

## Members' Library Service Request Form

Date of Document	16/10/14
Originator	Iain Mcfarlane
Originator's Ref (if any)	MIR
Document Title	INTERIM ENVIRON REPORT APPX 5 - PRESTONPANS - East Lothian Local Development Plan Main Issues Report and Consultation Arrangements

Please indicate if access to the document is to be "unrestricted" or "restricted", with regard to the terms of the Local Government (Access to Information) Act 1985.

Unrestricted	<input checked="" type="checkbox"/>	Restricted	<input type="checkbox"/>
--------------	-------------------------------------	------------	--------------------------

If the document is "restricted", please state on what grounds (click on grey area for drop-down menu):

For Publication
-----------------

Please indicate which committee this document should be recorded into (click on grey area for drop-down menu):

East Lothian Council
----------------------

Additional information:

INTERIM ENVIRONMENTAL REPORT APPX 5 - PRESTONPANS. The attached document should be read in conjunction with the report to ELC on 28 October 2014 entitled East Lothian Local Development Plan Main Issues Report and Consultation Arrangement

Authorised By	Monica Patterson
Designation	Depute Chief Executive, Partnership
Date	16/10/14

For Office Use Only:	
Library Reference	200/14
Date Received	16/10/14
Bulletin	Oct 2014

local development plan main issues report  
**interim environmental  
report**<sup>2014</sup>  
**appendix 5**

**PRESTONPANS AREA** SITE AND STRATEGIC ENVIRONMENTAL ASSESSMENTS



**DRAFT FOR COUNCIL**  
**28/10/14**

The Main Issues Report sets out the options for the Local Development Plan



The Interim Environmental Report assesses the options identified in the Main Issues Report

Appendices 4-9 assess potential development sites in each part of East Lothian



The Monitoring Statement provides an evidence base for the Main Issues Report



The Transport Appraisal assesses transport implications of the Main Issues Report

Access all the Main Issues Report documents and other information at [www.eastlothian.gov.uk/ldp](http://www.eastlothian.gov.uk/ldp)

## Contents

Introduction .....	3
Background .....	3
Purpose of this Document .....	3
Introduction to the Site Assessment Process .....	3
How Sites were Assessed .....	4
Prestonpans Area: Environmental Characteristics .....	12
Biodiversity, Flora and Fauna .....	13
Population .....	14
Health .....	15
Soil .....	16
Water .....	17
Cultural Heritage .....	18
Landscape .....	19
Air .....	20
Climatic Factors .....	21
Material Assets .....	21
Site Assessments and SEA .....	22
Detailed Site Assessments – Prestonpans Catchment .....	23

## List of Figures

Figure 1: Prestonpans Area .....	12
Figure 2: Biodiversity, Flora and Fauna Characteristics .....	13
Figure 3: Population Characteristics .....	14
Figure 4: Health Characteristics .....	15
Figure 5: Soil Characteristics .....	16
Figure 6: Water Characteristics .....	17
Figure 7: Cultural Heritage Characteristics .....	18
Figure 8: Landscape Characteristics .....	19
Figure 9: Accessibility .....	20
Figure 10: Sites in Prestonpans area assessed for Main Issues Report .....	22

## Introduction

---

### Background

1. The Main Issues Report (MIR) is the first formal stage of preparing the Local Development Plan (LDP). The MIR is a consultation document, setting out the planning authority's big ideas for the future development of the area in terms of development strategy and policies and proposals. The MIR shows general proposals for development of the area including where it should and should not occur. It sets out preferred development sites and any reasonable alternatives, if they exist.
2. The Environmental Assessment (Scotland) Act 2005 requires 'Strategic Environmental Assessment' of LDPs. This means that the Main Issues Report needs to be subject to SEA, and an Interim Environmental Report is required to be published alongside the MIR. The SEA is required to predict and evaluate the likely significant effects on the environment of implementing the preferred and alternative approaches set out in the MIR. It needs to describe measures envisaged to prevent, reduce and as far as possible offset any significant adverse effects (mitigation). The MIR 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 North Berwick 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 preferred and alternative development sites for the MIR. It also allows people to take an informed view on if they agree or disagree with the preferred sites. The document also fulfils Strategic Environmental Assessment requirements by considering the potential environmental effects of all the individual sites, and the cumulative impact of preferred sites.

### 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.
8. To help inform the MIR a comprehensive assessment of all sites 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 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.

<b>SUITABILITY AND DELIVERABILITY OF SITE</b>		
<b>Topic</b>	<b>Assessment Questions</b>	<b>Rating</b>
<b>Location</b>	<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>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>Is the site accessible by public transport?</li> </ul>	<p>The site does not meet any of the thresholds for accessibility listed in PAN</p>

	<ul style="list-style-type: none"> <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 (Distances based on walking routes from the centre of the site).</li> </ul> </li> </ul>	<p><b>75.</b> The site meets some of the accessibility thresholds in PAN 75. The site meets all the accessibility thresholds in PAN 75.</p>
<b>Exposure</b>	<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. Some shelter from northerly winds. Good shelter from northerly winds.</p>
<b>Aspect</b>	<ul style="list-style-type: none"> <li>Which direction is the site facing?</li> </ul>	<p>North facing. East or west facing. South-west, south or south-east facing.</p>
<b>Suitability for Proposed Use</b>	<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. The site is generally suitable for the proposed use and any potential conflicts could be mitigated against. The site is suitable for the proposed use and there would be no potential conflicts with adjoining land uses.</p>
<b>Fit with strategic policy objectives and direction</b>	<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. The site is outwith the SDA, or it does not align well with the strategic policy objective. The site is within the Strategic Development Area identified in the Proposed SDP <u>and</u> aligns well with the strategic policy objective.</p>
<b>Physical infrastructure capacity</b>	<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. Some constraints which can be overcome to make the site deliverable. No constraints.</p>
<b>Service infrastructure capacity</b>	<ul style="list-style-type: none"> <li>Does sufficient service infrastructure capacity exist/ can it be made available to accommodate the development? Including education, health and emergency services (where known) etc.</li> </ul>	<p>Significant constraints, which are unlikely to be able to be overcome to make the site deliverable. Some constraints which can be overcome to make the site deliverable. No constraints.</p>
<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</li> </ul> </li> </ul>	<p>Significant constraints – site is not effective. Moderate constraints – site can be made effective. Few/no constraints – site is effective.</p>

	funding; Marketability, Infrastructure, Land use	
--	---	--

**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 set out in the MIR, please refer to the ‘Strategic Environmental Assessment: Interim Environmental Report’ which has also been published alongside the Main Issues Report.
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 site 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 , Flora and 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> <li>Does the site contain any notable species?</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 an * in the box where it is not possible to rule out the risk of significant effects on a European site, either alone or in combination with other sites - this will act as screening exercise for appropriate assessment.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
<b>Population</b>	<ol style="list-style-type: none"> <li>Would the site's development for the proposed use contribute to the regeneration of a disadvantaged area?</li> <li>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> </ol>	<p><b>The site's development may result in adverse impacts for the wellbeing of the existing/future local population.</b></p> <p><b>The site's development is unlikely to result in any benefits for the existing/future local</b></p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>

	3. Does the site have reasonable access by active travel or public transport modes to a town centre, education and community facilities, and employment?	<p>population.</p> <p>The site's development would result in benefits for the existing/future local population.</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 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 help ensure that the threshold for an AQMA designation is not triggered?</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 likely to have no adverse impacts on human health.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? 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</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? 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> <li>3. Would the site's development be likely to maintain or enhance the ecological status of the water environment?</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 water environment.</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</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>

		maintain/enhance the ecological status of the water environment.	
<b>Air</b>	<ol style="list-style-type: none"> <li>1. Would development of the site be unconstrained by existing sources of air pollution and would its development ensure such effects on existing sensitive receptors was within acceptable levels?</li> <li>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?</li> <li>3. Does the site have good access to existing facilities, services and employment locally?</li> </ol>	<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 + Positive o Neutral - Negative -- Very Negative ? Uncertain</p>
<b>Climatic Factors</b>	<ol style="list-style-type: none"> <li>1. Would the site's development contribute to a sustainable settlement strategy?</li> <li>2. Would the site's development help reduce the need to travel as well as the distance travelled?</li> <li>3. Does the site lend itself to development that would be energy and resource efficient?</li> <li>4. Is the site likely to be resilient to the effects of climate change through, for example, flood, storm, landslip or subsidence?</li> </ol>	<p>The site would not contribute to a sustainable settlement strategy, would increase the need to travel and would be vulnerable to the effects of climate change.</p> <p>The site would not contribute to a sustainable settlement strategy or it would not reduce the need to travel or it may be likely to be particularly vulnerable to the effects of climate change.</p> <p>The site would contribute to a sustainable settlement strategy and would reduce the need to travel and would not be vulnerable to the effects of climate change.</p>	<p>++ Very Positive + Positive o Neutral - Negative -- Very Negative ? Uncertain</p>
<b>Material Assets</b>	<ol style="list-style-type: none"> <li>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 ?</li> <li>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?</li> <li>3. Would development of the site be supported by provision of adequate infrastructure, services and facilities and can these requirements be delivered?</li> </ol>	<p>The site's development would make inefficient use of land and resources.</p> <p>The site's development would make efficient use of land and resources.</p>	<p>++ Very Positive + Positive o Neutral - Negative -- Very Negative ? Uncertain</p>

