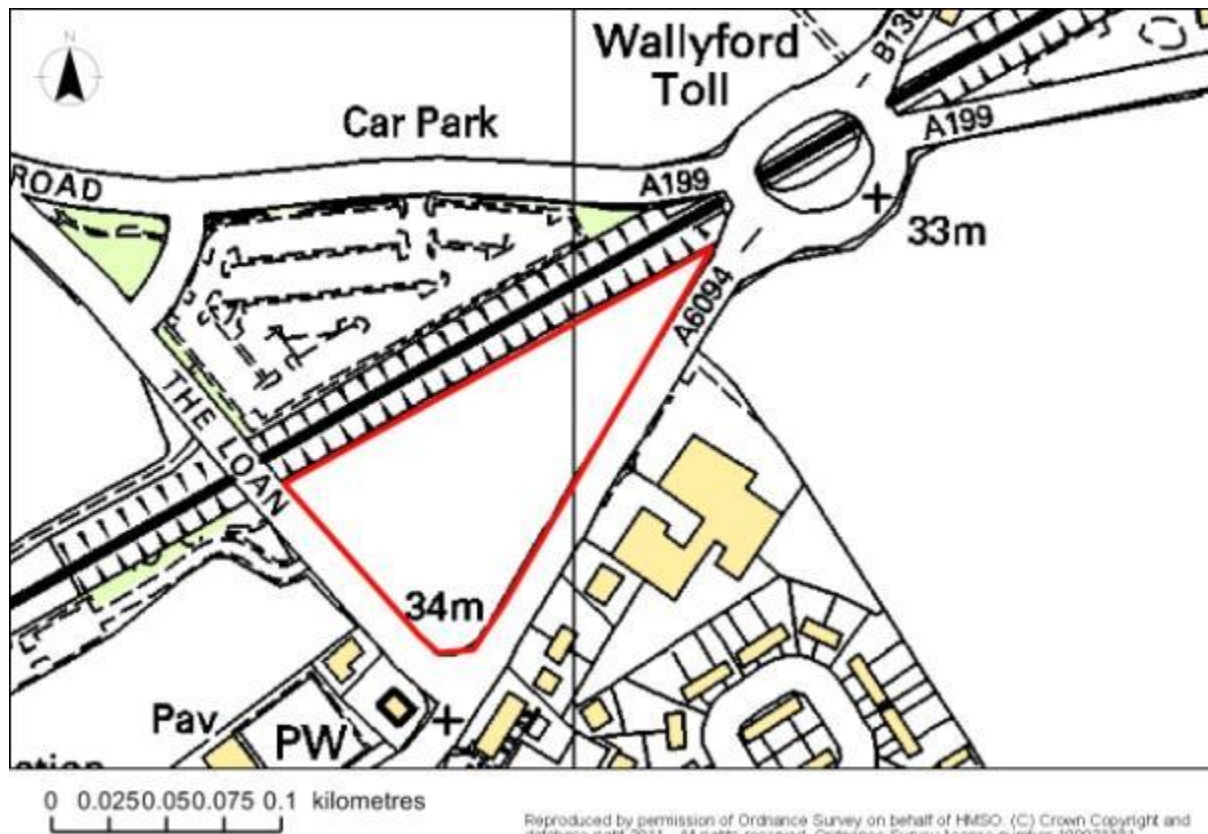


| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |  |       |
|---------------------------------------|--|-------|
| Topic                                 | Comments   | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. It is, however, around 120m from the Musselburgh lagoons listed wildlife site and around 500m from the Firth of Forth SPA/Ramsar site. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. There are TPO trees adjacent to the site to the north and east; these are a priority habitat, and also designated as ancient woodland to the north. There may be potential to improve habitat connectivity in development of the site. | o/?*  |
| Population                            | The site would provide housing, including an element of affordable housing to help meet need. Its development may make a contribution to the regeneration of the disadvantaged Pinkie Braes area and of Wallyford. The site has good access to facilities, services, and employment opportunities by active travel or public transport.  | +     |
| Human Health                          | There is no known contamination within the site. There is access to Levenhall Links and the coastal path to the north, and open space within Pinkie Braes and Wallyford. Given the size of the site, there is an opportunity to provide significant new open space within any development. The site's development could exacerbate air quality problems in Musselburgh town centre.  | +/?   |
| Soil                                  | The development of the site would result in the significant loss of an area of class 1 prime agricultural land (majority of the site). There are no rare or carbon rich soils on this site.  | -     |
| Water                                 | There are some areas of surface water flood risk within the site according to the SEPA flood map but the majority of the site should be developable. SEPA requires a FRA to assess the flood risk from the Ravenshaugh Burn, which flows through the site. This FRA should take into account any works that have been undertaken by British Rail. Consideration should be given to upstream/downstream culverts and structures which may exacerbate flood risk. Sections of the Ravenshaugh Burn are culverted through this site. SEPA considers the development of the site would be an opportunity to restore this part of the Ravenshaugh Burn by removing the culverted  | +/?   |



|                   |   |      |
|-------------------|---|------|
|                   | sections and reinstating a more natural channel. This should be considered as part of any development. A buffer strip would be required.  |      |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.   | o/-  |
| Climatic Factors  | Musselburgh is in a highly accessible location in regional terms and closer to major centres of employment than other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).   | o/-  |
| Material Assets   | The site's development would not make efficient use of land and resources, being a large area of greenfield land of prime agricultural quality.   | --   |
| Cultural Heritage | The site is within the site of the Pinkie battlefield. Historic Environment Scotland advises that the site contains the English Camp and contributes strongly towards understanding of the battlefield landscape. There is also potential for associated archaeological remains. Development of the site would raise issues of national importance. Development would also affect the setting of the category B-listed Drummohr House, and design would have to take account of this, including key views.  | -    |
| Landscape         | The site is a significant area of gently undulating agricultural land adjacent to the eastern edge of Musselburgh. It is bounded by partial stone walls to the west, south and east, and there are mature trees adjacent to the northern and eastern edges. The site itself contains relatively few features other than a tree belt in its southern half and two small groups of buildings in the west and north (which are excluded from the site itself). There are open views across the site towards the Pentland hills and Arthur's Seat and it is prominent in key views such as from Fa'side Hill where it provides a visual separation between communities. The site is within the green belt and its development on the scale proposed would represent a significant change to the character of open countryside that provides a setting for surrounding settlements. It would significantly reduce the separation between Musselburgh and Prestonpans, leaving a gap of around 500m and inter-visibility between the two. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the East Coast main Line. | -/-- |

| SITE INFORMATION          |   |
|---------------------------|---|
| Topic                     | Comments  |
| Site Name                 | Land at Salters Road  |
| Site Ref                  | PM/MH/HSG042: LDP Policy HOU1 Established Housing Land: Table MH1: Salters Road   |
| Source of Site Suggestion | Agent (GVA) on behalf of builder (Mansell Homes/I&H Brown) and landowner (Jack Heaney)  |
| Site Size (ha)            | 1.25ha  |
| Current Use               | Agricultural  |
| Proposed Use              | Housing – 46 homes  |
| Summary Description       | A small triangular site contained between the East Coast Main Line, Salter's Road, and The Loan. It is currently undeveloped but is allocated for development and has permission for affordable housing. It is in an extremely accessible location next to Wallyford 'Park and Choose'. |





| SUITABILITY AND DELIVERABILITY OF SITE |   |       |
|--|---|-------|
| Topic                                  | Assessment  | Score |
| Location                               | The site is outwith the existing settlement boundary of Wallyford but well related to it, lying between the boundary and the railway line. It is currently allocated for development.   |       |
| Accessibility                          | Musselburgh's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian and second in the whole SESplan area. Wallyford's overall accessibility ranks second in East Lothian. The site is in a highly accessible location as it is within 400m of bus stops and 800m of a railway station as it is immediately adjacent to Wallyford 'Park and Choose'. This provides frequent bus services to Edinburgh, the Western General Hospital, Tranent, Pencaitland and Haddington. There are rail services to Edinburgh, Musselburgh, Prestonpans, Longniddry, Drem and North Berwick. The site is within 1600m of a range of services including local shops, primary school, community centre, and library. |       |
| Exposure                               | There is no existing development, vegetation, or topographical features to provide shelter from northerly winds.  |       |
| Aspect                                 | The site faces north west.  |       |
| Suitability for Proposed Use           | The site is suitable for the proposed use. There may be noise impacts which arise from the proximity of the East Coast Main Line to the north. Mitigation measures may be required. Surrounding uses include housing, a car dealership, and the Park and Choose on the other side of the railway.   |       |
| Fit with local/                        | The site is adjacent to a main settlement within the East Lothian SDA   |       |



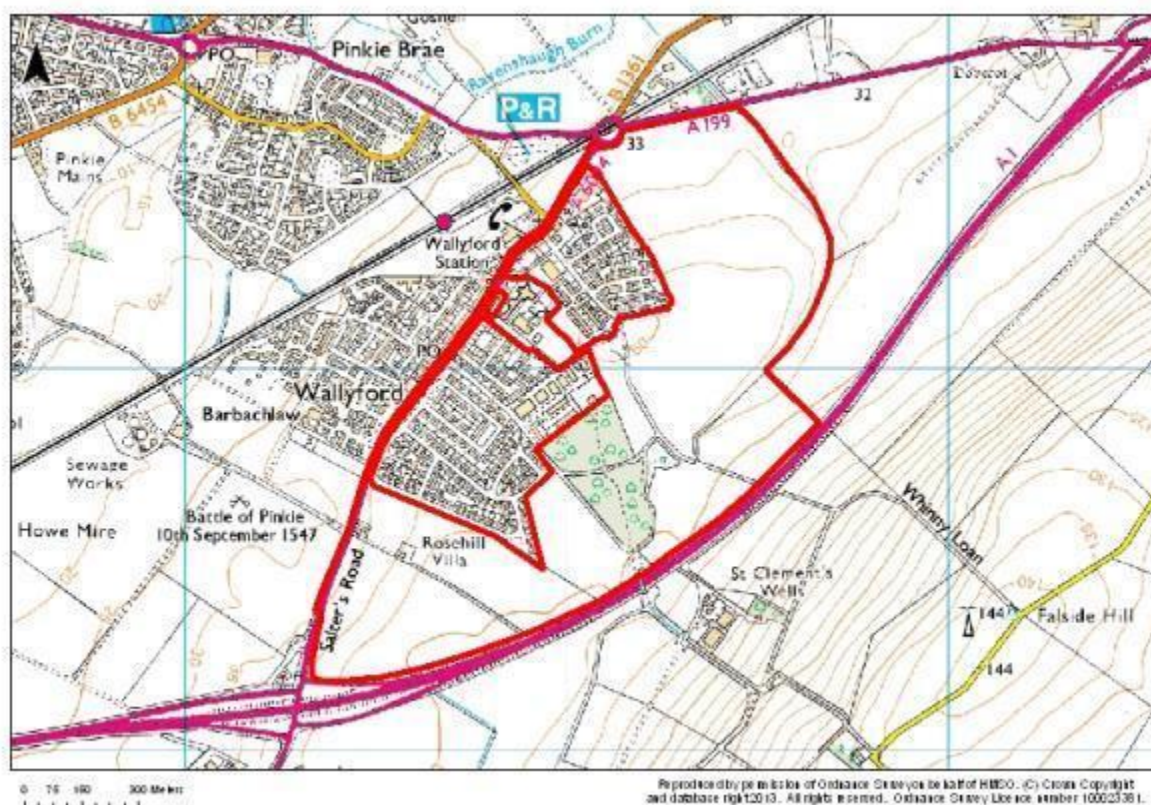
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| strategic policy objectives and direction | as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.   |  |
| Physical infrastructure capacity          | Access to the site can be achieved. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity.  |  |
| Service infrastructure capacity           | The site is within the catchments of Wallyford Primary School which has no capacity and is to be replaced. Its ability to expand is subject to emerging solution. At secondary level the site would be served by Musselburgh Grammar which is subject to potential options for increasing education capacity in the Musselburgh cluster.                                 |  |
| Deliverability/ Effectiveness             | The site has previously been granted planning permission for an affordable housing use and it is being promoted by a housebuilder. The site submission estimates completion within an 18 month period. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. |  |



| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |  |       |
|---------------------------------------|--|-------|
| Topic                                 | Comments   | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. The railway line to the north contains priority habitat (neutral grassland). Given the small size of the site it is unlikely there will be significant opportunities for enhanced habitat connectivity. | o/?*  |
| Population                            | The site would provide housing, including an element of affordable housing to help meet need. It could make a modest contribution to the regeneration of the disadvantaged Pinkie Braes area and of Wallyford. The site has good access to facilities, services, and employment opportunities by active travel or public transport.  | +     |
| Human Health                          | There is no known contamination within the site and good access to open space to the west. The site's development could potentially exacerbate air quality problems in Musselburgh town centre. The proximity of the East Coast Main Line may result in noise issues for   | o/?   |

|                   |  |       |
|-------------------|--|-------|
|                   | residents of the proposed development.   |       |
| Soil              | The development of the site would not result in the loss of prime agricultural land and rare or carbon rich soils.   | o     |
| Water             | The site is not in an area of known flood risk and SEPA has not made any comments regarding flood risk or impacts on the water environment in relation to the site.  | o     |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.  | o/-   |
| Climatic Factors  | Musselburgh is in a highly accessible location in regional terms and closer to major centres of employment than other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is very well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain). | o/-   |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.  | o     |
| Cultural Heritage | The site is within the Battle of Pinkie designation; its significance is uncertain. The land is previously disturbed and archaeological evaluations in the area show nil results, so it is considered there is low potential for unknown remains.  | o/?   |
| Landscape         | The site is an open and fairly level area of grassland and some birch trees with no distinctive landscape features. However, it affords open views including towards Arthur's Seat and the Pentland hills to the west. It is not within the green belt, having been removed in the current Local Plan. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the East Coast main Line. While a logical infill site contained by roads and railway, it would have some impacts on settlement coalescence between Musselburgh and Wallyford.   | o/-/? |

| SITE INFORMATION          |   |
|---------------------------|---|
| Topic                     | Comments  |
| Site Name                 | Wallyford   |
| Site Ref                  | PM/MH/HSG024: LDP PROP MH9: Land at Wallyford and MH11 New Secondary School Establishment   |
| Source of Site Suggestion | Agent (Derek Scott Planning) on behalf of Dunalastair Estates Group   |
| Site Size (ha)            | 86.3ha  |
| Current Use               | Agricultural (allocated for housing in ELLP 2008).  |
| Proposed Use              | Increase in current allocated capacity from 1050 to 1400/1500.  |
| Summary Description       | A large mainly greenfield site, largely in agricultural use, also including the former Wallyford bingo and woodland. It wraps around the eastern edge of Wallyford and is bounded to the south-east by the A1, to the west by Salter's Road, and to the north by the A199. It is allocated for 1000 homes in the current Local Plan and benefits from planning permission for 1050 homes. |







| SUITABILITY AND DELIVERABILITY OF SITE |   |        |
|--|---|--------|
| Topic                                  | Assessment  | Score  |
| Location                               | The site is located within and adjacent to the existing Wallyford settlement boundary. It is reasonably well related to it, though is of a very large scale. It is currently allocated for development.   | Yellow |
| Accessibility                          | Wallyford's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks second among other settlements in East Lothian, behind only Musselburgh. The site is within 400m of bus stops on Salters Road and the A199 and within 800m of Wallyford rail station. There are regular bus services to Edinburgh and the Western General Hospital, Tranent, Pencaitland and Haddington. There are also frequent rail services to Edinburgh, Musselburgh, Prestonpans, Longniddry, Drem and North Berwick. The site is within 1600m of a range of services including local shops, primary school, community centre, and library. | Green  |
| Exposure                               | Parts of the site will be well sheltered from northerly winds by existing development and vegetation but the eastern and southern parts of the site are at a higher elevation and do not benefit from this shelter.   | Yellow |
| Aspect                                 | The site mainly faces north and north-west, except on the very eastern edge, which faces east.  | Red    |
| Suitability for Proposed Use           | The site is physically suitable for the proposed use. There may be noise impacts which arise from the proximity of the A1 to the South of the site. The north east of the site may also be impacted by noise from the East Coast main line due to its proximity. Mitigation   | Yellow |

|   |   |  |
|---|---|--|
|   | measures may be required.   |  |
| Fit with local/ strategic policy objectives and direction | The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity                          | The site can be physically accessed and the concept has already been approved, involving upgrades to Salter's Road. There are traffic capacity constraints in the nearby Musselburgh area and further consideration is required to establish how cumulative impacts might be mitigated. The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity.   |  |
| Service infrastructure capacity                           | Development on the scale proposed will require a new primary school. The site is within the catchment of Wallyford Primary School, which has no capacity and is due to be replaced as part of the 1000-house allocation on this site, and this may have the ability to expand further in future subject to emerging solutions. At secondary level the site would be served by Musselburgh Grammar which is subject to potential options for increasing education capacity in the Musselburgh cluster. |  |
| Deliverability/ Effectiveness                             | The site has planning permission for 1050 homes. It is currently uncertain whether there is sufficient infrastructure to serve a larger number of dwellings within the site, and the timescales for achieving this. Parts of the site are within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment is therefore likely to be required. Contamination and ground conditions are not expected to pose any constraints to development.  |  |





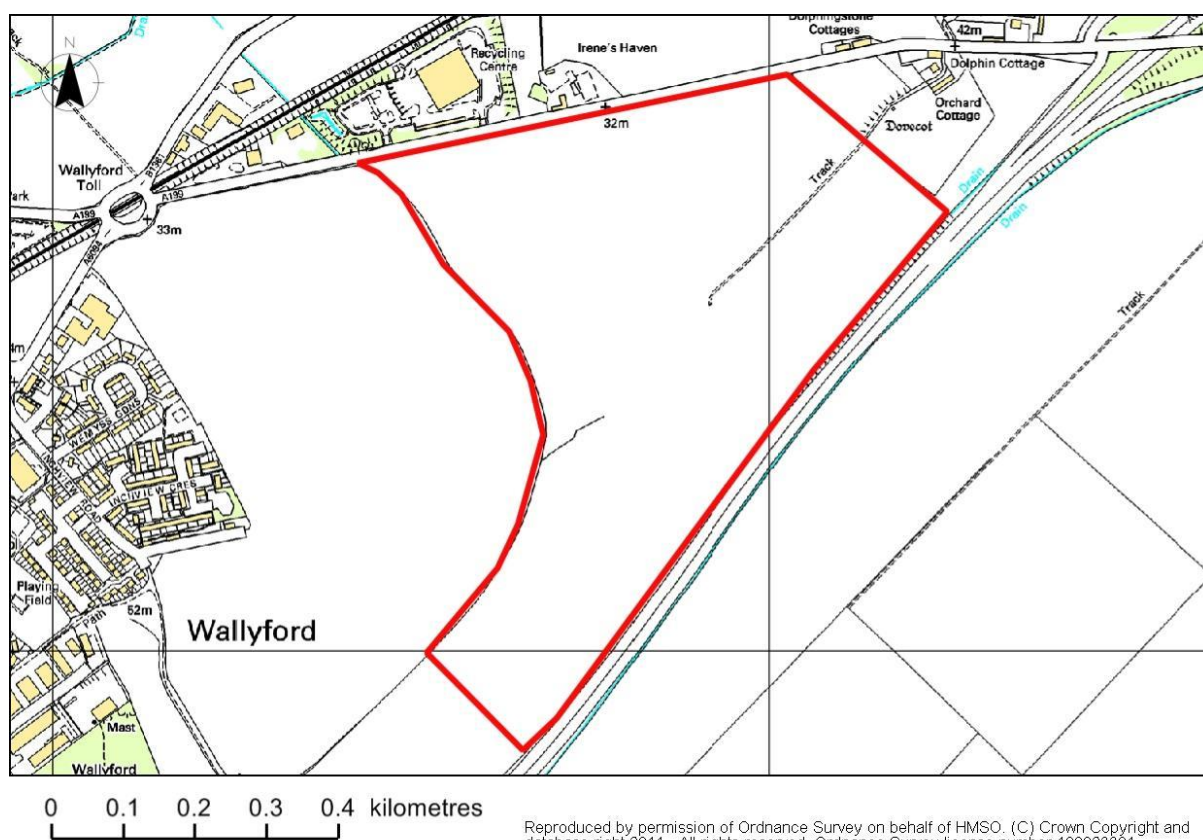
| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |        |
|---------------------------------------|---|--------|
| Topic                                 | Comments  | Score  |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international or national nature conservation interest. It is, however, around 1km from the Musselburgh lagoons listed wildlife site and around 1.2km from the Firth of Forth SPA/Ramsar site. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage, in combination with other sites. There are areas of priority habitat (dense scrub) within the wooded bing areas. There are no protected trees on or near the site (although there is a TPO on the opposite side of the A199). Development of the site may provide opportunities to improve habitat connectivity. | o/+/?* |
| Population                            | The site would provide housing, including an element of affordable housing to help meet need. Its development would contribute to the regeneration of Wallyford. The site has good access to facilities, services, and employment opportunities by active travel or public transport.   | +      |
| Human Health                          | There are areas of contamination associated with the former quarrying activities and the bing in the centre of the site, with potential to remediate this through development. The site is accessible to existing open space (the bing/woodland area) and core paths to W and S. Development of this scale has potential to provide significant new open space. The site's development could exacerbate air quality problems in Musselburgh town centre. The proximity of the A1 may result in noise issues for residents of the proposed development.  | +/?    |
| Soil                                  | The development of the site would result in the significant loss of an area of class 2 prime agricultural land and smaller area of class 1. There are no rare or carbon rich soils on this site.  | -      |
| Water                                 | The site is within Potentially Vulnerable Area 10/21. SEPA's flood map indicates some areas of surface water flood risk within the site. The site will potentially require a drainage impact assessment. As the site is at the bottom of a relatively steep slope SEPA recommends the use of water resistant materials and construction to mitigate the potential impacts of surface water runoff.  | ?      |
| Air                                   | Development on the site would not be affected by existing sources of air pollution though there may be some odour or noise impacts arising from Wallyford Industrial Estate, adjacent to the central part   | o/-    |



|                   |  |       |
|-------------------|--|-------|
|                   | of the site. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.   |       |
| Climatic Factors  | Wallyford is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north and east facing aspects do not lend itself to development that is resource efficient through siting (i.e. solar gain).  | o/-   |
| Material Assets   | The site's development would not make efficient use of land and resources, being a significant area of greenfield land of prime agricultural quality.  | --    |
| Cultural Heritage | The site is within a key area of the designated Battle of Pinkie site. It has previously been archaeologically evaluated and there are known remains in the south-west area, which will require further work. There is also considered to be very high potential for unknown remains as well as known remains in the area.   | -/?   |
| Landscape         | The proposed development would represent a significant urban expansion of Wallyford, wrapping around the whole of the southern and eastern edge of the existing village and extending into the surrounding countryside up to the A1 to the south-east. The southern half of the site consists of three agricultural fields, the eastern half is a further two fields, and Wallyford Bing separates these two halves. The two southernmost fields are bounded by Salter's Road to the west and the A1 to the south, with existing housing in Fa'side Avenue South facing onto the site from the north. Development here represents a logical southerly expansion of the village in landscape terms, although the site is visually prominent from Salter's Road (from which the A1 to the south-east is not visible due to the topography). The next field to the north is visually well-contained between Fa'side Terrace and Wallyford Bing (which sits at a higher level and is covered in vegetation). Along the southern boundary of the site adjoining the A1 there is a degree of screening by roadside vegetation and only limited glimpses into the site from the road. The eastern part of the site is visually prominent from the A1 to the east over an intervening field, due to the topography and lack of screening vegetation by the roadside. This eastern part of the site is bounded to the west by the existing village and the vegetated bing, and to the east by a field boundary within a depression in the landform and by a row of trees running south-east to the A1. There are open views westwards across this part of the site from the A1 towards the Pentland hills and Arthur's Seat and northwards towards the Firth of Forth. If noise mitigation measures are required, they may have an impact upon the landscape and/or | o/-/? |

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|  | <p>surrounding views from the A1 and/or East Coast main Line.</p> <p>Development here would represent a significant expansion into the open setting of the village, although this land is of comparatively limited landscape quality and suitable structure planting around and within the site could mitigate its impact. The site is not within the green belt, having been removed from it and allocated for development in the current Local Plan. Its development would not result in settlement coalescence and the A1 would provide a long-term defensible boundary to the south.</p> |  |
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| SITE INFORMATION          |   |
|---------------------------|---|
| Topic                     | Comments  |
| Site Name                 | Dolphingstone   |
| Site Ref                  | PM/MH/HSG008: LDP PROP MH10: Land at Dolphinstone and MH11 New Secondary School Establishment                                   |
| Source of Site Suggestion | Agent (Derek Scott Planning) on behalf of landowner (Malcolm Scott Developments)  |
| Site Size (ha)            | 32.38ha   |
| Current Use               | Agricultural Land   |
| Proposed Use              | Housing   |
| Summary Description       | A large greenfield site adjoining the existing Wallyford allocation, bordered by the A1 to the south and the A199 to the north. |







| SUITABILITY AND DELIVERABILITY OF SITE |  |       |
|--|--|-------|
| Topic                                  | Assessment   | Score |
| Location                               | The site is not within an existing settlement and is not well related to one. It does however adjoin the existing Local Plan allocation at Wallyford and in the case of that land being developed then this site would adjoin the resulting enlarged settlement of Wallyford.  |       |
| Accessibility                          | Wallyford's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks second among other settlements in East Lothian, behind only Musselburgh. The site is within 400m of a bus stop that provides regular services to Edinburgh, Fort Kinnaird and locations within East Lothian including Tranent and Haddington. The site is not within 800m of a railway station but is within walking distance of Wallyford station (approximately 1300m). The site is within walking distance (1600m) of a range of local facilities in Wallyford including a primary school, library and limited local shopping provision. |       |
| Exposure                               | The site rises in elevation to the south leaving it relatively exposed to northerly winds.   |       |
| Aspect                                 | The site is generally north west facing.   |       |
| Suitability for Proposed Use           | In physical terms the site is generally suitable for the proposed housing use and would not result in land use conflicts with surrounding land uses which include agriculture, the A1 and a recycling centre to the north on the northern side of the A199. There may be noise impacts arising from the proximity of the A1 to the South of the site and mitigation measures may be required.  |       |

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| Fit with strategic policy objectives and direction | Although within the East Lothian SDA as identified within SESplan, the site is not within a main settlement that provides a wide range of facilities and services. Its development would therefore align quite well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity                   | The site would be served by Rosebery Water Treatment Works and Seafield Waste Water Treatment Works, which both have available capacity. Vehicular access would be required from the A199 and the existing speed limit would likely need to be reduced. The additional traffic movements that could be generated from the proposed housing may put a significant amount of pressure on the Dolphinstone junction when considered together with impacts from other planned housing developments in the area.  |  |
| Service infrastructure capacity                    | Primary and secondary school catchments currently cut across the site, with part of the site lying in the catchment for Wallyford Primary School and Musselburgh Grammar Secondary School and part of the site lying in the catchment for Sandersons Wynd Primary School and Ross High Secondary School in Tranent. Wallyford Primary School has no capacity and is to be replaced. Its ability to expand is subject to emerging solutions. Musselburgh Grammar is subject to potential options for increasing education capacity in the Musselburgh cluster. Sanderson's Wynd Primary School has limited capacity but may be able to expand on the current site. Ross High School has no capacity but may be able to expand. The large scale of development proposed would result in the need for increased education capacity as the existing schools in their current form could not accommodate the pupils that would arise from a development of this size. |  |
| Deliverability/ Effectiveness                      | The delivery of this site would be dependent upon infrastructure solutions being secured for the wider area and significant level of growth it is likely to experience. Comprehensive solutions will be required for education capacity and transport impacts on Dolphinstone junction and the local road network. The delivery of this site would also need to be coordinated with, and is reliant upon, the delivery of the adjacent housing allocation at Wallyford. Parts of the site are within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment is therefore likely to be required.  |  |





| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation importance but is in relative proximity to the Forth SPA and is screened in for consideration through the HRA process at this stage. There are no protected trees within the site, and no notable species have been recorded within the site. SNH has not raised concerns with regards impacts on biodiversity, flora and fauna.   | o/?*  |
| Population                            | The proposed development would provide affordable housing to meet local need and could help contribute towards the regeneration of Wallyford, one of East Lothian's more deprived communities. The site has good access by public transport to town centres nearby and Edinburgh city centre.   | +     |
| Human Health                          | The site is not known to be contaminated. The site is not particularly accessible to existing local areas of open space or sports facilities, but combined with the existing Wallyford housing allocation it would provide opportunities to provide new high quality open spaces and facilities and to ensure green network linkages with existing communities. The site is not connected to the Core Path network but this does pass through the neighbouring Wallyford housing allocation so presents opportunities for additional linkages.  | o/?   |
| Soil                                  | The development of the site would result in a significant loss of class 1 (majority) and 2 (minority) prime agricultural land. There are no rare or carbon rich soils on this site.   | -     |
| Water                                 | The site is within Potentially Vulnerable Areas 10/21 and 10/23. SEPA's flood map does not show the site to be at risk of river or coastal flooding but small areas of the site are at risk of surface water flooding. SEPA has commented that a Flood Risk Assessment would be required to assess the flood risk from the small watercourses that flow adjacent to the site. SEPA has also commented that due to the sloping nature of parts of the site careful consideration would need to be given to surface water runoff issues. <a href="#">Development at this site could increase the probability of flooding elsewhere; there are known issues of flooding at Goshen, downstream of site.</a> | ?     |
| Air                                   | The site has good public transport accessibility to minimise the need to travel by car, however the limited range of local facilities, and proximity to the A1 Dolphingstone junction will likely still result in an increase in car travel as a result of the development, leading to increased emissions. Additionally, it is likely that development on the site could lead to an increase in car travel to Musselburgh, the nearest town and this could exacerbate current air quality problems   | o     |



|                   |  |      |
|-------------------|--|------|
|                   | in the town.   |      |
| Climatic Factors  | Wallyford is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).   | o/-  |
| Material Assets   | The site is greenfield land and its development would not therefore reuse existing buildings or previously developed land. It is also prime quality agricultural land and its development would lead to a large reduction in this important and finite land resource for food production.  | --   |
| Cultural Heritage | The site is not within a Conservation Area and there are no listed buildings or scheduled monuments within the site boundary. However the category A listed Dolphingstone Dovecot lies only 60m from the site's eastern boundary and Historic Environment Scotland has advised that the development of the site would encroach upon the immediate setting of the Dovecot. The site is within the Battle of Pinkie battlefield designation however Historic Environment Scotland considers that the site does not contribute strongly to the understanding of the battlefield landscape and its development would not raise issues of national importance. Metal detector surveys in adjacent areas have uncovered no battle remains in the immediate vicinity. A number of undesignated cropmarks are located within the area, although it is likely they relate to mining. The Council's Archaeology Service considers there is low to moderate potential for unknown archaeological remains.   | -/?  |
| Landscape         | The site is largely devoid of natural boundary features and is highly visible from the surrounding landscape and road network, including the A1 to the south, from which there are open views across the site towards Edinburgh and the Firth of Forth. The site is within the Edinburgh Green Belt and helps maintain the separation between Wallyford and Prestonpans, especially when seen in long distance views from higher land to the south such as around Fa'side and Tranent. The scale of development proposed would represent a significant encroachment into the Green Belt and may undermine its role in preventing coalescence. SNH has raised concerns in this respect. At a more localised scale, landscape features within the site include the natural stone wall along sections of the eastern boundary, which is of significant visual amenity although is in need of repair. There is a grouping of mature trees along the south western boundary, which should be retained for their amenity value. If additional noise mitigation measures are required, these may also have an impact upon the landscape and/or views from the A1. | -/-- |

| SITE INFORMATION          |  |
|---------------------------|--|
| Topic                     | Comments   |
| Site Name                 | South West Wallyford   |
| Site Ref                  | PM/MH/HSG067: LDP PROP MH12 Barbachlaw, Wallyford in NE part, Policy DC7: Development in the Edinburgh Green Belt in SE part (Howe Mire)   |
| Source of Site Suggestion | Agent (Geddes Consulting) on behalf of landowner (Sirius Sport & Leisure Ltd and Howard Wallace)   |
| Site Size (ha)            | 23.2ha   |
| Current Use               | Agricultural and partly-constructed greyhound stadium  |
| Proposed Use              | Housing – 194 homes, relocated stadium parking, business park.   |
| Summary Description       | A large site that is mainly greenfield and in agricultural use, located to the south-west of Wallyford. It includes a partly completed greyhound stadium in the north, and in the north-east land allocated for business has permission for housing. The southern part of the site is not currently allocated for any development. |





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| SUITABILITY AND DELIVERABILITY OF SITE |  |       |
|--|--|-------|
| Topic                                  | Assessment   | Score |
| Location                               | The site is outwith the Wallyford settlement boundary but is well related to it.   |       |
| Accessibility                          | Wallyford's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks second among other settlements in East Lothian, behind only Musselburgh. The site is within 400m of a bus stop on Salter's Road although this stop serves very few buses. Bus stops 200m further up Salter's Road have a frequent service to Edinburgh (terminus of the Lothian 44 route). Wallyford rail station is not within 800m but is within walkable distance (around 1200m). There are a number of facilities within 1600m including local shops, primary school and library. Musselburgh town centre is around 2.1km from the site, with a wide range of facilities, services, and employment opportunities. |       |
| Exposure                               | Existing development to the north will provide a degree of shelter in the northern part of the site but southern parts of the site are more exposed.   |       |
| Aspect                                 | The site faces north-west.   |       |
| Suitability for Proposed Use           | The site is physically suitable for the proposed use. Adjacent land uses are residential and agricultural and should not present amenity conflicts. Appropriate design within the site would be needed to ensure no conflict between the stadium and residential uses. There may be noise impacts which arise from the proximity of the East Coast Main Line to the North and the A1 to the South of the site. Mitigation measures may be required.  |       |