	4. Would the site's development be supported by the appropriate provision of waste handling / disposal, storage and collection facilities?	
<b>Cultural Heritage</b>	<p>1. Would the development of the site directly preserve and if appropriate enhance:</p> <p>a. the character or appearance of a Conservation Area?</p> <p>b. a listed building or its setting?</p> <p>c. a Scheduled Ancient Monument or its setting?</p> <p>d. a local archaeological site?</p> <p>e. a Historic Garden or Designed Landscape?</p> <p>f. a site included in the Inventory of Historic Battlefields?</p>	<p><b>The site's development would result in a significant loss or disturbance to historic/cultural assets.</b></p> <p><b>The site's development would result in some loss or disturbance to historic/cultural assets.</b></p> <p><b>The site's development would result in no loss or disturbance to historic/cultural assets.</b></p> <p>++ Very Positive + Positive o Neutral - Negative -- Very Negative ? Uncertain</p>
<b>Landscape</b>	<p>1. 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?</p> <p>2. 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?</p> <p>3. Would the site's development allow for the consolidation of the existing settlement pattern and structure of settlements?</p> <p>4. Would development of the site conserve or enhance important areas of open / green space?</p>	<p><b>The site's development would have harmful impacts on the landscape.</b></p> <p><b>The site's development would have some detrimental impact on the landscape.</b></p> <p><b>The development of the site would result in no adverse landscape impacts.</b></p> <p>++ Very Positive + Positive o Neutral - Negative -- Very Negative ? Uncertain</p>

## Prestonpans Area: Environmental Characteristics

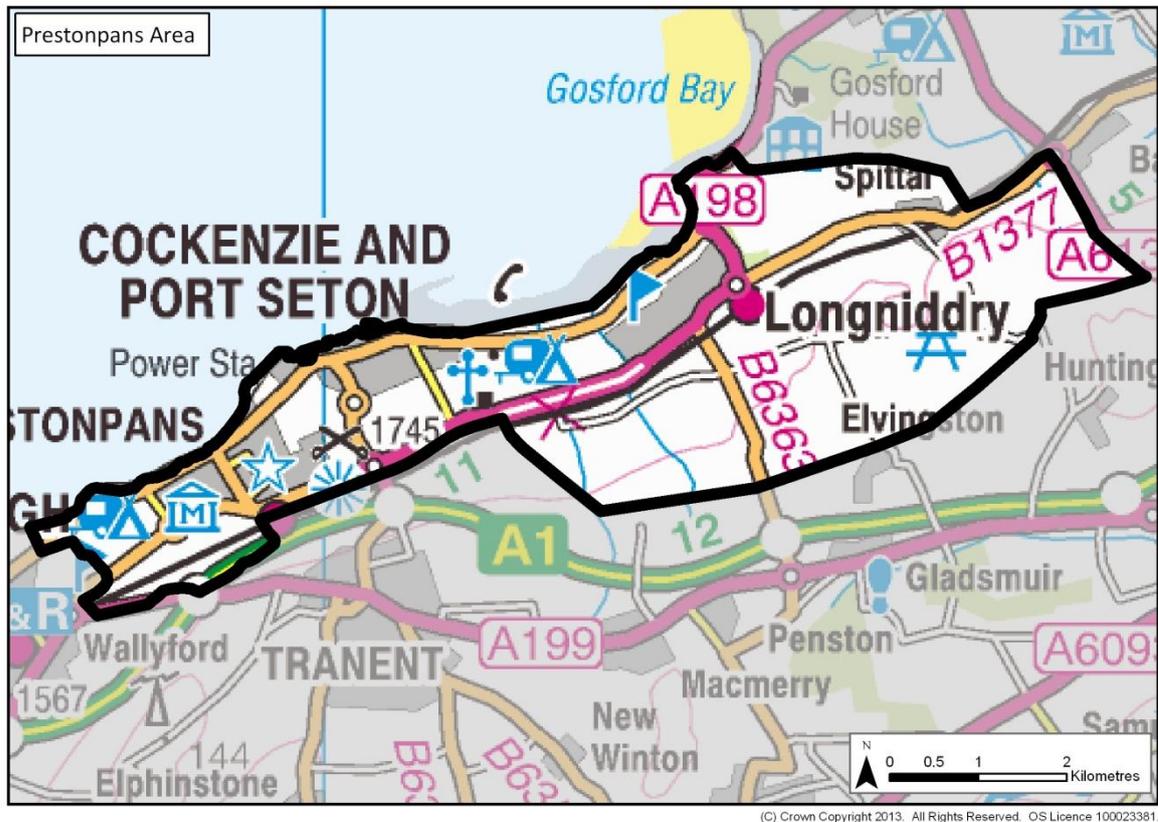
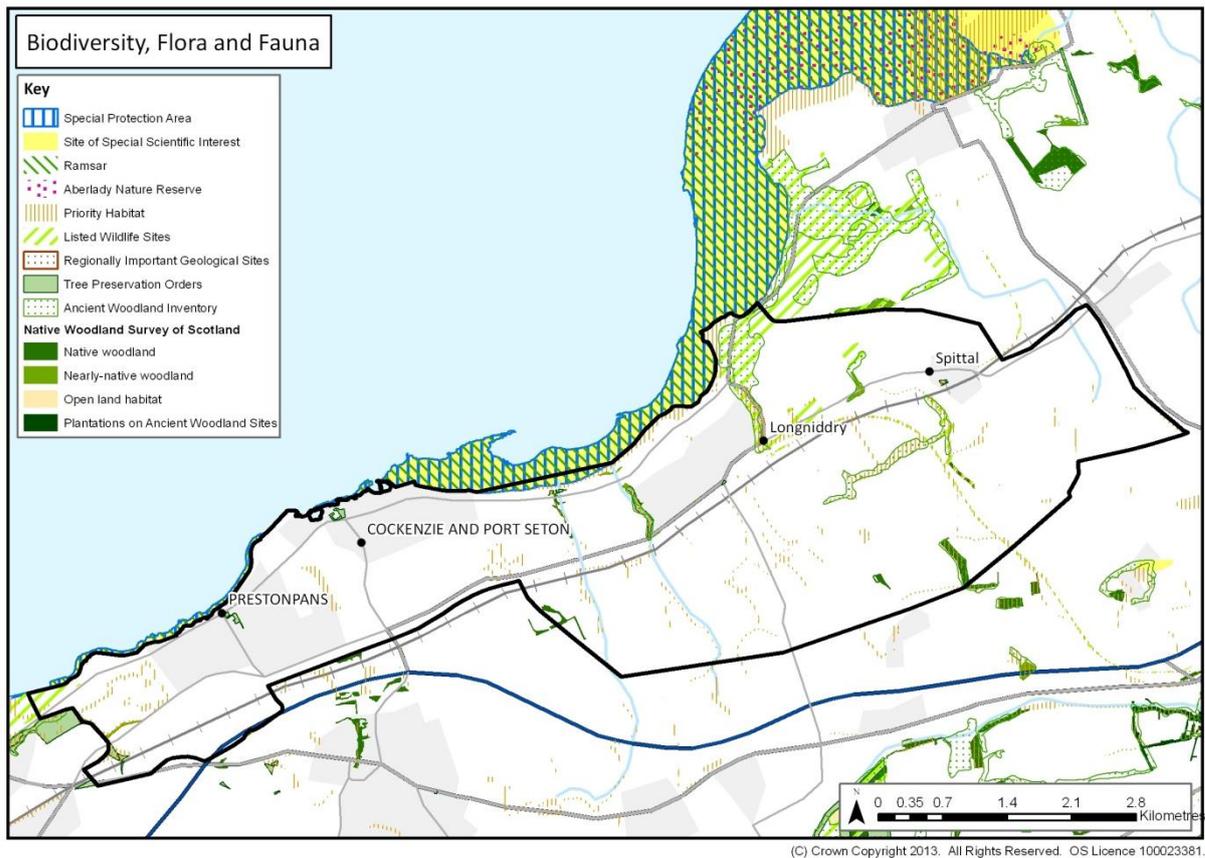


Figure 1: Prestonpans Area

23. This section provides an overview of the key environmental characteristics in the Prestonpans area, and is structured according to the main topic areas of the Strategic Environmental Assessment.
24. The Prestonpans area includes the coastal settlements of Prestonpans, Cocksennie, Port Seton and Longniddry.