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| Fit with local/ strategic policy objectives and direction | The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'. |  |
| Physical infrastructure capacity                          | Access onto Salter's Road is achievable, however there are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity.   |  |
| Service infrastructure capacity                           | The site is within the catchment of Wallyford Primary School, which has no capacity and is due to be replaced, but may have the ability to expand in future subject to emerging solutions. At secondary level the site would be served by Musselburgh Grammar which is subject to potential options for increasing education capacity in the Musselburgh cluster.                    |  |
| Deliverability/ Effectiveness                             | The site is being promoted for development by the landowner. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. A small part of the site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required.            |  |

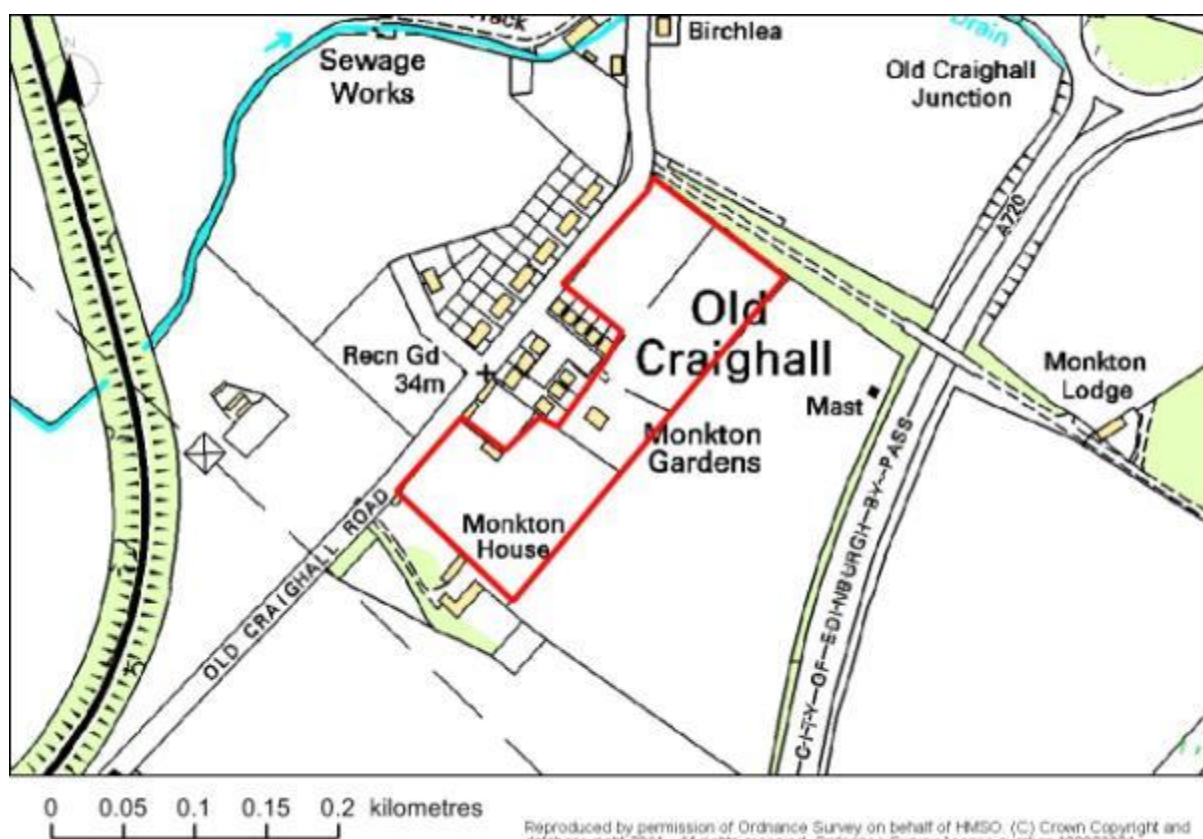


| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |  |       |
|---------------------------------------|--|-------|
| Topic                                 | Comments   | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest but is within 1.2km of the Musselburgh lagoons wildlife site and within 1.5km of the Firth of Forth SPA/Ramsar site SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. The railway line to the north of the site contains priority habit (neutral grassland). There are no protected trees on or near the site. | o/?*  |

|                   |  |        |
|-------------------|--|--------|
| Population        | The site would provide housing, including an element of affordable housing to help meet need. Its development could contribute to the regeneration of Wallyford. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.  | +      |
| Human Health      | The site has no known contamination and good access to the core path network. Its development could exacerbate air quality problems in Musselburgh town centre. The proximity of the A1 and East Coast Main Line to parts of the site may result in noise issues for residents of the proposed development.  | +/?    |
| Soil              | The development of the site would result in a significant loss of class 1 prime agricultural land. There are no rare or carbon rich soils on this site.  | -      |
| Water             | SEPA's flood map indicates some small areas of surface and river water flooding, mainly on the western edge of the site. SEPA has not made any comments regarding flood risk or impacts on the water environment in relation to the site.  | ?      |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.  | o/-    |
| Climatic Factors  | Wallyford is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).   | o/-    |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.  | --     |
| Cultural Heritage | The site is in the core area of the designated Pinkie battlefield and contributes strongly towards understanding of the battlefield landscape. Historic Environment Scotland considers that development of MH12 Barbachlaw portion of the site (generally to the north) may not raise issues of national importance. They consider potential impacts on the Battlefield through development of [pLDP Proposal] MH13 Howe Mire have the potential to be very negative and raise issues of national importance. Previous archaeological evaluations have identified remains within the area and there is considered to be a very high potential for unknown archaeological remains. The site submission proposes a 'battlefield monument' within the site. HES note that a battlefield monument would be purely compensatory and not effective mitigation of the potential impacts of development. | -/?    |
| Landscape         | The northern half of the site (north of Victory Lane) includes a field to the east currently allocated for business use but with housing   | -/--/? |

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|--|---|--|
|  | <p>recently allowed on appeal while to the west lies a partly-constructed greyhound stadium. To the south of Victory Lane is a large open agricultural field. This field is clearly visible from Salter's Road to the east, where there are open long-distance views across it to Arthur's Seat and the Pentland hills. It is also visible in views from Crookston Road further west, looking east towards Fa'side Hill. This field has no particular landscape or topographical features to provide visual containment and its development would be visually prominent and represent a major intrusion into open countryside, affecting the landscape setting of Wallyford. It would not in itself cause settlement coalescence. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A1 and/or East Coast main Line.</p> |  |
|--|---|--|

| SITE INFORMATION          |  |
|---------------------------|--|
| Topic                     | Comments   |
| Site Name                 | Old Craighall village  |
| Site Ref                  | PM/MH/HSG056: LDP PROP MH2 Land at Old Craighall Village – site area reduced in SW to avoid adverse impact on Cultural Heritage namely the setting of 'A' Listed Monkton House (see also SDP/MH/HSG003)                    |
| Source of Site Suggestion | Agent (Clarendon Planning and Development) on behalf of landowner (Mr and Mrs Traquair)  |
| Site Size (ha)            | 2.7ha  |
| Current Use               | Agricultural   |
| Proposed Use              | Housing – 48 homes   |
| Summary Description       | A small site currently in agricultural use and lying to the south-east of Old Craighall village. A planning application for residential development was recently submitted on part of the site and refused by the Council. |







| SUITABILITY AND DELIVERABILITY OF SITE                    |  |       |
|---|--|-------|
| Topic   | Assessment   | Score |
| Location  | The site is outwith the settlement boundary of Old Craighall but is well related to it.  |       |
| Accessibility   | Old Craighall is in close proximity to Musselburgh, whose overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian. The site itself is within 400m of bus stops on Old Craighall Road with a modest level of service between Musselburgh, ERI, Dalkeith, Tranent and Port Seton. It is not within 800m of a rail station; Musselburgh station is around 2km away. There are no facilities within Old Craighall but there is a local shop within 1600m. Musselburgh town centre is around 2.5km away, with a wide range of facilities, services and employment opportunities. |       |
| Exposure  | Existing development and a tree belt provide some shelter from northerly winds.  |       |
| Aspect  | The site faces broadly north-east.   |       |
| Suitability for Proposed Use                              | The site is physically suitable for the proposed use. Neighbouring land uses include residential and agriculture and will not present amenity conflicts. Noise impacts may arise from the nearby roads including the A1 to the north of the site. Mitigation measures may be required.   |       |
| Fit with local/ strategic policy objectives and direction | Although within the South East Edinburgh SDA as identified within SESplan, the site is outwith a main settlement that provides a wide range of facilities and services. It is, however, in close proximity to Musselburgh. Its development would therefore align quite well with   |       |

|                                  |  |  |
|----------------------------------|--|--|
|                                  | strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.   |  |
| Physical infrastructure capacity | Access to the site can physically be achieved. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. If this site was developed along with PM/MH/HSG056 and land in Midlothian it may be possible to connect to the A68/A720 junction. The site is served by Glencorse Water Treatment Works which has capacity and the Old Craighall septic tank which has very limited capacity.                       |  |
| Service infrastructure capacity  | The site is partly within the catchment of Campie Primary School and partly within that of Whitecraig Primary. Campie Primary School has limited capacity, is landlocked, and cannot expand. Whitecraig Primary School has no capacity, and may be able to expand on the current site but additional land may also be required. At secondary level the site would be served by Musselburgh Grammar which is subject to potential options for increasing education capacity in the Musselburgh cluster. |  |
| Deliverability/ Effectiveness    | The site is being promoted for development by the landowner and there is developer interest. A planning application has recently been submitted. . It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. Small parts of the site are within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required.  |  |



| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |  |       |
|---------------------------------------|--|-------|
| Topic                                 | Comments   | Score |
| Biodiversity,                         | The site is not within any areas designated for their international, | o/?*  |

|                   |   |     |
|-------------------|---|-----|
| Flora and Fauna   | national or local nature conservation interest. However, SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. There are no protected trees on or near the site.  |     |
| Population        | The site would provide housing, including an element of affordable housing to help meet need. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.  | +   |
| Human Health      | There is no known contamination within the site and it is located close to open space within the village. It has poor access to the core path network although a footpath runs by the roadside into Musselburgh and there are other roads/tracks nearby that could be used for recreation. The proximity of the A1 and A720 may result in noise issues for residents of the proposed development.   | o/? |
| Soil              | The development of the site would result in some loss of class 1 prime agricultural land. There are no rare or carbon rich soils on this site.  | -   |
| Water             | SEPA's flood map indicates some small areas of surface water flooding. The site will potentially require a drainage impact assessment. SEPA has not made any comments regarding flood risk or impacts on the water environment in relation to the site.   | ?   |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site has reasonable active travel and public transport accessibility, however given the limited facilities and employment opportunities available locally its development is still likely to increase the need to travel by private car.  | o/- |
| Climatic Factors  | The site is in close proximity to Musselburgh, which is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as some local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain). | o/- |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.   | -   |
| Cultural Heritage | Historic Environment Scotland had concerns about this site's impact on the setting of the A-listed Monkton House and advised that it may object. However, this impact could be reduced by excluding the field immediately north-east of the house. A planning application was submitted in January 2014 that excluded this area. Views to and from the house would need to be considered in the design of any development. The site allocated in the LDP was therefore reduced to take account of this impact; following boundary changes HES consider that significant effects are less likely. There is a Scheduled Monument around 60m south-east of the site and there  | -/? |

|           |  |       |
|-----------|--|-------|
|           | is considered to be moderate to good potential for unknown archaeological remains.   |       |
| Landscape | The site is open and fairly level agricultural land and is clearly visible from the A1 to the north (which is on an embankment). If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A1. It is less visible from the A720 to the east due to the topography and the presence of vegetation by the road. The site is adjacent to existing development at Old Craighall and would represent a logical expansion of the village in landscape terms. However, the site has a largely open setting and is not visually well contained in the landscape, other than the western part of the site, which is a walled garden associated with Monkton House. Robust landscape treatment would be required to mitigate the visual impact of development. The site is within the green belt but its development would not in itself result in coalescence between settlements or major impacts on their settings. | o/-/? |



| SITE INFORMATION          |   |
|---------------------------|---|
| Topic                     | Comments  |
| Site Name                 | Newton Farm, Old Craighall  |
| Site Ref                  | SDP/MH/HSG003: LDP PROP MH2 Land at Old Craighall Village (part of site): area to the south and west omitted due to impacts on cultural heritage: setting of A listed Monkton House (see also PM/MH/HSG056)   |
| Source of Site Suggestion | Agent (Holder Planning) on behalf of Cala Homes – submitted to SESplan Main Issues Report   |
| Site Size (ha)            | 13.8ha  |
| Current Use               | Agricultural  |
| Proposed Use              | Housing   |
| Summary Description       | A greenfield site currently in agricultural use located to the east of Old Craighall village and immediately to the west of the A720 Edinburgh City Bypass. Its southern boundary is the Council boundary with Midlothian; development is also being promoted on the Midlothian side. |





0 50 100 150 200 metres

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| SUITABILITY AND DELIVERABILITY OF SITE |  |       |
|--|--|-------|
| Topic                                  | Assessment   | Score |
| Location                               | The site is outwith the settlement boundary of Old Craighall and is poorly related to it. If the intervening land were developed (PM/MH/HSG056) then the site would adjoin the extended settlement.  |       |
| Accessibility                          | Old Craighall is in close proximity to Musselburgh, whose overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian. The site itself is within 400m of bus stops on Old Craighall Road with a modest level of service between Musselburgh, ERI, Dalkeith, Tranent and Port Seton. It is not within 800m of a rail station; Musselburgh station is around 2.5km away. There are no facilities within Old Craighall but there is a local shop within 1600m. Musselburgh town centre is around 3km away, with a wide range of facilities, services and employment opportunities. |       |
| Exposure                               | The site benefits from relatively limited shelter from northerly winds.  |       |
| Aspect                                 | The site faces north-east.   |       |
| Suitability for Proposed Use           | The site is physically suitable for the proposed use. Adjacent land uses are residential and agricultural, which should present no amenity conflicts. There may be noise impacts which arise from the proximity of the A720 to the eastern site boundary and the A1 to the north east of the site. Mitigation measures may be required.  |       |
| Fit with local/                        | Although within the South East Edinburgh SDA as identified within  |       |

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|---|--|--|
| strategic policy objectives and direction | SESplan, the site is outwith a main settlement that provides a wide range of facilities and services. It is, however, in close proximity to Musselburgh. Its development would therefore align quite well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity          | Access can physically be achieved. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. If the site was developed along with land in Midlothian it may be possible to connect to the A68/A720 junction. The site is served by Glencorse Water Treatment Works and Seafeld Waste Water Treatment Works, which both have capacity available.  |  |
| Service infrastructure capacity           | The site is partly within the catchment of Campie Primary School and partly within that of Whitecraig Primary School. Campie Primary has limited capacity, is landlocked, and cannot expand. Whitecraig Primary has no capacity, and may be able to expand on current site but additional land may also be required. At secondary level the site is served by Musselburgh Grammar, which is subject to potential options for increasing education capacity in the Musselburgh cluster. |  |
| Deliverability/ Effectiveness             | The site submission indicates the land is in the control of a housebuilder. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. Small parts of the site are within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required.   |  |





| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. It is, however, around 2.5km from the Firth of Forth SPA/Ramsar site. Suitable habitat for SPA species is present and there are records of pink-footed geese and golden plover in the area and the site should therefore be screened in to the HRA process at this stage. The road verges of the A720 to the east of the site are designated priority habitat (neutral grassland), as is an area to the west of the site on the other side of Old Craighall Road. Development of the site may present opportunities to improve habitat connectivity. There are no protected trees on or near the site.         | o/?*  |
| Population                            | The site would provide housing, including an element of affordable housing to help meet need. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.  | +     |
| Human Health                          | There is a small area of potential contamination recorded near the edge of the site, associated with former quarrying activities. Development may allow for mitigation of this. The site has good access to existing open space within village. It has poor access to the core path network although a footpath runs by the roadside into Musselburgh and there are other roads/tracks nearby that could be used for recreation. The proximity of the A1 and A720 may result in noise issues for residents of the proposed development.   | +/?   |
| Soil                                  | The development of the site would result in some loss of class 1 prime agricultural land. There are no rare or carbon rich soils on this site.  | -     |
| Water                                 | SEPA's flood map indicates some small areas of surface water flooding within the site. SEPA has indicated that a FRA is required for the site, however this appears to relate to part of the site submission within the Midlothian Council area, containing a watercourse.  | ?     |
| Air                                   | Development on the site would not be affected by existing sources of air pollution. The site has reasonable active travel and public transport accessibility, however given the relatively limited facilities and employment opportunities available locally its development is still likely to increase the need to travel by private car.   | o/-   |
| Climatic Factors                      | The site is in close proximity to Musselburgh, which is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is positioned well to access public transport, active travel routes and some local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain). | o/-   |
| Material Assets                       | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.   | -     |



|                   |  |        |
|-------------------|--|--------|
| Cultural Heritage | <p>The site contains a Scheduled Monument and is immediately adjacent to another Scheduled Monument and the Newton House GDL. These latter two designations are within the wider site promoted for development that also includes land in Midlothian. Historic Environment Scotland raises significant concerns about the impact on the Scheduled Monuments and their settings and is likely to object unless impacts are avoided through either revising site boundaries or a robust design that avoided impacts and addressed future management. Historic Environment Scotland is also likely to object due to impacts on the immediate setting of the category A-listed Monkton House. Historic Environment Scotland also raises concerns over impacts on the Newton House Inventory GDL in Midlothian. It is considered there is a high potential for unknown archaeological remains in the area.</p>  | -/?    |
| Landscape         | <p>The site is a large area of open and fairly level agricultural land located to the south and east of Old Craighall village and contained to the east by the A720 city bypass. There is a minor road and tree belt forming the boundary to the north and a narrow belt of mature trees to the south, although the full extent of the proposed development site extends south beyond this into Midlothian. The site wraps around the walls of the A-listed Monkton House and extends west to Old Craighall Road. The site is clearly visible from the A1 to the north (which is on an embankment). It screened to an extent from the A720 to the east due to the topography and the presence of vegetation by the road. There are few features within the site itself other than infrastructure such as electricity pylons crossing the southern part and a mobile phone mast in the north-east corner. The openness of the site affords views out including to Inveresk, Millerhill, and Carberry. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A720 and the A1. Development of the site itself would not represent a logical extension of Old Craighall, being separated from it by another field, however if this intervening field was developed (PM/MH/HSG056) then this site would form the next logical extension. The scale of the site is significantly larger than the existing village and therefore the proposals would represent a significant change in the character of this small village in an open agricultural setting, to a much larger urban area. The site is within the green belt. Its development would not in itself result in settlement coalescence.</p> | -/--/? |

| SITE INFORMATION          |  |
|---------------------------|--|
| Topic                     | Comments   |
| Site Name                 | Land SW of Old Craighall Junction  |
| Site Ref                  | PM/MH/BUS002: LDP PROP MH3: Land at Old Craighall Junction South West  |
| Source of Site Suggestion | Agent (Geddes Consulting) on behalf of landowner (Lothian Park Ltd)  |
| Site Size (ha)            | 5.2ha  |
| Current Use               | Agricultural   |
| Proposed Use              | Business   |
| Summary Description       | A greenfield site in agricultural use located immediately adjacent to Old Craighall junction, where the A720 Edinburgh City Bypass meets the A1. The site is to the north-east of Old Craighall village. |

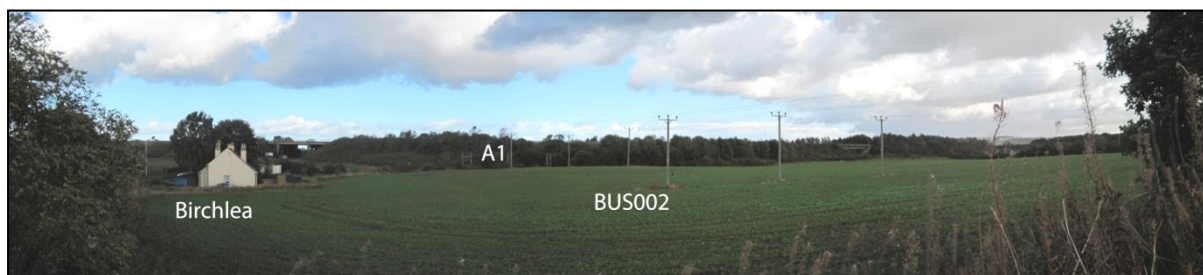




| SUITABILITY AND DELIVERABILITY OF SITE |   |       |
|--|---|-------|
| Topic                                  | Assessment  | Score |
| Location                               | The site is not within an existing settlement boundary. It adjoins that of Old Craighall but given the size of the proposed development it does not relate particularly well to the existing settlement.  |       |
| Accessibility                          | Old Craighall is in close proximity to Musselburgh, whose overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian. The site itself is within 400m of bus stops on Old Craighall Road with a modest level of service between Musselburgh, ERI, Dalkeith, Tranent and Port Seton. It is not within 800m of a rail station although Musselburgh station is within walkable distance (around 1700m). There are no facilities within Old Craighall but there is a local shop within 1600m. Musselburgh town centre is around 2.5km away, with a wide range of facilities and services. Importantly for a proposed business use, the site is very close to the trunk road network. |       |
| Exposure                               | The site is relatively well sheltered from northerly winds by the road embankment to the north.   |       |
| Aspect                                 | The site faces north-east.  |       |
| Suitability for Proposed Use           | The site is physically suitable for the proposed use. There may be noise impacts which arise from the proximity of the A720 to the east and the A1 to the north of the site. Mitigation measures may be required. However as the proposed use is business rather than residential concerns over amenity are not raised.   |       |
| Fit with local/                        | Although within the South East Edinburgh SDA as identified within   |       |



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|---|--|--|
| strategic policy objectives and direction | SESplan, the site is outwith a main settlement that provides a wide range of facilities and services. It is, however, in close proximity to Musselburgh. Its development would therefore align quite well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity          | Access to the site can physically be achieved. There are traffic capacity constraints within Musselburgh and the surrounding road network (including Old Craighall Junction) and further consideration is required to establish how these might be mitigated. The site is served by Glencorse Water Treatment Works and Seafeld Waste Water Treatment Works, which both have available capacity.   |  |
| Service infrastructure capacity           | School catchments and other service infrastructure are not relevant to the proposed use for business.  |  |
| Deliverability/ Effectiveness             | The site is being promoted for development by the landowner, a development company. Most of the site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment is therefore likely to be required. It is not known whether ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. |  |



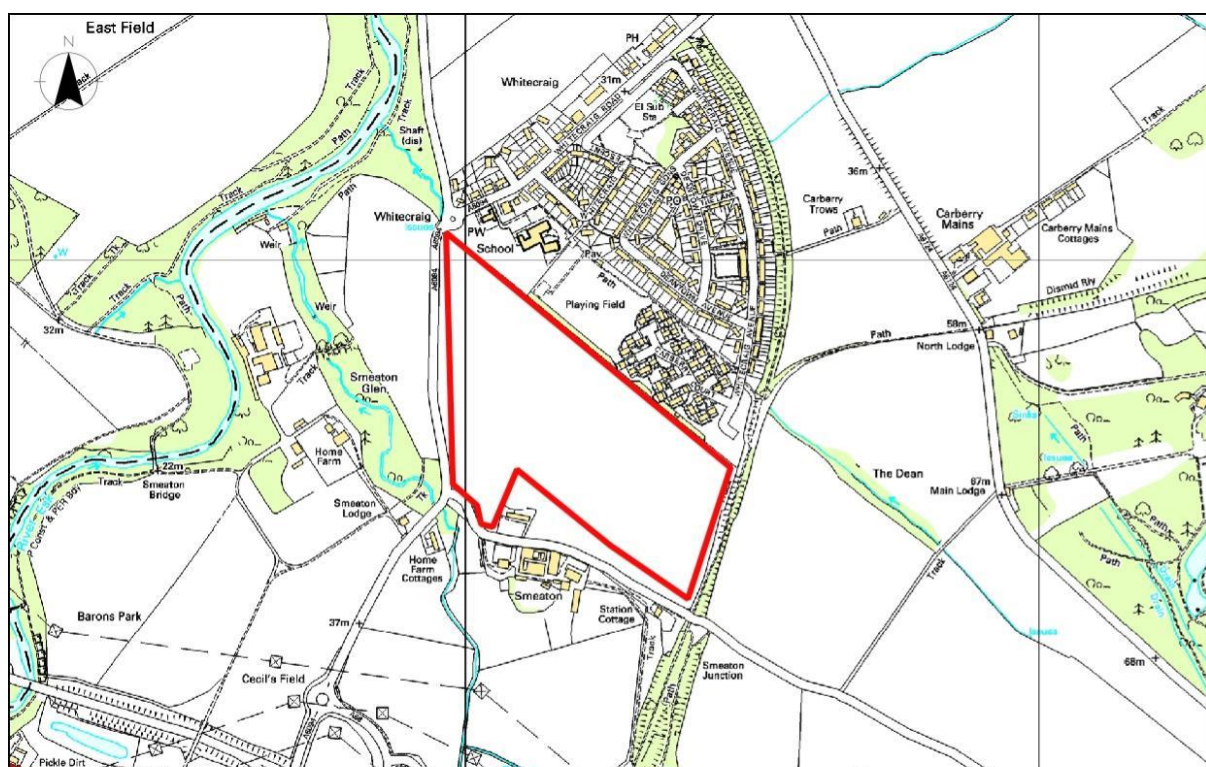
| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. It is, however, around 2.2km from the Firth of Forth SPA/Ramsar site. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, | o/?*  |



|                   |  |       |
|-------------------|--|-------|
|                   | therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. The road verges of the A720 to the east of the site are designated priority habitat (neutral grassland). Development of the site may present opportunities to improve habitat connectivity. There are no protected trees on or near the site.   |       |
| Population        | The site's development would widen employment opportunities for the local population. It is reasonably accessible by active travel or public transport.  | +     |
| Human Health      | There is no known contamination within the site. It has access to existing open space within village. Access to the core path network is poor although a footpath runs by the roadside into Musselburgh and there are other roads/tracks nearby that could be used for recreation.   | o     |
| Soil              | The development of the site would result in some loss of class 1 prime agricultural land. There are no rare or carbon rich soils on this site.   | -     |
| Water             | Parts of the site are at risk of flooding from the Cairny Burn, which flows through the site. SEPA maintains a level only gauging station upstream of the site. SEPA requires a FRA to assess the flood risk from the burn as well as drains that flow along the northern boundary. Consideration should be given to upstream/ downstream culverts which may exacerbate flood risk. A buffer strip would be required around the burn.  | ?     |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site is reasonably accessible by active travel and public transport, however it is likely that its development would increase travel by private car.   | o/-   |
| Climatic Factors  | The site is in close proximity to Musselburgh, which is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes and some local facilities and services. Realistically, however, its development for employment adjacent to the A1 and A720 would be likely to increase travel by car, with resultant greenhouse gas emissions. However, there may also be some reduction in the distance travelled for some workers if they are currently commuting out of East Lothian. The site's north-east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain). | o/-   |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.  | -     |
| Cultural Heritage | The site is partially within the designated Pinkie battlefield and close to a Scheduled Monument (on the other side of the A720). However, the site is not considered to contribute strongly towards understanding of the battlefield landscape and there is considered to be low potential for unknown archaeological remains.  | o/?   |
| Landscape         | The site is visually well-contained to the north, east and south by the presence of tree belts. The A1 is to the north on an embankment,   | o/-/? |

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|--|---|--|
|  | <p>the A720 is to the east, and a minor road is to the south. The site is more open to the west where it is adjacent to Old Craighall Road; there are two dwellings between the road and site in its central part, which are set among mature trees. A burn crosses the north-west corner of the site, flanked by trees, separating it into two agricultural fields. The site is clearly visible from the A1 to the north, where it lies below the road level. Open views across the site from here extend to Old Craighall village and the distant Pentland hills. The site is currently within the green belt. Its development would represent a change of character from open agricultural land and it would be prominent in views from the A1, however the relative visual containment of the site means it would not be seen as an intrusion into the wider landscape. It would not in itself result in settlement coalescence. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A720 and the A1.</p> |  |
|--|---|--|

| SITE INFORMATION          |   |
|---------------------------|---|
| Topic                     | Comments  |
| Site Name                 | Land south of Whitecraig  |
| Site Ref                  | PM/MH/HSG096: LDP PROP MH13: Land at Whitecraig South   |
| Source of Site Suggestion | Council planning service. Landowner has confirmed interest in developing site.  |
| Site Size (ha)            | 15.2ha  |
| Current Use               | Agriculture   |
| Proposed Use              | Housing   |
| Summary Description       | A greenfield site in agricultural use on gradually rising ground to the south of Whitecraig. It is bounded to the south by Smeaton Farm, to the east by the path running along the former railway line, and to the west by the A6094. |



0 0.1 0.2 0.3 0.4 kilometres

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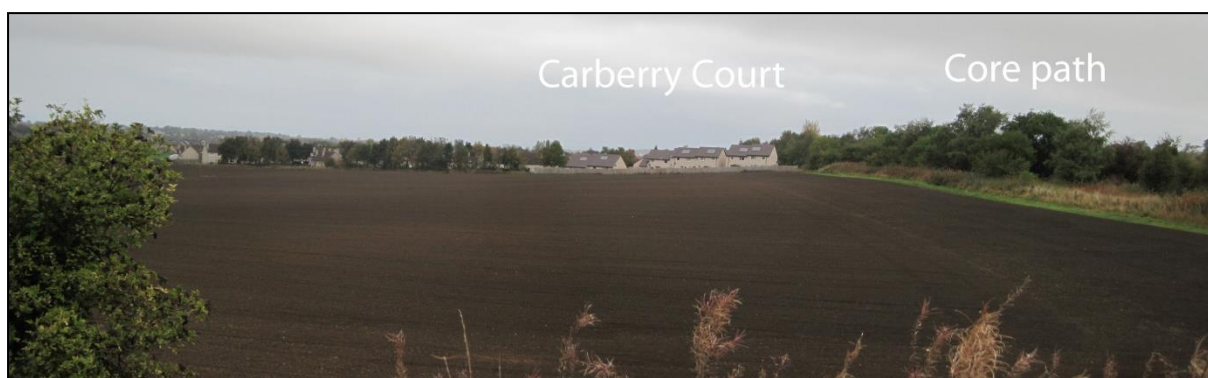
0 0.1 0.2 0.3 0.4 kilometres

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| SUITABILITY AND DELIVERABILITY OF SITE          |   |       |
|---|---|-------|
| Topic   | Assessment  | Score |
| Location  | The site is located outwith but adjoining the south-western boundary of Whitecraig and is well related to it.   |       |
| Accessibility                                   | Whitecraig is in relatively close proximity to Musselburgh and Wallyford, whose overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities rank highest among other settlements in East Lothian. The site itself is within 400m of bus stops on Whitecraig Road, with a reasonable service between Midlothian towns (Dalkeith, Penicuik) and Musselburgh and Portobello. There is no rail station within 800m. A reasonable number of facilities and services are available within Whitecraig, including primary school, local shop, well within 1600m of the site. Musselburgh town centre is around 3.5km away, with a wide range of facilities, services and employment opportunities. |       |
| Exposure  | The northern part of the site is sheltered from northerly winds by existing development but the southern part of the site is more exposed and is on rising ground to the east.  |       |
| Aspect  | The site faces north-west.  |       |
| Suitability for Proposed Use                    | The site is physically suitable for the proposed use. Adjacent land uses include housing, agriculture, primary school and playing field; these should present no amenity conflicts.   |       |
| Fit with local/ strategic policy objectives and | Although within the East Lothian SDA as identified within SESplan, the site is outwith a main settlement that provides a wide range of facilities and services but is adjacent to a smaller settlement with a   |       |



|                                  |   |  |
|----------------------------------|---|--|
| direction                        | limited range of local facilities and services. Its development would therefore align quite well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity | The site can be physically accessed. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works, which both have available capacity.   |  |
| Service infrastructure capacity  | The site is within the catchments of Whitecraig Primary School and Musselburgh Grammar. Whitecraig Primary has no capacity, and may be able to expand on current site although additional land may also be required. Musselburgh Grammar is subject to potential options for increasing education capacity in the Musselburgh cluster.  |  |
| Deliverability/ Effectiveness    | The landowner is interested in releasing the land for development. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment is therefore likely to be required. It is not known whether ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. |  |



| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |  |       |
|---------------------------------------|--|-------|
| Topic                                 | Comments   | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. It is, however, around 3.5km from the Firth of Forth SPA/Ramsar site. SNH has advised | o/?*  |

|                   |   |     |
|-------------------|---|-----|
|                   | that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. Close to the west of the site is the Cowpits wood listed wildlife site and areas of ancient woodland and priority habitat, while to the east of the site lies priority habitat (dense scrub) along the line of the core path. There are also areas of neutral grassland priority habitat to the south. There may be potential to improve habitat connectivity through the site's development.   |     |
| Population        | The site would provide housing, including an element of affordable housing to help meet need. Its development could contribute to the regeneration of Whitecraig. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.  | +   |
| Human Health      | There is no known contamination on the site and it has good access to the core path network (which runs along its eastern edge) and existing open space (adjacent to the northern edge).  | +   |
| Soil              | The development of the site would result in some loss of prime agricultural land, the majority of which is class 2 as well as class 3.1. There are no rare or carbon rich soils on this site.   | -   |
| Water             | The site is within Potentially Vulnerable Area 10/22. SEPA requests a FRA to assess the flood risk from the unnamed watercourse that flows adjacent to the south west corner of the site. There are also small areas of surface water flood risk within the site according to SEPA's flood maps.  | ?   |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site has reasonable active travel and public transport accessibility, however given the relatively limited facilities and employment opportunities available within the village its development is still likely to increase the need to travel by private car.  | o/- |
| Climatic Factors  | The site is in relatively close proximity to Musselburgh, which is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes and local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain). | o/- |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.   | -   |
| Cultural Heritage | The site is partly within the designated area of the Battle of Pinkie and adjacent to the Dalkeith House GDL. The surrounding area contains Scheduled Monuments and listed buildings and there are possible setting Issues. It is considered there is a high potential for unknown archaeological remains.  | -/? |
| Landscape         | The site is a single large agricultural field immediately adjacent to   | o   |