## 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 coastline is designated as a Special Protection Area, Ramsar site and Site of Special Scientific Interest due to its international importance as a habitat for bird species.</li> <li>• Small areas of priority habitat are dispersed through the area.</li> <li>• There are a small number of listed wildlife sites in the area, including Gosford Estate which extends to border Longniddry, which is a coastal estate characterised by broadleaved plantations and ponds.</li> </ul>

## Population

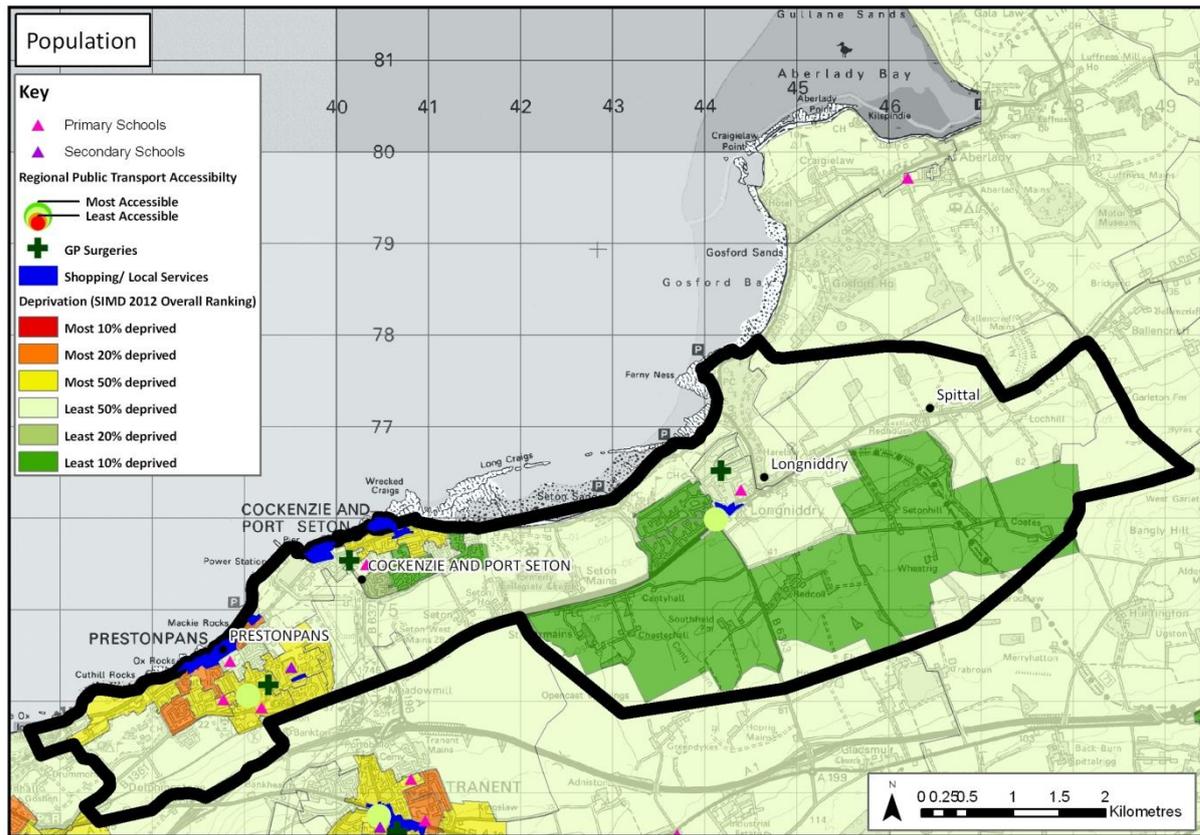


Figure 3: Population Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Population	<ul style="list-style-type: none"> <li>• Prestonpans, Cockenzie and Longniddry act as service centres providing facilities and services for the local population, including local shopping, primary schools, GP surgeries, and in the case of Prestonpans, a secondary school.</li> <li>• The settlements of Prestonpans, Cockenzie/Port Seton and Longniddry also have relatively good public transport accessibility to facilities and services at a regional scale (e.g. employment, retail, health) when compared with other areas in East Lothian.</li> <li>• Prestonpans is a relatively deprived area, with most areas of the town lying within the 50% most deprived areas in Scotland, and a number of areas being within the 20% most deprived.</li> <li>• Parts of Cockenzie also lie within the 50% most deprived areas in Scotland.</li> </ul>

## Health

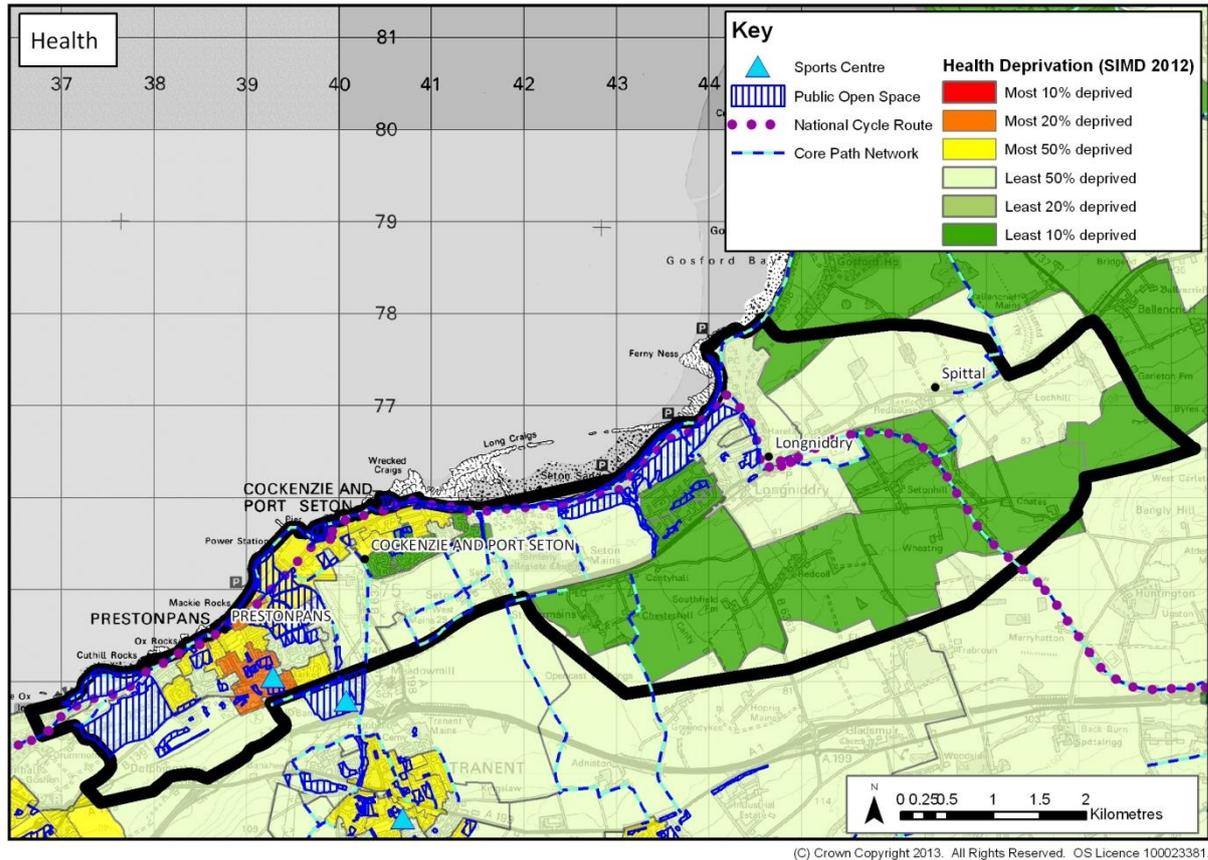


Figure 4: Health Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Human Health	<ul style="list-style-type: none"> <li>• Parts of Prestonpans and Cockenzie have relatively poorer health levels than other parts of East Lothian, and some parts lie within the 20% most health deprived areas in Scotland. Life expectancy for males in Prestonpans South is below the Scotland average, and over 5 years less than for males in Gullane/Drem<sup>1</sup>.</li> <li>• Longniddry is within the 10% least health deprived areas in Scotland.</li> <li>• A national cycle route, and the John Muir way pass along the coast through the area providing opportunities for active travel and recreation.</li> <li>• The Council's draft Open Space Strategy identified that whilst there is a sufficient quantity of public open spaces in the Prestonpans area, some of the parks and gardens fall below the Council's quality standard. Additionally, some houses within the western extent of Prestonpans, and a significant area of Longniddry do not have access to local playspace in line with the Council's standard.</li> </ul>

<sup>1</sup> Information provided by NHS Lothian, 5 year average 2003-2007.