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|  | <p>the southern edge of Whitecraig. It is open and gently undulating. It is visually well contained to the east by a core path and mature trees. To the west the A6094 provides a defined boundary, on the western side of which is a high stone wall. The southern edge of the site benefits from some visual containment provided by farm buildings and mature trees. The site rises to the south east and from this corner there are open views towards Arthur's Seat and the Firth of Forth. Though large, the site's development would result in a logical expansion of Whitecraig in landscape terms given its visual containment. It is within the current green belt boundary, however its development would not lead to the coalescence with other settlements as there are several fields and the A68 separating it from Dalkeith to the south.</p> |  |
|--|---|--|

| SITE INFORMATION          |  |
|---------------------------|--|
| Topic                     | Comments   |
| Site Name                 | Land north of Whitecraig   |
| Site Ref                  | PM/MH/HSG055 LDP PROP MH14 Land at Whitecraig North: northern part of the site removed from allocation to avoid Cultural Heritage Impact on Scheduled Monument 13318   |
| Source of Site Suggestion | Agent (Justin Lamb Associates) on behalf of landowner (Executry of Sir John Hope)  |
| Site Size (ha)            | 19.2ha   |
| Current Use               | Agricultural/equine uses   |
| Proposed Use              | Housing  |
| Summary Description       | A large greenfield site in use for agriculture and equine uses lying to the north of Whitecraig. It is bounded to the west by Cowpits Road with the River Esk woodlands beyond, while the A1 runs nearby to the north. |



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| SUITABILITY AND DELIVERABILITY OF SITE |  |       |
|--|--|-------|
| Topic                                  | Assessment   | Score |
| Location                               | The site is outwith the settlement boundary of Whitecraig but well related to it.  |       |
| Accessibility                          | Whitecraig is in relatively close proximity to Musselburgh and Wallyford, whose overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities rank highest among other settlements in East Lothian. The site itself is within 400m of bus stops on Whitecraig Road, with a reasonable service between Midlothian towns (Dalkeith, Penicuik) and Musselburgh and Portobello. At peak hours there is a direct service to Edinburgh via Wallyford and Musselburgh. There is no rail station within 800m although Musselburgh station is 2.5km away via the core path network. A reasonable number of facilities and services are available within Whitecraig, including primary school, local shop, well within 1600m of the site. Musselburgh town centre is around 2.5km away, with a wide range of facilities, services and employment opportunities. |       |
| Exposure                               | The majority of the site other than the north-western corner is exposed to northerly winds, with no development, vegetation, or topographical features to provide shelter.   |       |
| Aspect                                 | The aspect is north-westerly.  |       |
| Suitability for Proposed Use           | The site is physically suitable for the proposed use and there would be no potential amenity conflicts with adjoining land uses. There may be noise impacts which arise from the proximity of the A1 to the north of the site. Mitigation measures may be required. A pub and car dealership are located on the southern boundary but  |       |

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|   | appropriate design should also ensure these present no amenity conflicts.  |  |
| Fit with local/ strategic policy objectives and direction | Although within the East Lothian SDA as identified within SESplan, the site is outwith a main settlement that provides a wide range of facilities and services but is adjacent to a smaller settlement with a limited range of local facilities and services. Its development would therefore align quite well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'. |  |
| Physical infrastructure capacity                          | Access to the local road network is achievable; upgrades may be required to Cowpits Road. There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity. Scottish water also advises there is a lot of infrastructure crossing the site, which may pose some constraint to development.                         |  |
| Service infrastructure capacity                           | This site falls within the catchments for Whitecraig Primary and Musselburgh Grammar. Whitecraig Primary has no capacity but may be able to expand on its current site, although additional land may also be required. Musselburgh Grammar is subject to potential options for increasing education capacity in the Musselburgh cluster.   |  |
| Deliverability/ Effectiveness                             | The site owners are promoting the site for development. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment is therefore likely to be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.  |  |

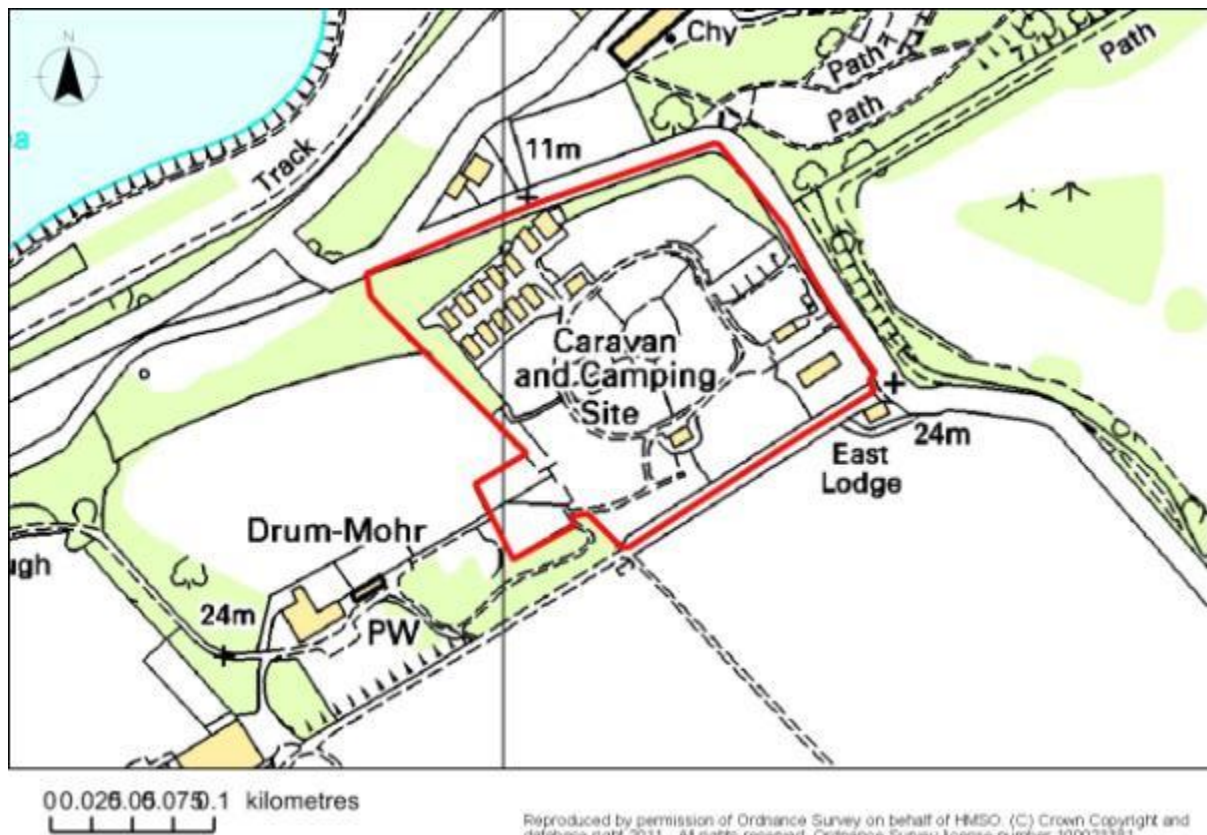


| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |  |           |
|---------------------------------------|--|-----------|
| Topic                                 | Comments   | Score     |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. Cowpits wood lies to the west of the site and is a listed wildlife site, priority habitat, and designated ancient woodland. Development of the site may present opportunities to extend or enhance this habitat.  | o/?*      |
| Population                            | The site would provide housing, including an element of affordable housing to help meet need. Its development may contribute to the regeneration of Whitecraig. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.   | +         |
| Human Health                          | There are records of possible contamination associated with filled ground and former quarrying in the northern part of the site. There is also a higher than average chance of radon gas issues in the north and west part of the site. Development may provide an opportunity to mitigate effects of this pollution. The site has good access to the core path network north to Musselburgh by the River Esk and southwards towards Dalkeith. The proximity of the A1 to the northern part of the site may result in noise issues for residents of the proposed development.  | +/?       |
| Soil                                  | The development of the site would result in some loss of class 1 prime agricultural land. There are no rare or carbon rich soils on this site.   | -         |
| Water                                 | SEPA's flood map shows some areas of surface water flooding within the site, and the River Esk is close to the site, which has a history of flooding. SEPA would require a FRA to define the area at risk of flooding.   | ? / 0 / - |
| Air                                   | Development on the site would not be affected by existing sources of air pollution. The site has reasonable active travel and public transport accessibility, however given the relatively limited facilities and employment opportunities available within the village its development is still likely to increase the need to travel by private car.   | o/-       |
| Climatic Factors                      | The site is in relatively close proximity to Musselburgh, which is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is well positioned to access to public transport and local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain). | o/-       |

|                   |  |     |
|-------------------|--|-----|
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.  | -   |
| Cultural Heritage | The site is within the designated Pinkie battlefield, adjacent to Dalkeith House GDL and the Scheduled Monument of 'Monktonhall Junction, Roman camps and prehistoric settlement'. Historic Environment Scotland considers that the area may contain archaeology potential of national importance and in 2014 scheduled the monument "Monktonhall Junction, Neolithic cursus 150m N of Whitecraig" (SM13318). Development of the site may also raise issues of national importance in relation to Pinkie Battlefield as it is near the core part of the battlefield and makes some contribution towards understanding of the battlefield landscape, with potential for associated archaeological remains. <b>This area lies in part of the Pinkie Battlefield which contributes to its landscape characteristics and special qualities. Without mitigation, there is potential for development here to have a significant adverse impact.</b> There is also potential for setting impacts upon a category B-listed schoolhouse at the site's northern edge and a B-listed hotel to the east. | -/? |
| Landscape         | The site adjoins the northern edge of Whitecraig and would represent a logical expansion in landscape terms. It is two open and fairly level fields that are currently in use for agriculture and equine uses, and is visually well-contained by adjacent woodland to the west. There are open southerly views across the site. The site boundary to the north-east and east does not benefit from the same strong landscape features. The easternmost part of the site would extend further east than the existing settlement and would intrude somewhat into open countryside although the site submission proposes keeping this part undeveloped. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A1. The site is within the green belt but its development would not in itself result in settlement coalescence as it is separated from Musselburgh by the A1 and open land beyond.  | o/? |



| SITE INFORMATION          |   |
|---------------------------|---|
| Topic                     | Comments  |
| Site Name                 | Drummohr Caravan Park   |
| Site Ref                  | PM/MH/HSG010: LDP Policy DC7 Development in the Edinburgh Green Belt  |
| Source of Site Suggestion | Owner (Mr Melville)   |
| Site Size (ha)            | 4.5ha   |
| Current Use               | Caravan and camping site  |
| Proposed Use              | Housing – medium to long term, no plans to shut site at present   |
| Summary Description       | Currently in use as a caravan and camping park, this site is largely greenfield land, and is located between Musselburgh and Prestonpans, in a wooded setting within the policies associated with Drummohr House. |





| SUITABILITY AND DELIVERABILITY OF SITE |  |       |
|--|--|-------|
| Topic                                  | Assessment   | Score |
| Location                               | The site is located between the settlement boundaries of Musselburgh and Prestonpans and not well related to either. If the proposed site at Goshen Farm were developed (PM/MH/HSG037) then the site would adjoin the extended settlement.   |       |
| Accessibility                          | The site is in relatively close proximity to Musselburgh and Prestonpans, whose overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities rank first and third highest among other settlements in East Lothian. In terms of the site itself, If a pedestrian access was made through the northern site boundary, it would be within 400m of bus stops on Ravenshaugh Road, with a regular service to and from Edinburgh, Musselburgh, Tranent and Cockenzie/Port Seton. There are no rail stations within 800m (Wallyford station is around 1700m) and limited facilities within 1600m; these include a community centre and local shop. Prestonpans town centre is around 2km from the site. |       |
| Exposure                               | The site is relatively well sheltered from northerly winds by a tree belt along its northern edge although is otherwise in a fairly exposed location due to the topography, facing the coast to the north.   |       |
| Aspect                                 | The site faces north.  |       |
| Suitability for Proposed Use           | The site is physically suitable for the proposed use and there would be no potential conflicts with surrounding land uses, which include agricultural land, woodland and a golf course. The Prestongrange Mining Museum is located to the north but is unlikely to cause any   |       |

|   |   |  |
|---|---|--|
|   | amenity conflicts.  |  |
| Fit with local/ strategic policy objectives and direction | Although within the East Lothian SDA as identified within SESplan, the site is outwith a main settlement that provides a wide range of facilities and services. Its development would therefore align reasonably well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'. |  |
| Physical infrastructure capacity                          | Access is achievable, however there are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. The site is served by Castle Moffat Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity.   |  |
| Service infrastructure capacity                           | The site is within the catchments of Wallyford Primary School and Musselburgh Grammar. Wallyford has no capacity, is due to be replaced and may have the ability to expand in future subject to emerging solutions. Musselburgh Grammar is subject to potential options for increasing education capacity in the Musselburgh cluster.   |  |
| Deliverability/ Effectiveness                             | The site has been promoted for development by the landowner as a 'medium term' option, with no immediate plans to close the caravan park. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.   |  |

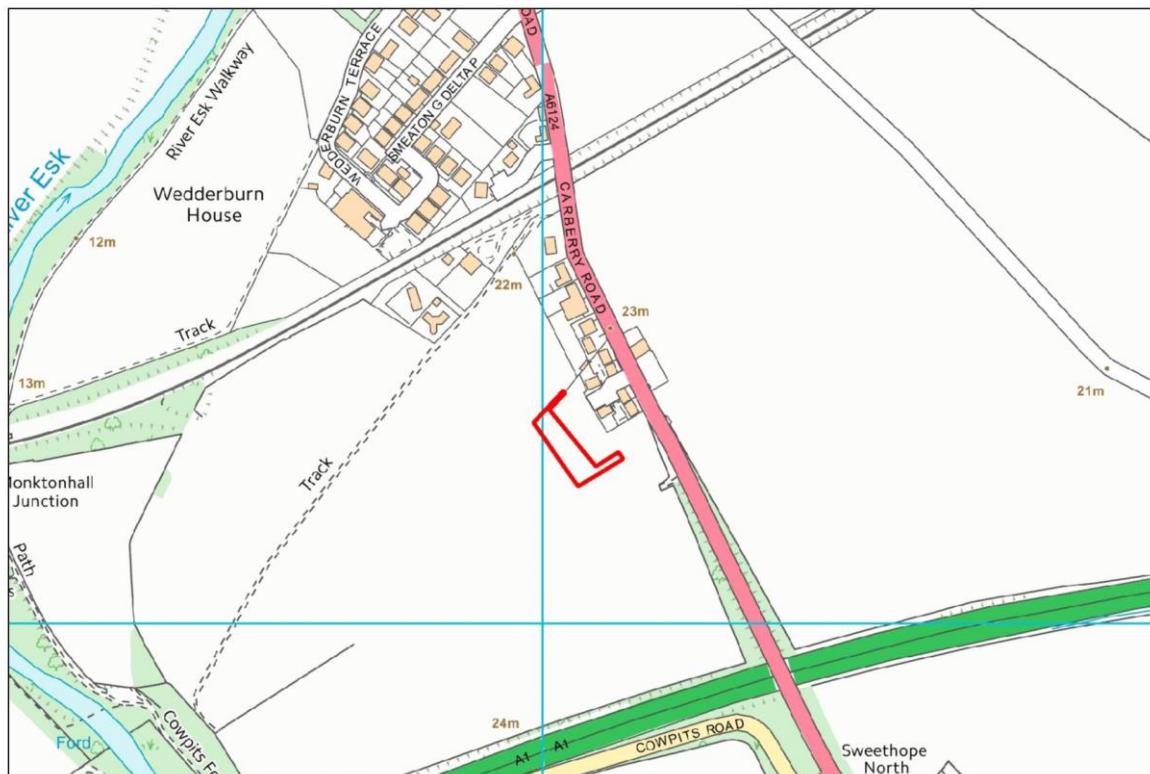


| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. It is, however, around 110m from the Musselburgh lagoons listed wildlife site and around 300m from the Firth of Forth SPA/SSSI/Ramsar site. The current use means it is not screened in to the HRA process. The site is within TPO13, and there is priority habitat mixed woodland on the W, E and N of site. Woodland to the north is also designated ancient woodland. Development may be able to take place while maintaining protected trees, subject to appropriate design. | o/?   |
| Population                            | The site would provide housing, including an element of affordable housing to help meet need. It has reasonable access to facilities, services, and employment opportunities by active travel or public transport.  | +     |
| Human Health                          | There is no known contamination within the site and it benefits from good access to the John Muir Way coastal path and Levenhall Links to the north. The site's development could exacerbate air quality  | o/?   |

|                   |  |       |
|-------------------|--|-------|
|                   | problems in Musselburgh town centre.   |       |
| Soil              | The development of the site would result in some loss of class 1 prime agricultural land. There are no rare or carbon rich soils on this site.   | -     |
| Water             | The site is not identified as being at risk of flooding on SEPA's flood maps and SEPA has made no comments in relation to flood risk or impacts on the water environment.  | o     |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.   | o/-   |
| Climatic Factors  | The site is in relatively close proximity to Musselburgh, which is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is well positioned to access to public transport but is not particularly close to local facilities and services. Realistically, development on the site would lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).  | o/-   |
| Material Assets   | The site's development would not make efficient use of land and resources, being largely greenfield land of prime agricultural quality, albeit it is currently in use as a caravan park.   | -     |
| Cultural Heritage | The site is within the designated Pinkie battlefield (associated with the site of the English Camp). Historic Environment Scotland advises that as the site is already developed as caravan park it does not contribute strongly to understanding of the battlefield landscape, however the impact on any archaeological remains would need assessment. There may also be setting issues with the category B-listed Drummohr House and its associated undesignated designed landscape.   | o/?   |
| Landscape         | The site is well contained in an established landscape setting of mature trees, hedgerows and high natural stone and brick walls. The trees are protected by a TPO. There are views north to the Forth and west to Drummohr House. The site is distanced from existing urban development so its development would not represent a logical extension in landscape terms. However, the well contained setting of the site means its development would not have a significant impact beyond the site boundaries. There could be impact on mature TPO trees but this could be avoided through appropriate site design. The site is currently green belt between Musselburgh and Prestonpans and roughly equidistant from each. Its development would not in itself result in settlement coalescence or significant impacts on the landscape setting of Musselburgh or Prestonpans. | o/-/? |



| SITE INFORMATION                         |   |
|--|---|
| Topic                                    | Comments  |
| Site Name                                | Land to rear of 8/9 Carberry Close, Inveresk  |
| Site Ref                                 | MIR/MH/HSG119: not included in LDP as a specific proposal: however the land has been removed from the Green Belt and Policy RCA1 applied.   |
| Source of Site Suggestion                | Mr/Mrs Jackson & Mr/Mrs Sangster  |
| Site Size (ha)                           | 0.21  |
| Current Use                              | Agricultural / vacant land  |
| Proposed Use                             | Domestic garden ground for adjacent dwellings (removal from green belt and inclusion within settlement boundary)  |
| Summary Description and Planning History | A small area of disused land to the rear of existing dwellings at Carberry Close, Inveresk. The land was formerly part of Carberry Kennels, the majority of which has now been developed for housing. |



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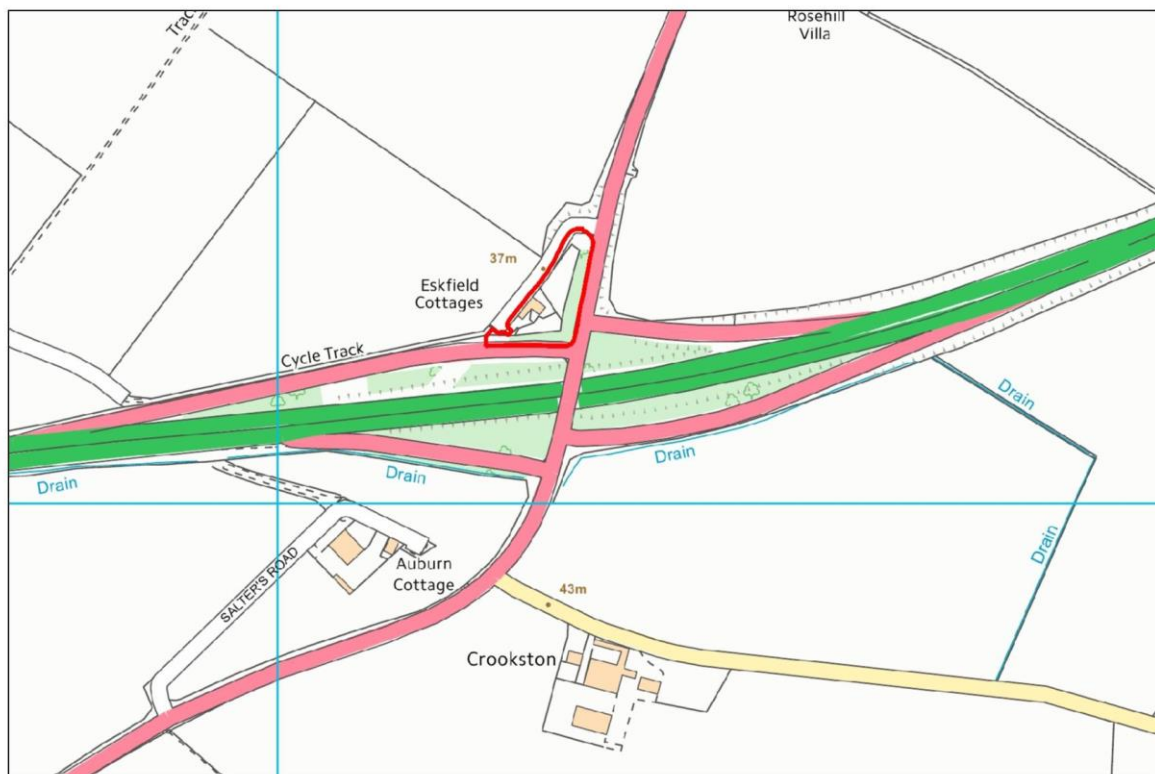
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| SUITABILITY AND DELIVERABILITY OF SITE             |  |       |
|--|--|-------|
| Topic  | Assessment   | Score |
| Location   | The site is outside the settlement boundary of Musselburgh but is well related to it.  |       |
| Accessibility                                      | n/a  |       |
| Exposure   | n/a  |       |
| Aspect   | n/a  |       |
| Suitability for Proposed Use                       | Inclusion of the site within the settlement boundary and its use as garden ground would not conflict with surrounding land uses (residential and agriculture). The site is within the Coal Authority's Referral Area however the proposed use, providing there is no built development, is one that is likely to be exempt from requiring a Coal Mining Risk Assessment due to its nature. |       |
| Fit with strategic policy objectives and direction | This use may conflict with the purpose of the Green Belt.  |       |
| Physical infrastructure capacity                   | There are no infrastructure issues with the use of this land as garden ground.   |       |
| Service infrastructure capacity                    | The proposed use does not require the provision of services.   |       |
| Deliverability/ Effectiveness                      | There are no issues with deliverability or effectiveness of the site for the proposed use other than possible conflict with Green Belt objectives.   |       |



| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international national or local nature conservation importance. The site's development would not result in the loss of protected trees or woodland. There are no notable species on or within 100m of the site. SNH has no comment to make on the site.   | +     |
| Population                            | n/a   | n/a   |
| Human Health                          | n/a   | n/a   |
| Soil                                  | n/a   | n/a   |
| Water                                 | A small section of the west of the site is at risk of surface water flooding although use of the site as garden ground for existing development would not be likely to be significantly affected by any flooding.   | ?     |
| Air                                   | n/a   | n/a   |
| Climatic Factors                      | n/a   | n/a   |
| Material Assets                       | The site's development would make use of previously developed land. It is classified as prime agricultural land (class 1) but the site's history suggests that this is not accurate and probably reflects the small scale of the mapping.   | o     |
| Cultural Heritage                     | The site is within the designated Pinkie battlefield but Historic Environment Scotland advises that the proposals would not raise issues of national significance. The site is adjacent to the Inveresk (Musselburgh) Conservation Area, which includes the existing dwellings. Use as garden ground would be unlikely to affect the conservation areas provided any new or replacement boundary treatments or other ancillary development were sympathetic with that existing. The site is within the scheduled area of the Roman camps and prehistoric settlement at Monktonhall Junction and could have a direct impact on this Scheduled Monument. Historic Environment Scotland indicates that it would be unlikely to object if the boundary followed the existing arable field boundary such that all development would be within the previously developed area. | o/?   |
| Landscape                             | The site is located within the Edinburgh Green Belt and has a landscape character type defined as coastal margins. It is a small piece of unused ground immediately to the rear of existing dwellings, with agricultural land beyond. Its use as additional garden ground would be unlikely in itself to have significant landscape impacts provided any new or replacement boundary treatments or other ancillary development were sympathetic with that existing.   | o     |

| SITE INFORMATION                         |   |
|--|---|
| Topic                                    | Comments  |
| Site Name                                | Eskfield Cottages, Wallyford  |
| Site Ref                                 | MIR/MH/HSG129: LDP Policy DC7 Development in the Edinburgh Green Belt   |
| Source of Site Suggestion                | Strutt and Parker (agent) on behalf of Mr Armstrong   |
| Site Size (ha)                           | 0.58  |
| Current Use                              | Mixed use   |
| Proposed Use                             | Housing   |
| Summary Description and Planning History | An area of land located to the north of the A1 and south of Wallyford containing two dwellings and adjacent land, proposed for removal from the green belt to allow the construction of one additional house. |



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| SUITABILITY AND DELIVERABILITY OF SITE             |  |       |
|--|--|-------|
| Topic  | Assessment   | Score |
| Location   | The site is outside the settlement boundary of Wallyford but is in close proximity to an area of committed development.  |       |
| Accessibility                                      | Wallyford's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks second among other settlements in East Lothian, behind only Musselburgh. The site is not within 400m of a bus stop; the nearest bus stop at Park Drive on Salter's Road is nevertheless within walking distance of the site (560m). The site is not within 800m of a rail station although is within reasonable distance of Wallyford Station (around 1400m). The site is within 1600m of local facilities; local shops are around 800m away and the local primary school is around 1100m away. |       |
| Exposure   | The site has little shelter from northerly winds.  |       |
| Aspect   | The site has a north-westerly aspect.  |       |
| Suitability for Proposed Use                       | The site is physically suitable for the proposed use. An additional house would not conflict with surrounding land uses (residential and agriculture) although there may be noise impacts due to the proximity of the A1, which would require to be mitigated through design. The site is within the Coal Authority's Standing Advice area.  |       |
| Fit with strategic policy objectives and direction | The site is adjacent to a main settlement within the East Lothian SDA as identified by SESplan and is within proximity of a main settlement. Its development would therefore align with strategic policy objectives of steering new development towards the most sustainable locations within the city region. The removal of the area   |       |

|                                  |  |  |
|----------------------------------|--|--|
|                                  | from the Green Belt could conflict with Green Belt objectives however. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.   |  |
| Physical infrastructure capacity | The site has an existing junction onto the A6094 Salters Road which has suitable visibility. Given the number of houses proposed in the area and the impacts on the Salters Road interchange any additional vehicles on network as a result of small housing development could have an impact and therefore contributions should be sought accordingly. The signalised junction at Goosebay access shall provide good connectivity for pedestrians and cyclists heading to new school in Wallyford. The site would be served by Roseberry Water Treatment Works, which has available capacity. |  |
| Service infrastructure capacity  | The site is within the catchment of Wallyford Primary School which has no capacity and is due to be replaced as part of the nearby committed development, and this may have the ability to expand further in future subject to emerging solutions. The site is within the catchment of Musselburgh Grammar School, which is subject to potential options for increasing education capacity in the Musselburgh cluster.   |  |
| Deliverability/ Effectiveness    | It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.  |  |



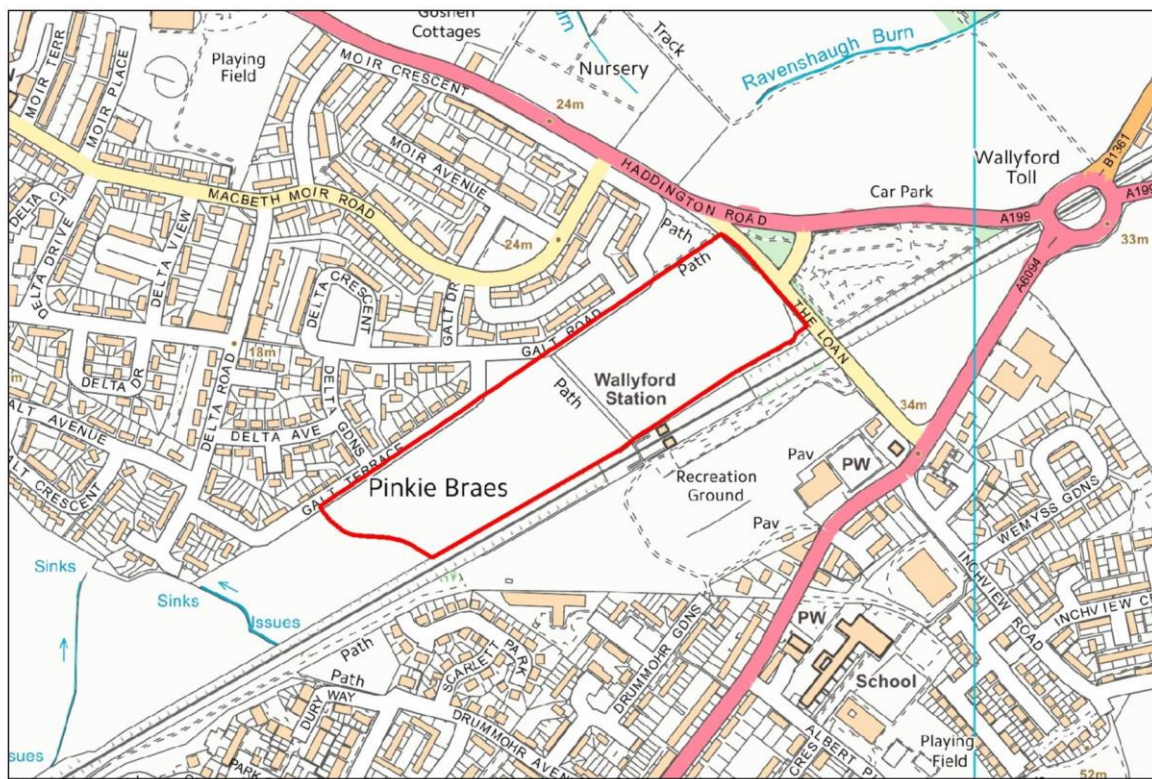
| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |  |       |
|---------------------------------------|--|-------|
| Topic                                 | Comments   | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation importance. There are trees within the site although these are not protected. There are no notable species in or within 100m of the site. | 0     |
| Population                            | The proposed development could provide a single additional house. The site has moderate access to facilities, services, and employment   | 0/+   |

|                   |  |     |
|-------------------|--|-----|
|                   | opportunities by active travel or public transport. There may be noise issues given the proximity of the A1.   |     |
| Human Health      | The site is not known to be contaminated. The site is adjacent to the existing core path network and a cycle track and is within walking distance of local services and facilities. The proximity of the A1 may result in noise issues for residents of the proposed development.  | +/- |
| Soil              | The site's development would result in the loss of a small area of prime agricultural land (class 1), albeit not an area currently in agricultural use. It would not result in the loss of rare or carbon rich soils.  | o/- |
| Water             | The site is not known to be at risk of flooding. Private drainage is likely to be necessary, which has the potential to impact on the water environment.   | o/? |
| Air               | Development on the site would not be affected by existing sources of air pollution. The site does not have particularly good access to public transport but is in close proximity to the A1 trunk road. Its development would be likely to result in car travel in order to access higher order services and wider employment opportunities and consequently a rise in emissions, albeit small in scale given the size of the site. Additionally, it is likely that development at this location would lead to an increase in car travel to Musselburgh, the nearest town and this could exacerbate current air quality problems in the town.  | o/- |
| Climatic Factors  | The site is located to the south of Wallyford which is a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development closest to the most accessible and sustainable locations. The site is well located to active travel routes and local facilities and services. However, it is only moderately accessible by public transport and would likely lead to an increase in car-based journeys with resultant greenhouse gas emissions, albeit small scale given the size of the site. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain). | o/- |
| Material Assets   | The site's development would not make efficient use of land or resources, being greenfield land of prime agricultural quality.   | -   |
| Cultural Heritage | There are no listed buildings within the site boundary and it is not within a Conservation Area. The site is within the designated area of the battle of Pinkie. Historic Environment Scotland does not consider that any impact on the battlefield would raise issues of national significance.   | o   |
| Landscape         | The site is located within the Edinburgh Green Belt. The undeveloped part of the site is small in scale and largely contained by trees, which provide a degree of screening from the adjacent Salter's Road to the east. The introduction of further built form on this area would have limited impacts on the wider landscape provided the trees were retained and the scale of the build was in keeping with the existing cottages, and would not result in an intrusion into open countryside or settlement coalescence, but rather would be seen in context with the existing cottages. Removal of the trees to facilitate development would have increased  | o/- |

|  |   |  |
|--|---|--|
|  | landscape impacts. Any development on this site will lead to the loss of Green Belt land. |  |
|--|---|--|



| SITE INFORMATION                         |  |
|--|--|
| Topic                                    | Comments   |
| Site Name                                | The Loan, Musselburgh  |
| Site Ref                                 | MIR/MH/HSG133: LDP Policy DC7: Development in the Edinburgh Green Belt                   |
| Source of Site Suggestion                | Clarendon Planning and Development (agent) on behalf of the estate of the late John Hope |
| Site Size (ha)                           | 5.0  |
| Current Use                              | Agriculture  |
| Proposed Use                             | Housing  |
| Summary Description and Planning History | An area of greenfield land between Musselburgh and Wallyford station.                    |