## Soil

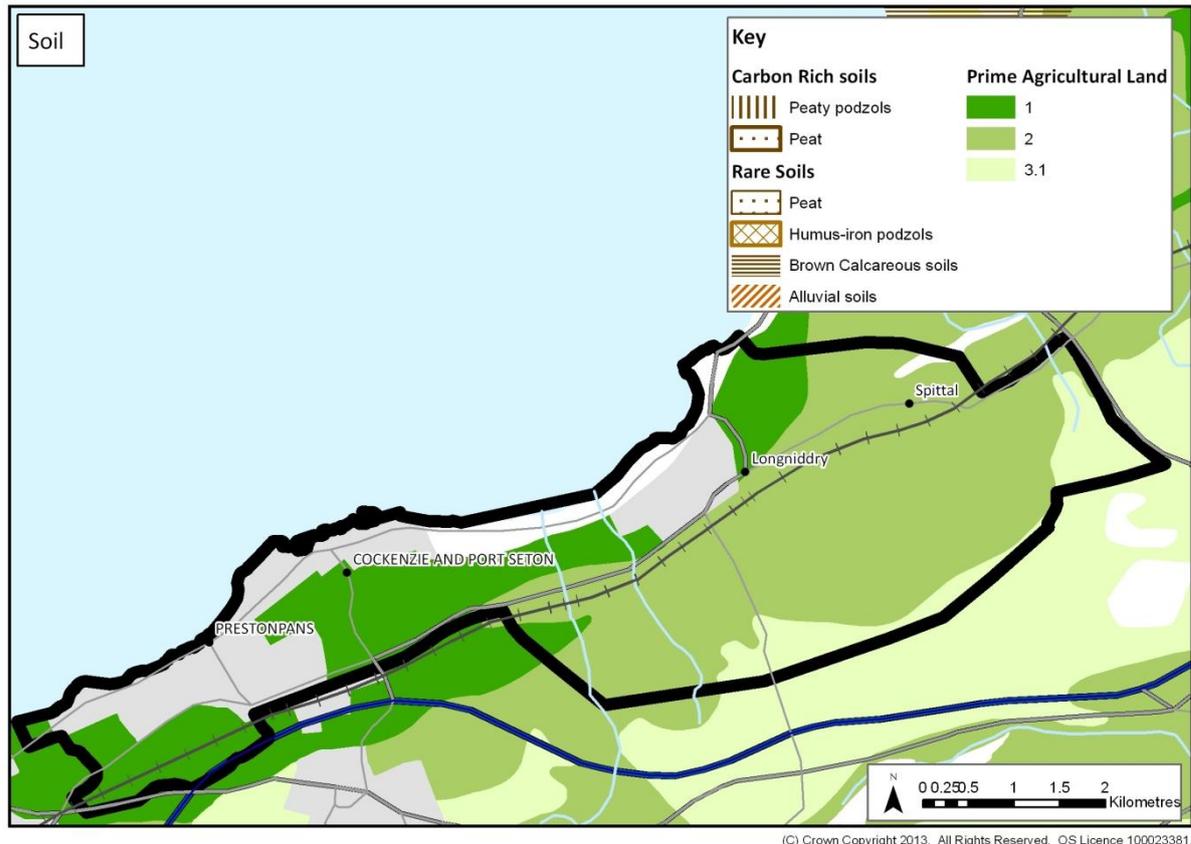
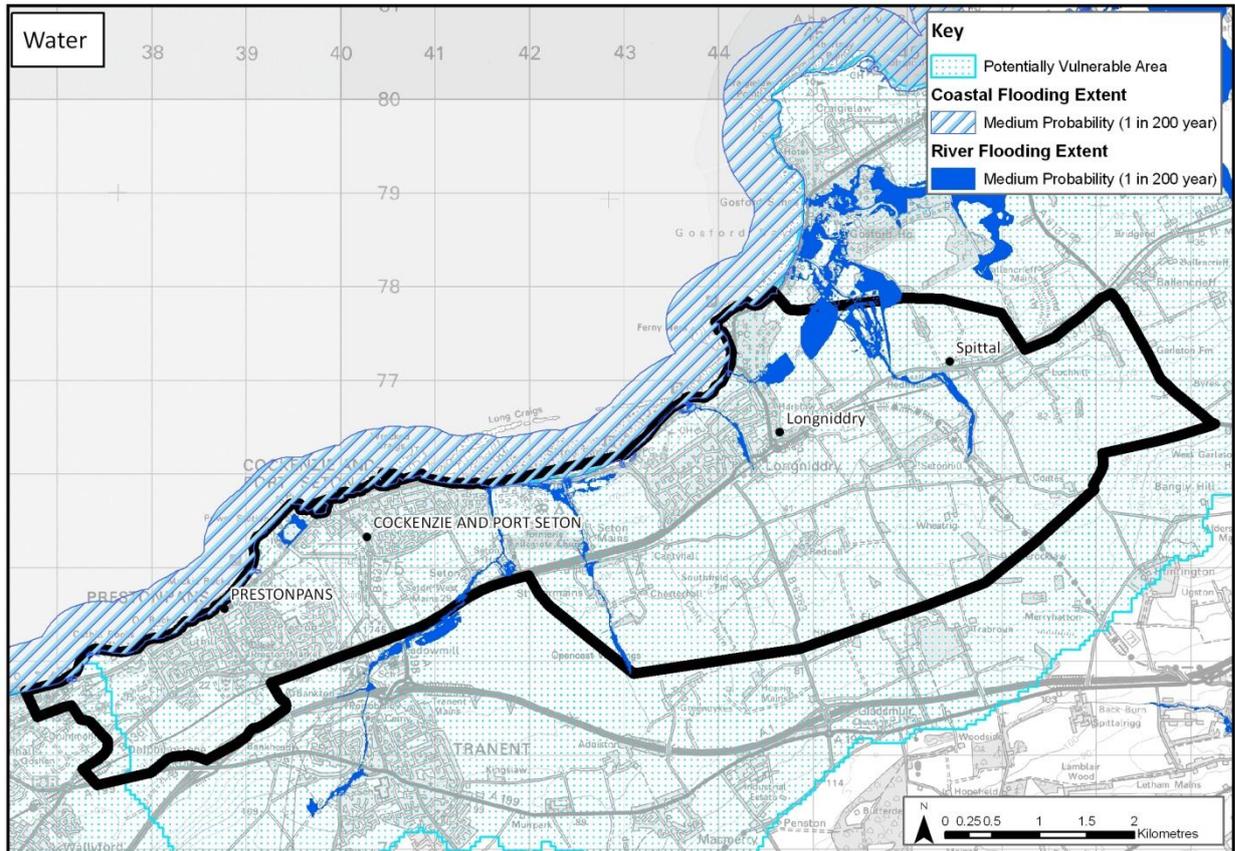


Figure 5: Soil Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Soil	<ul style="list-style-type: none"> <li>The majority of the area is prime agricultural land, and the area contains a significant amount of grade 1 land which is the highest quality arable farming land.</li> <li>There are no identified rare or carbon rich soil types in the Prestonpans area.</li> </ul>

## Water



(C) Crown Copyright 2014. All Rights Reserved. OS Licence 100023381.

Figure 6: Water Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Water	<ul style="list-style-type: none"> <li>• A number of watercourses flow through the area to the coast and subject some small areas to the risk of flooding. In particular there have been reported flooding incidents on Seton Burn and Seton Dean Burn.</li> <li>• The area is identified as a 'Potentially Vulnerable Area' by SEPA and there are properties at risk of flooding in Cockenzie, Port Seton, Longniddry and Prestonpans.</li> <li>• The area of surrounding coastal water includes the Port Seton to Eyebroughty Coastal Water Body which has 'good' ecological status and the Leith Docks to Port Seton which has 'moderate' ecological status.</li> </ul>