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| SUITABILITY AND DELIVERABILITY OF SITE   |   |        |
|--|---|--------|
| Topic                                    | Assessment  | Score  |
| Location                                 | The site is outside existing settlement boundaries but is well related to them. It is located on the south side of Musselburgh and on the north of Wallyford.   | Yellow |
| Accessibility                            | Musselburgh's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among settlements in East Lothian and second in the whole SESplan area. Wallyford's overall accessibility ranks second in East Lothian. The site is within 400m of several bus stops which includes bus stops at Wallyford park and ride. Services run to Musselburgh, Edinburgh, North Berwick, Haddington and others. The site is located within 800m of Wallyford Rail Station, with half hourly trains between Edinburgh and North Berwick during the day. The site is within 1600m of local facilities including local shops and the local primary school at Wallyford. | Green  |
| Exposure                                 | The site has some shelter from northerly winds due to the existing housing development to the north.  | Yellow |
| Aspect                                   | The site has a northerly aspect.  | Red    |
| Suitability for Proposed Use             | The site is physically suitable for the proposed use. There would not be conflict with surrounding land uses although the proximity of the East Coast Main Line may result in noise impacts and mitigation measures may be required.  | Yellow |
| Fit with strategic policy objectives and | The site is within the East Lothian SDA as identified by SESplan and its development would therefore align well with strategic policy objectives of steering new development towards the most   | Red    |



|                                  |   |  |
|----------------------------------|---|--|
| direction                        | sustainable locations within the city region. The site is within the Green belt and may conflict with Green Belt objectives. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity | In terms of transport, any access point onto the Loan would require careful design due to the East Coast Mainline over-bridge and trees along the carriageway boundary. There are good options for sustainable transport. Given the number of houses proposed in the area and the associated impacts on the Salters Road interchange and Musselburgh Town Centre any additional vehicles on network as a result of housing development is likely to have a significant impact and therefore contributions should be sought accordingly to provide appropriate mitigation.<br>There are traffic capacity constraints within the Musselburgh area and further consideration is required to establish how these might be mitigated. The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works, which both have available capacity. |  |
| Service infrastructure capacity  | The site is within the catchment of Wallyford Primary School which has no capacity and is due to be replaced as part of the nearby committed development, and this may have the ability to expand further in future subject to emerging solutions. The site is within the catchment of Musselburgh Grammar School, which is subject to potential options for increasing education capacity in the Musselburgh cluster.  |  |
| Deliverability/ Effectiveness    | Part of the site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may be required. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.  |  |



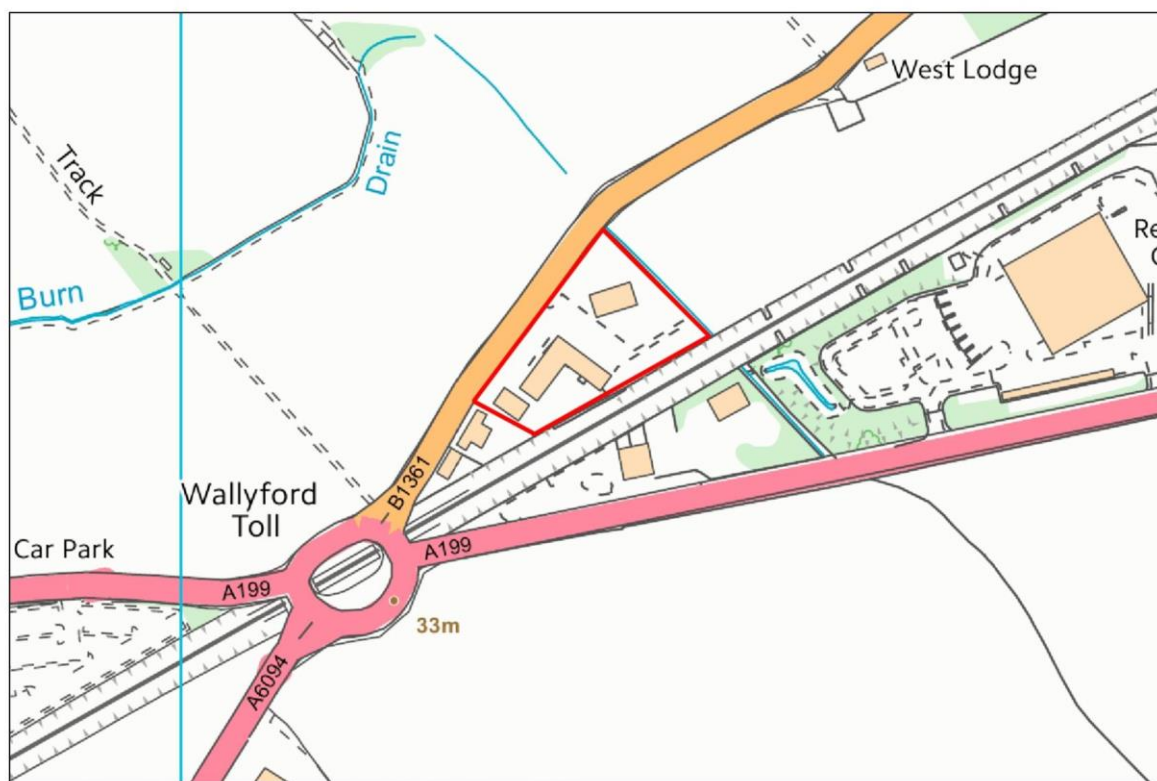


| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |  |       |
|---------------------------------------|--|-------|
| Topic                                 | Comments   | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation importance. There are records of SPA birds in this area, there may be suitable habitat on the site, and potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage.   | o/?*  |
| Population                            | The site would provide housing, including an element of affordable housing to help meet local need. It could make a contribution to the regeneration of the disadvantaged Pinkie Braes area and of Wallyford. The site has good access to facilities, services and employment opportunities by public transport and active travel.   | +     |
| Human Health                          | There is no known contamination within the site. The site has good access to open space on the other side of the East Coast Main Line and is in reasonable proximity of the core path network to the west; there may be opportunities to connect into these networks and potentially enhance them through new development. A path runs in a north to south direction through the centre of the site providing links between Wallyford Station and Musselburgh. The site's development could exacerbate air quality problems in Musselburgh town centre. The proximity of the East Coast Main Line may result in noise impacts for residents of the proposed development. | +/?   |
| Soil                                  | The site is not mapped as prime agricultural land but rather as part of the urban area, due to the small scale of the mapping. In reality, however, the site is likely to be class 1 agricultural land, in common with other nearby areas of agricultural land. Development of the site would not result in the loss of rare or carbon rich soils.   | -     |
| Water                                 | A small part in the northeast corner of the site is at medium risk of surface water flooding according to SEPA's flood maps.   | ?/-   |
| Air                                   | Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, realistically the development of the site would result in an increase in car travel and the site's development could exacerbate air quality problems in Musselburgh town centre by the increase in vehicular traffic.   | o/-   |
| Climatic Factors                      | Wallyford is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to  | o/-   |



|                   |   |    |
|-------------------|---|----|
|                   | some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).   |    |
| Material Assets   | The site's development would not result in an efficient use of land and resources, being greenfield land that is likely to be of prime agricultural quality.  | -  |
| Cultural Heritage | There are no listed buildings within the site boundary and it is not within a Conservation Area. The site is within the site of the Battle of Pinkie. Historic Environment Scotland advises that the site's development would raise issues of national significance, such that it would object to its inclusion in the proposed plan, or any planning application in this form.   | -- |
| Landscape         | The site is located within the Edinburgh Green Belt between the settlements of Musselburgh and Wallyford. The site is rural and undeveloped in character and is the only remaining open area between the two settlements at this location. The site is bounded by the Edinburgh to London east coast rail line. Its development would visually and physically coalesce these two settlements and affect the landscape setting of each, as well as harming their settings and separate identities. Its rural character allows views through and beyond the site to the wider landscape, including to the Pentlands to the west, which would be lost through development. | -- |

| SITE INFORMATION                         |   |
|--|---|
| Topic                                    | Comments  |
| Site Name                                | Land east of Wallyford Toll   |
| Site Ref                                 | MIR/MH/OTH011 – LDP Policy DC7 Development in the Edinburgh Green Belt                  |
| Source of Site Suggestion                | Charles Williams (for Charles Phillips and Sons Auction House)                          |
| Site Size (ha)                           | 0.85  |
| Current Use                              | Auction house   |
| Proposed Use                             | Inclusion within settlement boundary or allocation for redevelopment                    |
| Summary Description and Planning History | A brownfield site currently in business use located to the northeast of Wallyford toll. |





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| SUITABILITY AND DELIVERABILITY OF SITE             |  |       |
|--|--|-------|
| Topic  | Assessment   | Score |
| Location   | The site is outside the settlement boundary of Wallyford and separated from it by the A199 and East Coast Main Line.   |       |
| Accessibility                                      | The site is in close proximity of Wallyford, whose overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks second among other settlements in East Lothian, behind only Musselburgh. The site is within 400m of bus stops located at the B1361 and at the A199, from where there are services to Edinburgh, Musselburgh, Haddington, North Berwick and others. The site is within 800m of Wallyford Rail Station. The site is within 1600m of local services and facilities, which include shops and the local primary school. |       |
| Exposure   | The site is exposed to northerly winds.  |       |
| Aspect   | The site has a northerly aspect.   |       |
| Suitability for Proposed Use                       | The suitability for the proposed use would depend on what the proposed 'Other' land use included. The site as existing is in business use therefore any proposals of a business use on the site would unlikely conflict with neighbouring land uses. There could be noise issues from the adjacent East Coast Mainline Railway which may require mitigation dependent on the use.  |       |
| Fit with strategic policy objectives and direction | The site is located within the East Lothian SDA as defined by SESplan and its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. It is in the Green Belt, and intensification of development may conflict with Green Belt  |       |

|                                  |   |  |
|----------------------------------|---|--|
|                                  | objectives. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.   |  |
| Physical infrastructure capacity | <p>The site is currently in use as an auction house and has existing access points onto the B1361 which could be used. Given the number of houses proposed in the area and the associated impacts on Musselburgh Town Centre, the Salters Rd interchange and Dolphinstone Interchange any additional vehicles on network as a result of housing development is likely to have a significant impact and therefore contributions should be sought accordingly to provide appropriate mitigation. There is no foot way to east of site and consideration would be required on how pedestrians cross the B1361 safely to head east. School catchments could have a bearing on this desire line.</p> <p>The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works, which both have available capacity.</p> |  |
| Service infrastructure capacity  | <p>The site is within the catchment area of Wallyford Primary School which has no capacity, is to be replaced and its ability to expand is subject to an emerging solution. The site is within the catchment area of Musselburgh Grammar High School which is subject to potential options for increasing education capacity in the Musselburgh cluster.</p>  |  |
| Deliverability/ Effectiveness    | <p>Part of the site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may be required for any redevelopment. It is not known whether ground conditions would pose any constraint to redevelopment. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.</p>   |  |

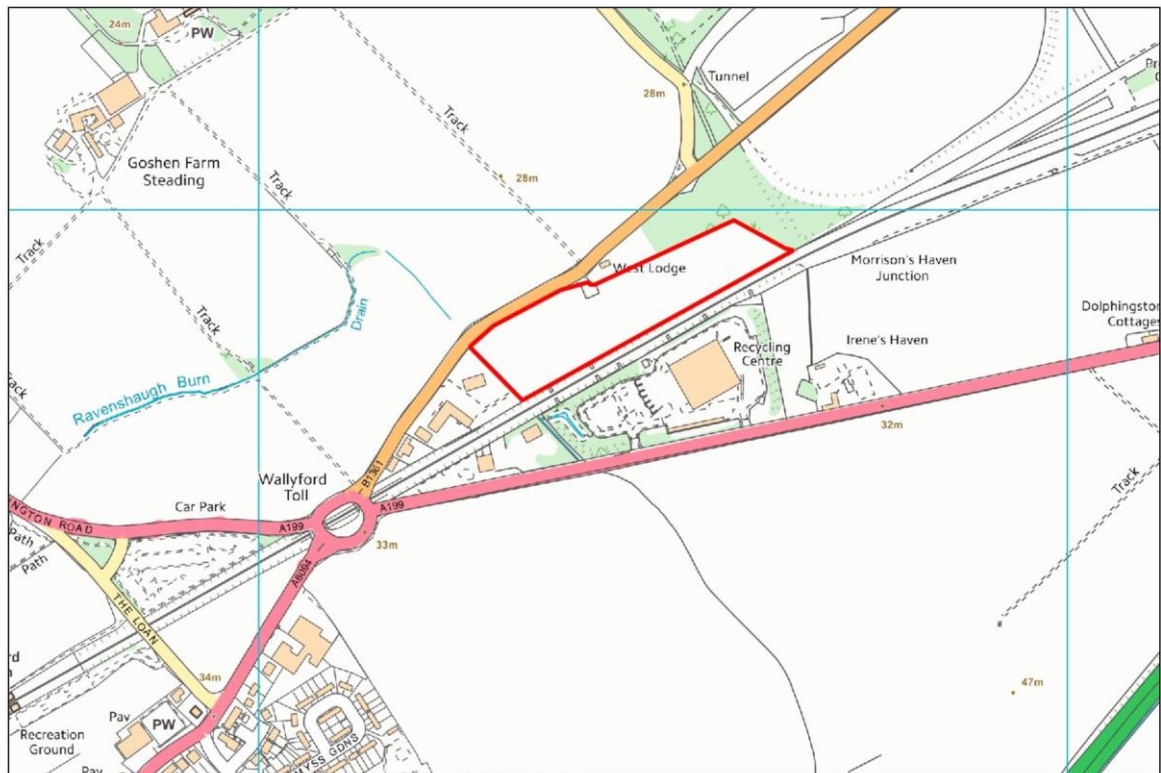




| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation importance. The development would not result in the loss of protected trees or woodland. Curlew, Oystercatcher and redshank have been recorded in this tetrad, so the site should be considered for HRA.   | 0*    |
| Population                            | The site's proposed other use would not provide housing or an element of affordable housing though may provide jobs. The site has good access to public transport and active travel links.  | ?     |
| Human Health                          | The site is not known to be contaminated. It is not located in proximity to any core paths or cycle routes. It is in relatively close proximity to open space adjacent to Wallyford station. The site's development could exacerbate air quality problems in Musselburgh town centre.   | o/?   |
| Soil                                  | The site is mapped as prime quality agricultural land, however it is previously developed so its redevelopment would not result in any further loss of this resource. It would not result in the loss of rare or carbon rich soils.   | o     |
| Water                                 | SEPA advises that there is surface water issues adjacent to the site and it would require a Flood Risk Assessment to examine the risk from the Ravenshaugh Burn, which flows along the eastern boundary of the site. The developable area and/or development type may be constrained due to flood risk. Consideration will need to be given to bridge and culvert structures upstream and downstream of the site. Capacity for discharge to the water environment needs to be explored. There are opportunities for development to provide 1st time sewerage provision. Existing waste water discharges on site could investigate connecting to 1st time sewerage provision as well. Kinwegar Civic Amenity and recycling centre which is adjacent to the site and also discharges waste water into the Ravenshaugh Burn. | ?/-   |
| Air                                   | The site is not affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel and public transport accessibility so the need to travel by car is minimised. Yet, realistically the development of the site would result in an increase in car travel and the site's development could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.  | o/-   |
| Climatic Factors                      | Wallyford is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).  | o/-   |
| Material Assets                       | The site is previously developed so its redevelopment would make efficient use of land and resources.   | o     |

|                   |  |       |
|-------------------|--|-------|
| Cultural Heritage | There are no listed buildings within the site boundary and it is not within a Conservation Area. The site is within the designated Pinkie battlefield. Historic Environment Scotland advises that a change of use of the site would not raise issues of national significance.   | o     |
| Landscape         | The site is within the Edinburgh Green Belt, to the north of Wallyford and between Musselburgh and Prestonpans. Given that the site is currently developed its redevelopment for other uses would be unlikely to result in significant landscape impacts, provided that these were in scale with adjacent cottages, in the form of single to one and a half storey in height, thus retaining the ridge heights at similar heights to the existing buildings and the existing boundary treatments are retained. | o / + |

| SITE INFORMATION                         |   |
|--|---|
| Topic                                    | Comments  |
| Site Name                                | Land east of Wallyford Toll   |
| Site Ref                                 | MIR/PP/OTH018: LDP Policy DC7 Development in the Edinburgh Green Belt                                   |
| Source of Site Suggestion                | Whitehall Lodges UK (Ltd)   |
| Site Size (ha)                           | 3.1   |
| Current Use                              | Agricultural  |
| Proposed Use                             | Holiday accommodation   |
| Summary Description and Planning History | A greenfield site currently in agricultural use, located to the northeast of Wallyford toll roundabout. |



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| SUITABILITY AND DELIVERABILITY OF SITE |  |        |
|--|--|--------|
| Topic                                  | Assessment   | Score  |
| Location                               | The site is outside the settlement boundary of Wallyford and is not well related to it.  | Red    |
| Accessibility                          | The site is in reasonable proximity of Wallyford, whose overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks second among other settlements in East Lothian, behind only Musselburgh. The site is within 400m of bus stops located at the B1361 and at the A199, with services running to Musselburgh, Edinburgh, North Berwick, Haddington and others. The site is within 800m of Wallyford Rail Station. The site is within 1600m of local services and facilities which include shops and the local Primary School. | Green  |
| Exposure                               | The site is relatively sheltered from northerly winds in the northeast due to an existing tree belt but does not benefit from shelter in its western part.   | Yellow |
| Aspect                                 | The site has a northerly aspect.   | Red    |
| Suitability for Proposed Use           | The site is physically suitable for the proposed use. There could be amenity conflicts arising from the proximity of the proposed development to business uses (including the recycling and civic amenity centre to the south) and the East Coast Main Line. Mitigation measures may be required.  | Yellow |
| Fit with                               | The site is within the East Lothian SDA as identified by SESplan and   | Green  |



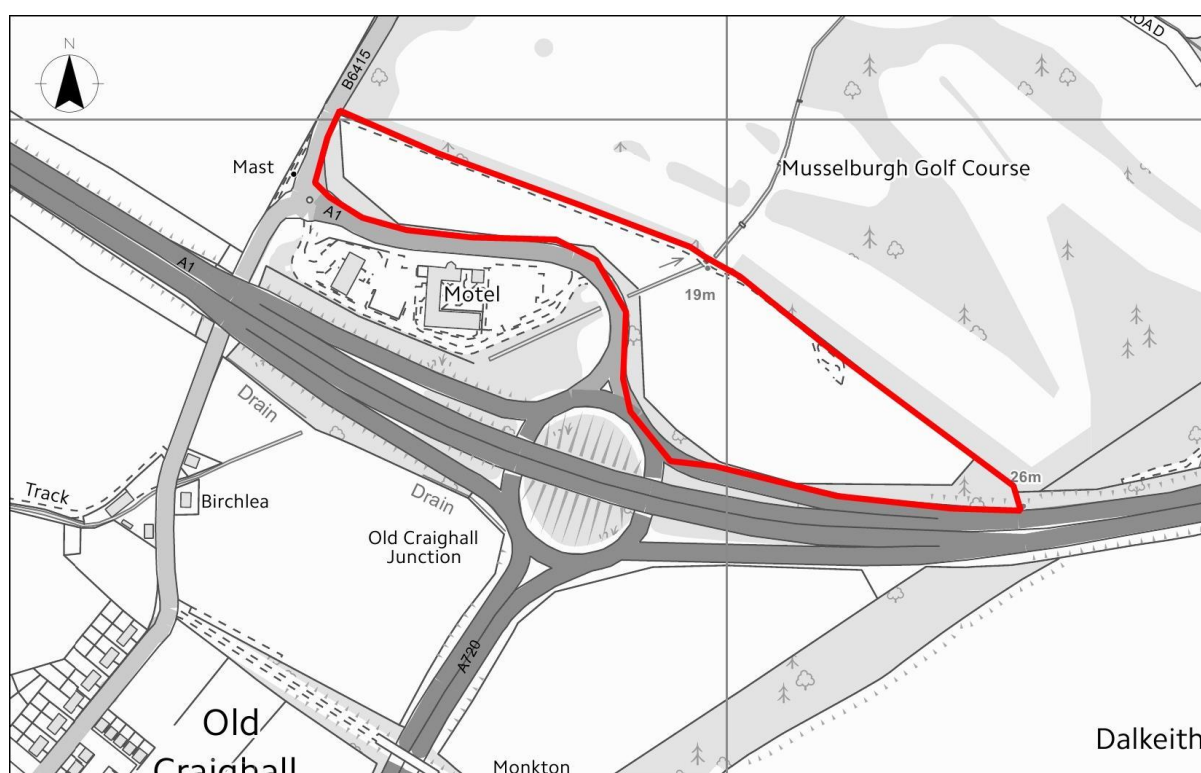
|   |  |  |
|---|--|--|
| strategic policy objectives and direction | its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. It is within the Green Belt and conflict may arise with green belt objectives. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.  |  |
| Physical infrastructure capacity          | The site has existing access points onto the B1361 at West Lodge which could be utilised. Given the amount of development proposed in the area and the associated impacts on Musselburgh Town Centre, the Salters Rd interchange and Dolphinstone Interchange any additional vehicles on network as a result of development is likely to have a significant impact and therefore contributions should be sought accordingly to provide appropriate mitigation. There is no foot way along site frontage and to east of site and consideration would be required on how pedestrians cross the B1361 safely to head east. Speed limit reductions along site frontage would be necessary.<br>The site would be served by Roseberry Water Treatment Works which has available capacity. There is no waste water treatment works within the vicinity. |  |
| Service infrastructure capacity           | School catchments and other service infrastructure are not relevant to the proposed use for holiday accommodation.   |  |
| Deliverability/ Effectiveness             | The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may be required. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.   |  |



| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation importance. Curlew, Oystercatcher and redshank have been recorded in this tetrad, so the site should be considered for HRA. The site is bounded to the northeast by protected trees but development would be unlikely to affect these. Woodland to the north and east is priority habitat; there may be opportunities to improve habitat connectivity. | o/?*  |
| Population                            | The site's development for holiday accommodation would be unlikely to have significant impacts on the existing resident population in the area.   | o     |
| Human Health                          | The site is not known to be contaminated. It is not well related to the core path network but there may be opportunities for additional linkages and networks to be made to improve active travel in the area. The site's development could exacerbate air quality problems in Musselburgh town centre.   | o/?   |
| Soil                                  | The development of the site would result in some loss of prime agricultural land (class 1). It would not result in the loss of rare or carbon rich soils.   | -     |
| Water                                 | Parts of the site are at risk of surface water flooding. SEPA advises that a Flood Risk Assessment would be required, which should assess the risk from the Ravenshaugh Burn on the western boundary of the site. Capacity for discharge to the water environment needs   | ?/-   |

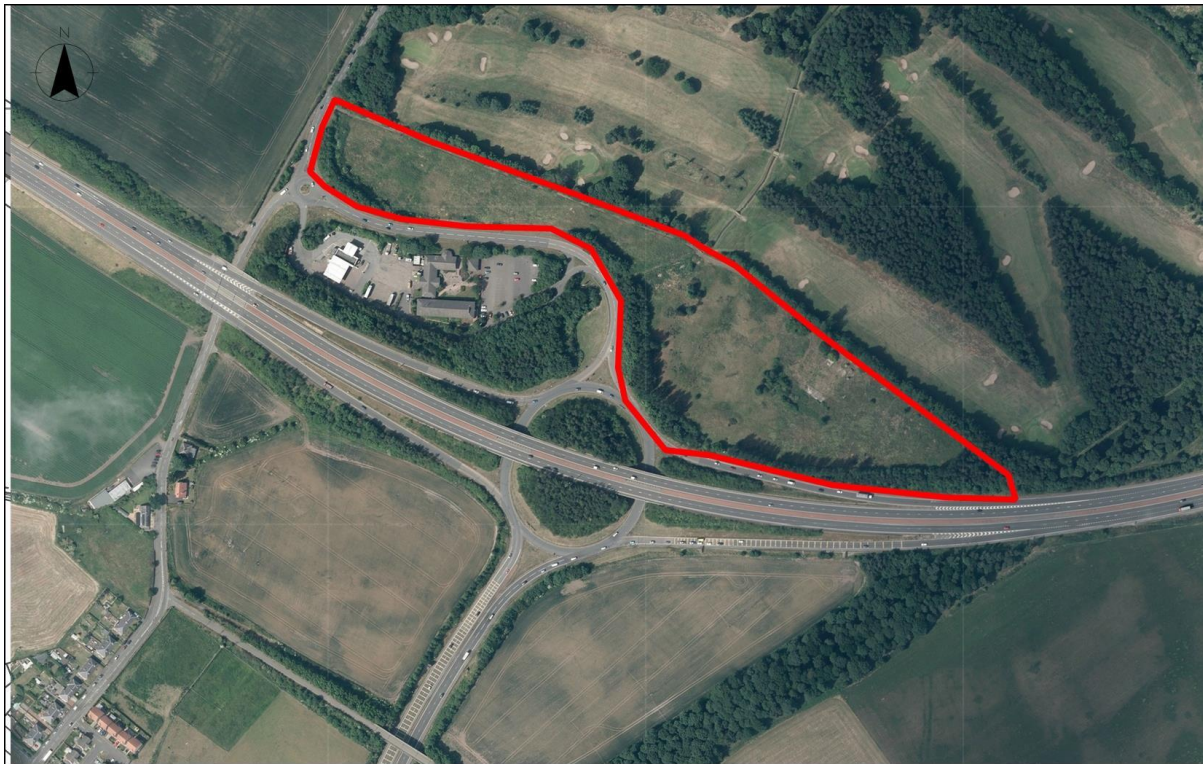
|                   |  |     |
|-------------------|--|-----|
|                   | to be explored. In relation to co-location issues Kinwegar Civic Amenity and recycling centre adjacent to the site also discharges waste water into the Ravenhaugh Burn.   |     |
| Air               | The site is not affected by existing sources of air pollution. Development of the site for holiday accommodation would be likely to result in an increase in car travel and could exacerbate air quality problems in Musselburgh town centre by increasing vehicular traffic.  | o/- |
| Climatic Factors  | Wallyford is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).   | o/- |
| Material Assets   | The site's development would not result in an efficient use of land and resources, being greenfield land of prime agricultural quality.  | -   |
| Cultural Heritage | There are no listed buildings within the site boundary and it is not within a Conservation Area. The site is within the designated Pinkie battlefield. Historic Environment Scotland advises that its development would not raise issues of national significance.   | o   |
| Landscape         | The site is within the Edinburgh Green Belt, between Wallyford and Prestonpans and is an open area of agricultural land between the Edinburgh to London east coast rail line and the B1361. Bounded to the east by trees protected by tree preservation order number 14 – Kinnegar. The site is highly visible in views from the B1361 east bound and also from the Edinburgh to London east coast rail line. To the east is a narrow strip of woodland providing a degree of screening from the road. The site is in close proximity to the proposed extension to Prestonpans directly to the east beyond the narrow woodland strip, there is also existing development to the south (Kinwegar civic amenity and recycling facility) and to the west (Charles Phillips auction house). Its development would contribute strongly towards settlement coalescence and would represent an incursion into the green belt and open countryside, which could lead to impacts on the separate identities and landscape settings of nearby settlements, particularly in combination with other potential development sites. | --  |

| SITE INFORMATION          |  |
|---------------------------|--|
| Topic                     | Comments   |
| Site Name                 | Land at Old Craighall Junction Musselburgh   |
| Site Ref                  | PM/MH/BUS003: LDP PROP MH4: Land at Old Craighall Junction   |
| Source of Site Suggestion | Outline planning application granted 08/00669/OUT  |
| Site Size (ha)            | 5ha  |
| Current Use               | Agricultural   |
| Proposed Use              | Business   |
| Summary Description       | A greenfield site located immediately adjacent to Old Craighall junction, where the A720 Edinburgh City Bypass meets the A1. The site is to the north of Old Craighall Junction. |



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0 0.05 0.1 0.15 0.2 kilometres

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| SUITABILITY AND DELIVERABILITY OF SITE |  |       |
|--|--|-------|
| Topic                                  | Assessment   | Score |
| Location                               | The site is not within an existing settlement boundary. It is to the northeast of Old Craighall but separated from it by the A1. It does not relate particularly well to the existing settlement. The site is already allocated for built development (employment use) in the current Local Plan.  |       |
| Accessibility                          | Old Craighall is in close proximity to Musselburgh, whose overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks highest among other settlements in East Lothian. The site itself is within 400m of bus stops on Old Craighall Road with a modest level of service between Musselburgh, ERI, Dalkeith, Tranent and Port Seton. It is not within 800m of a rail station although Musselburgh station is within walkable distance (around 1700m). There are no facilities within Old Craighall but there is a local shop within 1600m. Musselburgh town centre is around 2.5km away, with a wide range of facilities and services. Importantly for a proposed business use, the site is very close to the trunk road network. <b>Potential for site to provide active travel link from East Lothian to Edinburgh along its north boundary.</b> |       |
| Exposure                               | The site has some shelter from northerly winds from the trees to the north.  |       |
| Aspect                                 | The site faces north-east.   |       |
| Suitability for                        | The site is physically suitable for the proposed use. There may be   |       |

|   |   |  |
|---|---|--|
| Proposed Use  | noise impacts which arise from the proximity of the A1 to the south of the site. Mitigation measures may be required. However as the proposed use is business rather than residential concerns over amenity are not raised.   |  |
| Fit with local/ strategic policy objectives and direction | Although within the South East Edinburgh SDA as identified within SESplan, the site is outwith a main settlement that provides a wide range of facilities and services. It is, however, in close proximity to Musselburgh. Its development would therefore align quite well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other policy objectives see 'Potential Impacts of Development: SEA'. |  |
| Physical infrastructure capacity                          | Access to the site can physically be achieved. There are traffic capacity constraints within Musselburgh and the surrounding road network (including Old Craighall Junction) and further consideration is required to establish how these might be mitigated. The site is served by Glencorse Water Treatment Works and Seafeld Waste Water Treatment Works, which both have available capacity.  |  |
| Service infrastructure capacity                           | School catchments and other service infrastructure are not relevant to the proposed use for business.   |  |
| Deliverability/ Effectiveness                             | Most of the site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment is therefore likely to be required. It is not known whether ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.  |  |







| POTENTIAL IMPACTS OF DEVELOPMENT: SEA |   |       |
|---------------------------------------|---|-------|
| Topic                                 | Comments  | Score |
| Biodiversity, Flora and Fauna         | The site is not within any areas designated for their international, national or local nature conservation interest. It is, however, around 2.2 km from the Firth of Forth SPA/Ramsar site. There are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site should be screened in for consideration through the Habitats Regulations Appraisal (HRA) process at this stage. Development of the site may present opportunities to improve habitat connectivity. There are no protected trees on or near the site. | o/?*  |
| Population                            | The site's development would widen employment opportunities for the local population. It is reasonably accessible by active travel or public transport. <a href="#">Could provide active travel route to link East Lothian to Edinburgh.</a>  | +     |
| Human Health                          | There is no known contamination within the site. It has access to existing open space within village. Access to the core path network is poor although a footpath runs by the roadside into Musselburgh and there are other roads/tracks nearby that could be used for recreation.  | o     |
| Soil                                  | The development of the site would result in some loss of class 1 prime agricultural land. There are no rare or carbon rich soils on this site.  | -     |
| Water                                 | Parts of the site are at risk of flooding from the Cairny Burn, which flows through the site. SEPA maintains a level only gauging station upstream of the site. SEPA requires a FRA to assess the flood risk from the burn as well as drains that flow along the northern boundary. Consideration should be given to upstream/ downstream culverts which may exacerbate flood risk. A buffer strip would be required around the burn. <a href="#">Assessment of impacts of coal mine grouting on the water environment must be assessed.</a>  | ?     |
| Air                                   | Development on the site would not be affected by existing sources   | o/-   |

|                   |   |       |
|-------------------|---|-------|
|                   | of air pollution. The site is reasonably accessible by active travel and public transport, however it is likely that its development would increase travel by private car.  |       |
| Climatic Factors  | The site is in close proximity to Musselburgh, which is in a highly accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development towards the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes and some local facilities and services. Realistically, however, its development for employment adjacent to the A1 and A720 would be likely to increase travel by car, with resultant greenhouse gas emissions. However, there may also be some reduction in the distance travelled for some workers if they are currently commuting out of East Lothian. The site's north-east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).  | o/-   |
| Material Assets   | The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.   | -     |
| Cultural Heritage | The site is partially within the designated Pinkie battlefield and a Scheduled Monument is on the other side of the A1. However, the site is not considered to contribute strongly towards understanding of the battlefield landscape and there is considered to be low potential for unknown archaeological remains.   | o/?   |
| Landscape         | The site is visually well-contained to the north, east, south and west by the presence of tree belts. The A1 is to the south and east and the B6415 road is to the west. There is a golf course to the north but separated from the site by a tree belt. The site is more open to the west where it is adjacent to Old Craighall Road. A burn crosses the south east corner of the site, flanked by trees, separating it into two agricultural fields. The site is clearly visible from the A1 to the north, where it lies below the road level. Open views across the site from here extend to Old Craighall village and the distant Pentland hills. The site is currently within the green belt. Its development would represent a change of character from open agricultural land and it would be prominent in views from the A1, however the relative visual containment of the site means it would not be seen as an intrusion into the wider landscape. It would not in itself result in settlement coalescence. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A720 and the A1. This site could serve to provide some wider green network connectivity. | o/-/? |





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