## Cultural Heritage

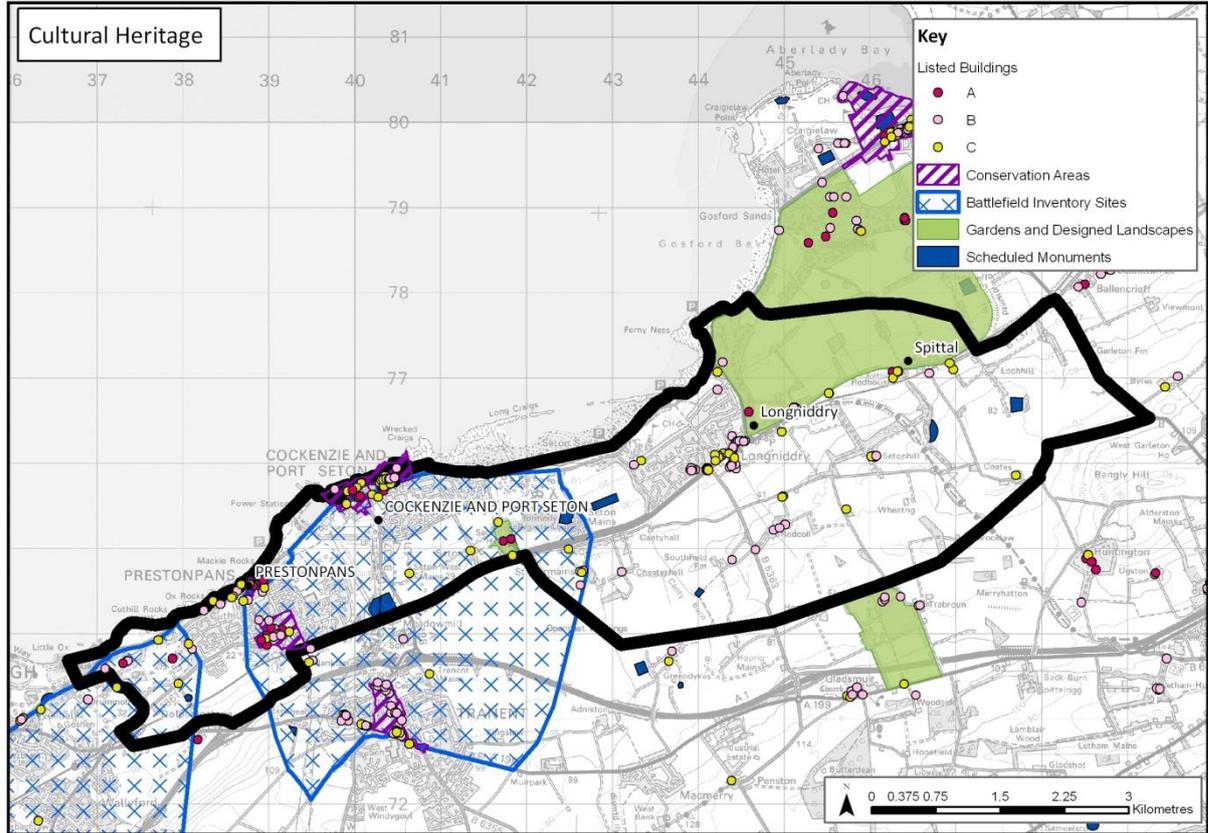
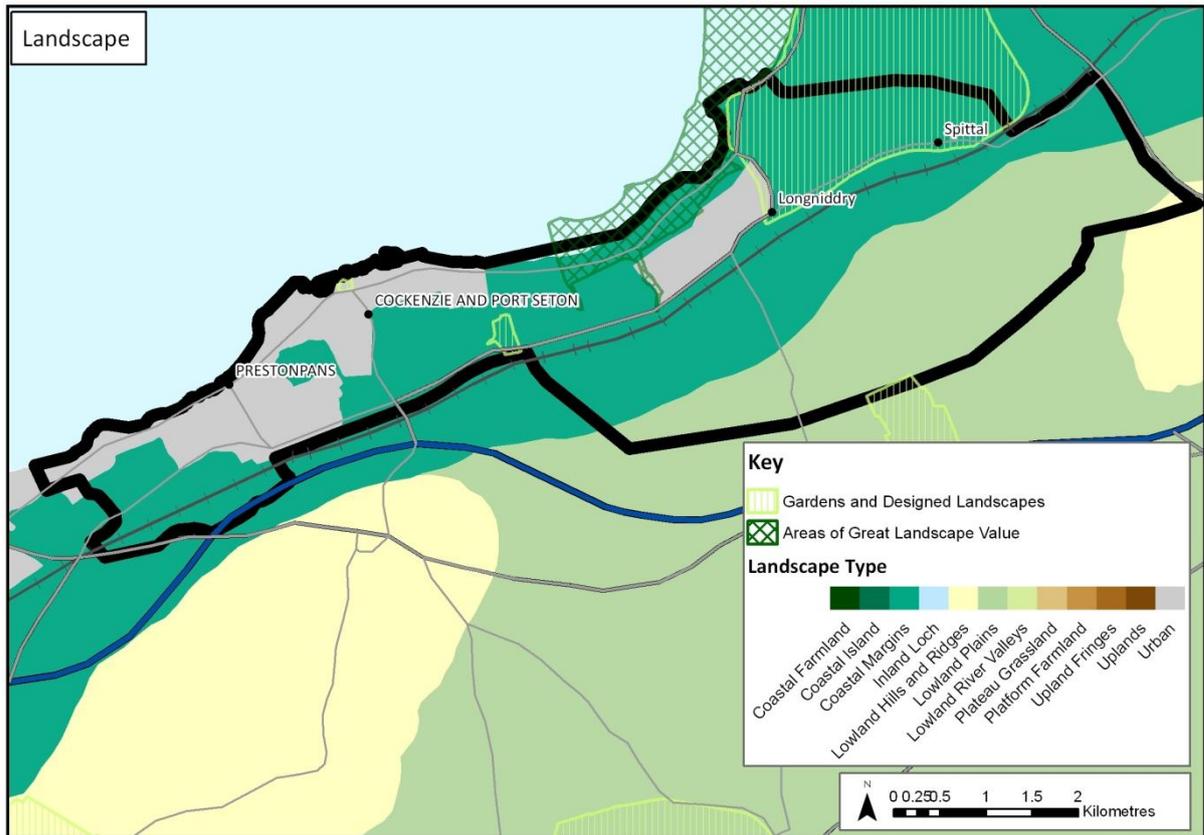


Figure 7: Cultural Heritage Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Cultural Heritage	<ul style="list-style-type: none"> <li>• There are more than 200 listed buildings in the Prestonpans area, clustered within the settlements of Prestonpans, Cockenzie and Port Seton and Longniddry.</li> <li>• There are 13 scheduled monuments including enclosures, Prestongrange Colliery engine and engine house, Seton Collegiate Church, Preston Tower and Dovecot amongst others.</li> <li>• There are three Conservation Areas including two in Prestonpans and one in Cockenzie &amp; Port Seton.</li> </ul>

## Landscape

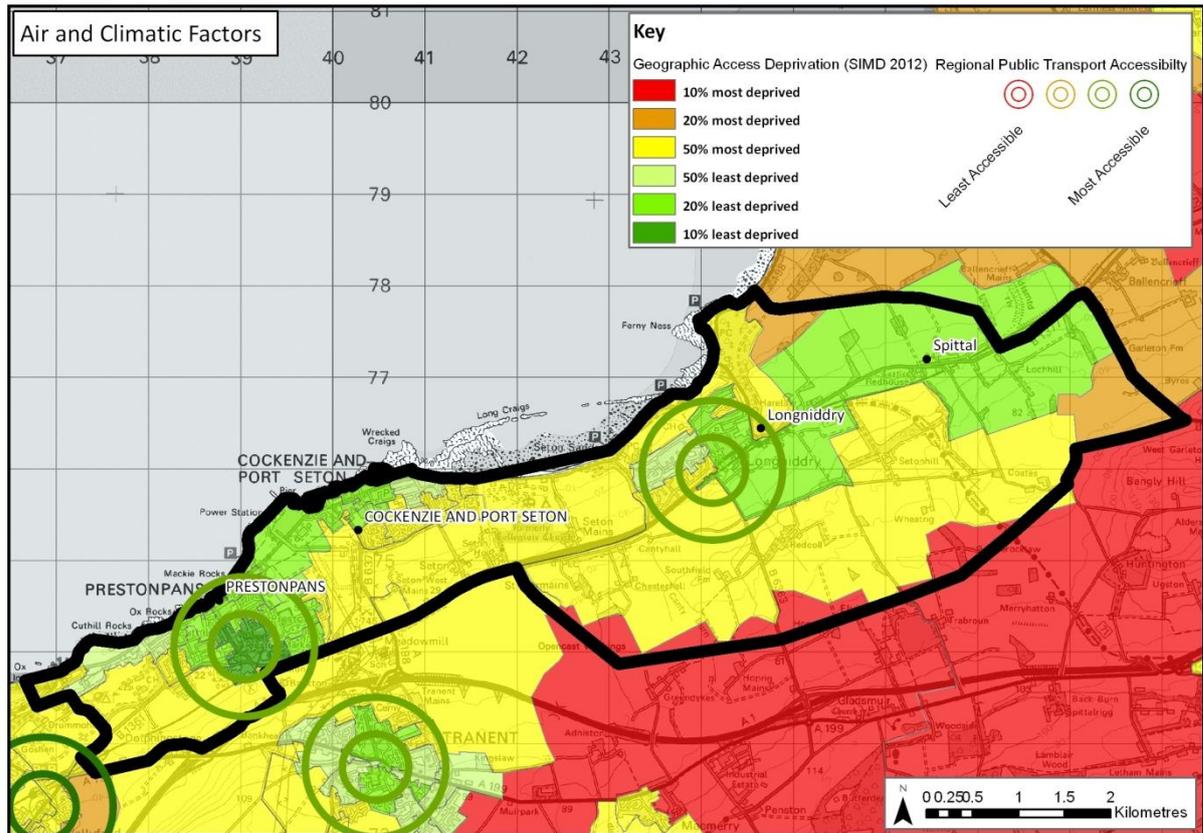


(C) Crown Copyright 2013. All Rights Reserved. OS Licence 100023381.

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 predominant landscape type of the Prestonpans area is classified as Coastal Margins in the Lothians Landscape Character Assessment (SNH, 1998). In the west is the ‘Musselburgh/Prestonpans Fringe’ and from Port Seton eastwards, the North Berwick Plain.</li> <li>• The well defined Mayfield/Tranent ridgeline provides a backdrop to the plain south of Prestonpans, and the higher land enables long distance views northwards.</li> <li>• This area has a dominant urban/industrial character in the western part, with the Cockenzie power station, towers and extensive pylon network being dominant visual features of the area. Approximately half of the coastal landscape in the Prestonpans area is occupied by the settlements of Prestonpans and Cockenzie and Port Seton. Modern housing development around Prestonpans, is highly visible in views across the area due to prominent roofing materials and lack of landscaping treatment.</li> <li>• In the east of the area the landscape becomes more rural in character to the south of Longniddry, where the landscape transitions into the Haddington Plain, an arable farming landscape.</li> <li>• The Longniddry to North Berwick coastal Area of Great Landscape Value (AGLV) extends into the area</li> <li>• The western extent of the Prestonpans area is within the Edinburgh Green Belt, which plays a role in maintaining the visual separation of Musselburgh, Wallyford, Prestonpans and Tranent.</li> </ul>

## Air



(C) Crown Copyright 2013. All Rights Reserved. OS Licence 100023381.

Figure 9: Accessibility

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Air	<ul style="list-style-type: none"> <li>The main settlements of the area have good public transport accessibility to facilities such as health, retail and employment at a regional scale. Prestonpans is ranked 3<sup>rd</sup> most accessible by public transport at a regional scale out of 11 settlements in East Lothian assessed in the SESplan transport study, and Longniddry ranked 5th.</li> <li>The relatively good public transport accessibility in the area, including the Lothian Bus service which extends to Port Seton, and the railway stations at Prestonpans and Longniddry, enable people in the area to travel by more sustainable means of travel, and lessen the reliance on private vehicle use and resultant air pollution.</li> <li>The geographic access to services deprivation<sup>2</sup> information shows that people living in the area generally have good access to services locally, minimising the need to travel.</li> <li>Cockenzie coal fired power station was a major source of air pollution in the area but has now ceased generation, resulting in improvements in air quality in the area. The site has consent for conversion to become a gas fired power station.</li> </ul>

<sup>2</sup> The access domain is intended to capture the financial cost, time and inconvenience of having to travel to access basic services, by private car and public transport (e.g. Post Offices, schools, GPs).

## Climatic Factors

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Climatic Factors	<ul style="list-style-type: none"><li>The area has relatively good public transport accessibility, particularly in the west and this offers opportunities for more sustainable transport modes, and less reliance on private car usage and associated greenhouse gas emissions.</li></ul>

## Material Assets

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Material Assets	<ul style="list-style-type: none"><li>The closure of the Cockenzie Power Station presents an opportunity in terms of the redevelopment of parts of the site, including the former coal store.</li><li>The undeveloped part of the Prestonpans area is a fertile agricultural area and its wealth of prime agricultural land is an important and finite land resource.</li></ul>

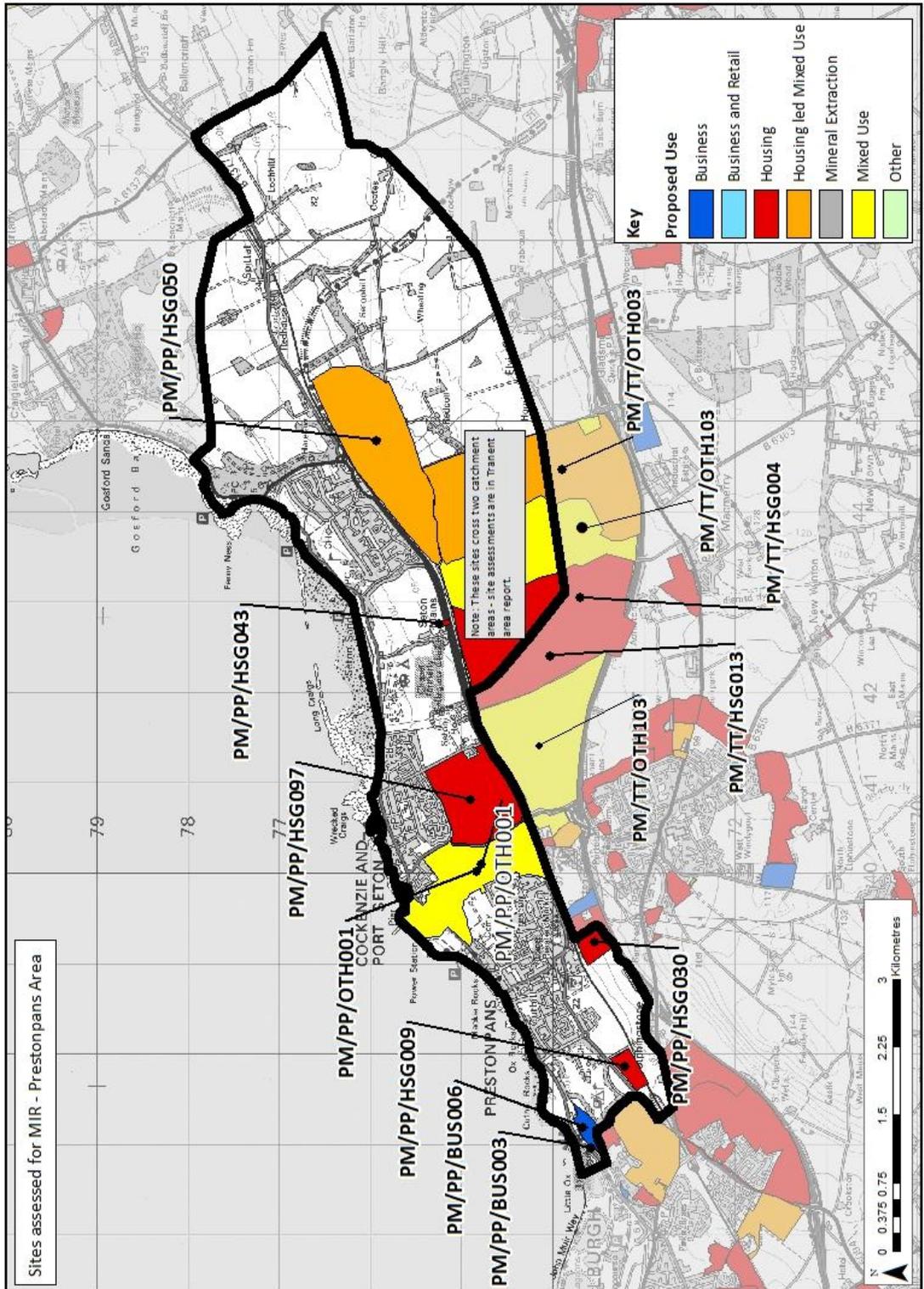
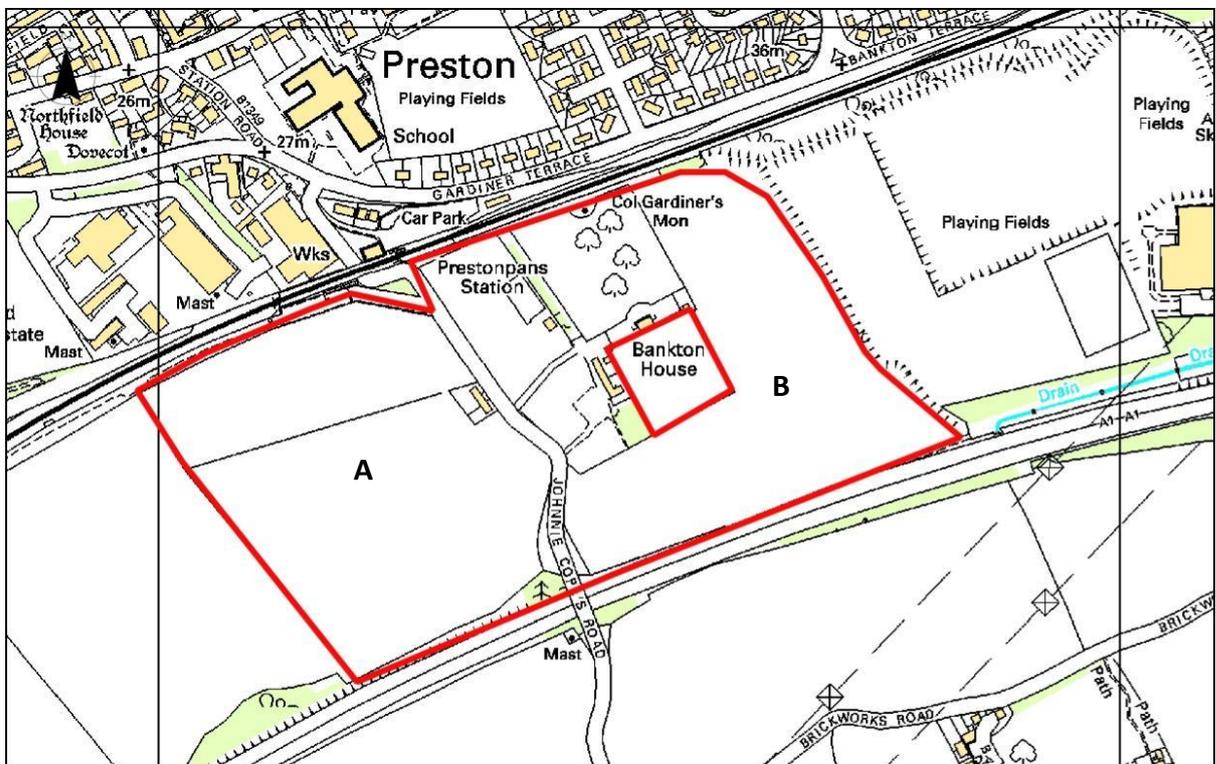


Figure 10: Sites in Prestonpans area assessed for Main Issues Report

## Detailed Site Assessments – Prestonpans Catchment

SITE INFORMATION	
Topic	Comments
Site Name	Land adjacent to Bankton Steading
Site Ref	PM/PP/HSG030
Source of Site Suggestion	Agent (Rick Finc Associates) on behalf of landowner (Mr Dennis Walton)
Site Size (ha)	23.6ha
Current Use	Agricultural land
Proposed Use	Housing
Summary Description	A greenfield site in agricultural use lying between the East Coast railway line and the A1, and surrounding Bankton House and its grounds.



0 0.05 0.1 0.15 0.2 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.



0 55 110 220 Meters

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023361.

<b>SUITABILITY AND DELIVERABILITY OF SITE</b>		
<b>Topic</b>	<b>Assessment</b>	<b>Score</b>
Location	The site is not within an existing settlement. It does lie adjacent to Prestonpans, although the East Coast railway line severs the site from the town with access under the line on a narrow road with traffic signals, meaning the site is not well related.	
Accessibility	Prestonpans' overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks third among other settlements in East Lothian. The site is not within 400m of a bus stop, the nearest being 550m away, with a variety of regular services. The site is within 800m of Prestonpans railway station which lies adjacent to the northern boundary of the site. The site has good accessibility to local facilities and services, being within 1600m of Prestonpans town centre, and local schools (although the eastern part falls within the Tranent education catchment, and would not be accessible) and community facilities.	
Exposure	There is built development to the north of the site which provides some shelter from northerly winds however the site rises in elevation to the south leaving it more exposed.	
Aspect	The site is generally north facing, with its highest point in the south west corner.	
Suitability for Proposed Use	In physical terms the site is generally suitable for the proposed use and would not result in conflicts with existing surrounding land uses which include agriculture, playing fields, railway, A1 and some existing residential development within the site. There may be noise impacts arising 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.	
Fit with 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 would be served by Castle Moffat Water Treatment Works and Seafeld Waste Water Treatment Works, which both have available capacity. The local road network is not of a sufficient standard to accommodate additional traffic. The Johnnie Copes Road is likely to be a significant issue, the bridge over the A1 is private although remains open at present for cars to use at their own risk. Development of the site would require measures to be put in place to stop traffic using the bridge.	
Service infrastructure capacity	The western part of the site falls within the catchment for Prestonpans Primary School which has no capacity, and is unlikely to be able to expand, and for Preston Lodge High School, which has some available capacity and may be able to expand. The eastern part of the site falls within the catchment for Sandersons Wynd Primary School, which has limited capacity though may be able to expand on its current site, and for Ross High School in Tranent, which has no capacity, but may be able to expand.	
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. Constraints with regards to the local road network and its inadequacy to support the scale of development proposed are likely to inhibit the development of this site. 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.	

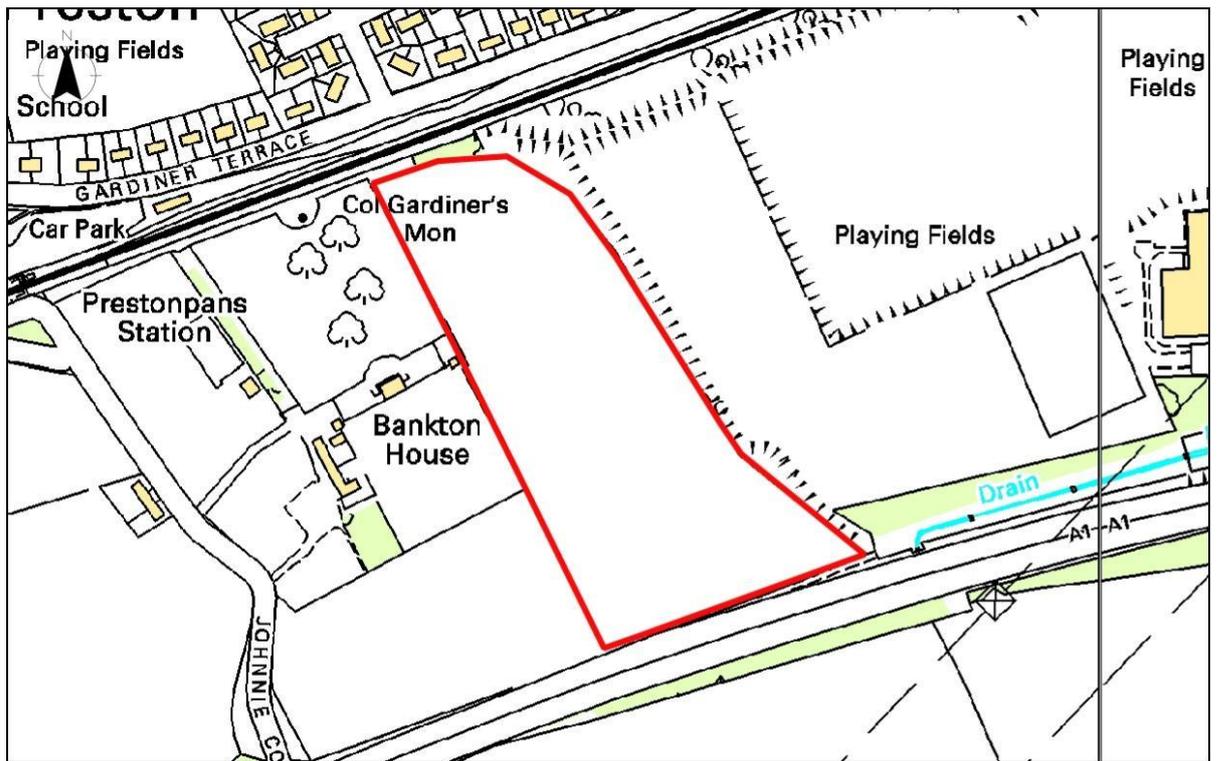




<b>POTENTIAL IMPACTS OF DEVELOPMENT: SEA</b>		
<b>Topic</b>	<b>Comments</b>	<b>Score</b>
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international or national nature conservation importance though is 1km south of the Firth of Forth SPA and is screened in to the HRA process at this stage. There is an area of upland mixed ash woodland in the north east of the site which is designated as priority habitat and contains numerous trees protected by Tree Preservation Orders.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has reasonable access by public transport to facilities, services and employment opportunities.	+
Human Health	The site is not known to be contaminated. Part of the north western corner of the site is shown to be affected by Radon gas (class 4) and this would require further investigation and possible mitigation measures in new buildings. Development may provide an opportunity to mitigate effects of this pollution. A Core Path runs along the northern boundary of the site and provides opportunities for active travel and recreation in the surrounding area. A range of open spaces and sports facilities including Meadowmill Sports Centre are also easily accessible.	+/?
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	The site is within Potentially Vulnerable Area 10/23 as identified by SEPA. There is a small watercourse adjacent to the site.. SEPA's flood map indicates that some very small areas of the site are at risk of surface water flooding. The site will potentially require a Drainage Impact Assessment. SEPA has not raised any concerns with regards the impact on the local water environment.	?
Air	The site is located between the railway and A1 and is affected by noise pollution from these sources. The site does have good access to existing facilities, services and employment locally and via public transport at wider scale, which would help reduce the need to travel by car, however housing development on the site would still result in an increase in car based journeys in the area and resultant air pollution.	o
Climatic Factors	Prestonpans is in an 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 is mostly greenfield land (with a small number of buildings) and its development would not be prioritising the use of brownfield land over greenfield land. It is also prime agricultural land which is an important land resource for food production.	--
Cultural Heritage	<p>The site is not within a Conservation Area. There are three category B listed buildings in the north eastern part of the site including Bankton House and garden walls and Dovecot, and Colonel Gardiner's Monument. Development on the eastern part of the site would impact upon the setting of these listed buildings and in particular would impact upon the clear views from the A1 towards Bankton House and its landscaped setting. The house was restored from ruin and its restoration involved restorative work on its setting, particularly views to the north and south.</p> <p>The site is within the battlefield designation of the Battle of Prestonpans and there is a battlefield commemoration monument within area. Historic Scotland has advised that the site makes a strong contribution towards the understanding of the battlefield landscape and its relationship with Bankton House and could raise national issues. Some areas of the site have been subject to metal detecting surveying. There is an undesignated enclosure within area. It is considered there is a high potential for unknown archaeological remains and early consultation with ELCAS and pre-determination work would be required.</p>	-
Landscape	The proposed development would represent an extension of Prestonpans south of the East Coast Main Line into a largely undeveloped and visually exposed area between the railway and the A1. The western part of the site (to the west of Johnnie Cope's Road) is within the Green Belt, while the eastern part of the site surrounds the listed Bankton House and forms its setting, which is enhanced by the TPO protected trees to the north. Bankton House is significant in terms of the designated site of the Battle of Prestonpans. There are open views from the site to Prestonpans and the Firth of Forth to the north and to the Pentland Hills and Arthurs Seat in Edinburgh to the west. To the southeast there are views of the west side of Tranent. There are also trees and hedgerows alongside Johnnie Cope's Road that have significant visual amenity for the area. Development of the site would result in significant encroachment into the Green Belt and open countryside and may set a precedent for further development in the corridor between A1 and the railway, which would ultimately lead to the coalescence of Prestonpans, Tranent, Wallyford and Musselburgh. Development on the eastern part of the site is likely to have an adverse impact upon the landscape setting of the listed Bankton House and the wider battlefield landscape (detailed above). 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	Bankton Business
Site Ref	PM/PP/BUS005
Source of Site Suggestion	East Lothian Council Economic Development Division
Site Size (ha)	4.9ha
Current Use	Agricultural Land
Proposed Use	Business
Summary Description	A greenfield site in agricultural use located between the East Coast Main Line and the A1, to the west of Meadowmill playing fields.



0 0.05 0.1 0.15 0.2 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.



0 0.05 0.1 0.15 0.2 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.

<b>SUITABILITY AND DELIVERABILITY OF SITE</b>		
<b>Topic</b>	<b>Assessment</b>	<b>Score</b>
Location	The site is not within an existing settlement. It does lie adjacent to Prestonpans, although the East Coast railway line severs the site from the town and currently access is under the line on a narrow road with traffic signals, meaning the site is not well related.	
Accessibility	Prestonpans' overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks third among other settlements in East Lothian. The site is not within 400m of a bus stop (although is still walkable at 550m). The site is within 800m of Prestonpans railway station which lies to the west of the site. The site is within walking distance (1600m) of Prestonpans and its wide range of facilities and services.	
Exposure	There is built development to the north of the site which provides some shelter from northerly winds however the site rises in elevation to the south leaving it more exposed.	
Aspect	The site is generally north facing, with its highest point in the south west corner.	
Suitability for Proposed Use	In physical terms the site is generally suitable for the proposed use and would not result in conflicts with existing surrounding land uses which include agriculture, playing fields, railway and the A1. There may be noise impacts arising 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.	
Fit with 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 would be served by Castle Moffat Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity. SEPA has advised that the site is not located in close proximity to the public sewer system. There are currently constraints with regards the local road network as it is not of a sufficient standard to accommodate additional traffic. The Johnnie Copes Road is likely to be a significant issue, the bridge over the A1 is private although remains open at present for cars to use at their own risk. Development of the site would require measures to be put in place to stop traffic using the bridge. The site could be potentially accessed through adjacent Council owned land associated with Meadowmill Sports Centre but this option has not been investigated.	
Service infrastructure capacity	Education capacity is not relevant to the proposed use for employment.	
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. Constraints with regards to the local road network could inhibit development of the site. Additionally there may be constraints with regards to funding for the development of business units on the site. 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 or national nature conservation importance. It does however lie only 1km south of the Firth of Forth SPA and given its existing land use, and proximity to the SPA, SNH advises that the site should be screened in to the HRA process at this stage. There are a number of	o/?*

	TPO trees towards the northern part of the site.	
Population	The proposed development could result in benefits for the local population including increased employment opportunities and economic growth arising from an increased provision of units for businesses to start up/expand.	+
Human Health	The site is not known to be contaminated. A Core Path runs along the northern boundary of the site and provides opportunities for active travel to and from the site.	+
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 within Potentially Vulnerable Area 10/23 as identified by SEPA. There is a small watercourse adjacent to the site. SEPA's flood map indicates that very small areas of the site are at risk of surface water flooding. The site will potentially require a Drainage impact Assessment. SEPA has not raised any concerns with regards the impact on the local water environment.	?
Air	The site is located between the railway and A1 and is affected by noise pollution from these sources. The site has reasonable public transport accessibility such that it would provide a realistic alternative to private car travel, however, employment development on the site would still likely generate an increased number of private vehicle trips and resultant emissions.	o
Climatic Factors	Prestonpans is in an 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 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 development on it would not be prioritising the use of brownfield land over greenfield land.	-
Cultural Heritage	The site is not within a Conservation Area. There are three category B listed buildings directly to the west of the site including Bankton House and garden walls and Dovecot, and Colonel Gardiner's Monument. Development on the eastern part of the site would impact upon the setting of these listed buildings and in particular would impact upon the clear views from the A1 towards Bankton House and its landscaped setting. The house was restored from ruin and its restoration involved restorative work on its setting, particularly views to the north and south. The site is within the battlefield designation of the Battle of Prestonpans and there is a battlefield commemoration monument within area. Historic Scotland has advised that the site makes a strong contribution towards the understanding of the battlefield landscape and its relationship with Bankton House and could raise national issues. Some areas of the site have been subject to metal detecting surveying. It is considered there is a high potential for unknown archaeological remains and early consultation with ELCAS	-

	and pre-determination work would be required.	
Landscape	The site is a gently sloping arable field that forms part of the setting of the listed Bankton House and helps maintain the openness between Bankton House and the A1, which is also enhanced by TPO trees to the north. Bankton House is significant in terms of the designated site of the Battle of Prestonpans. The development of the site would result in encroachment into open countryside and could set a precedent for further development in the corridor between the A1 and the railway, which would ultimately lead to the coalescence of Prestonpans, Tranent, Wallyford and Musselburgh. Development on the site would be likely to have an adverse impact on the setting of Bankton House and the wider battlefield landscape, and potentially on TPO trees. 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	Cockenzie Power Station & Coalyard
Site Ref	PM/PP/OTH001
Source of Site Suggestion	On behalf of Scottish Power
Site Size (ha)	88ha
Current Use	The former Cockenzie power station and associated infrastructure, and surrounding land, including some undeveloped areas. The former coal-fired power station is not currently in use but has consent for conversion to be gas-fired.
Proposed Use	Mixed use development (employment)
Summary Description	A large part greenfield, part brownfield site located between Prestonpans and Cockenzie/Port Seton containing the former coal store and handling area for Cockenzie power station, disused coal railway etc, as well as areas of open space and the core path network. A Proposal of Application Notice has recently been lodged for a proposed 'energy park' on this site (the PAN relates to a larger site). Consent has also been granted for an electrical substation within part of the site.



Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.



0 0.2 0.4 0.6 0.8 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.

<b>SUITABILITY AND DELIVERABILITY OF SITE</b>		
<b>Topic</b>	<b>Assessment</b>	<b>Score</b>
Location	The site lies between, and adjoins the settlements of Prestonpans and Cockenzie and Port Seton, and is well related to them. Parts of the site are currently designated as countryside in the Local Plan 2008 and therefore not considered to be within settlements at present, with the exception of the coal store area and the former power station site itself.	
Accessibility	Prestonpans' overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks third among other settlements in East Lothian. The centre of the site is not within 400m of a regular bus service, but the frequent 26 service serves roads surrounding the site (approximately 600m from the centre of site). A small part of the site is within 800m from Prestonpans railway station but the centre of the site lies around 1400m from the station (still within walking distance). The site is within 1600m of a range of local facilities and services, including Prestonpans town centre.	
Exposure	The coastal location, and fact that the site rises in the south will mean that some parts of the site are more exposed.	
Aspect	The site is north facing, falling in elevation from around 30m in the south, to sea level at the northern extent of the site.	
Suitability for Proposed Use	The site includes the former coal fired power station and its coal store, as well as surrounding land. The power station building has consent for conversion to gas fired generation, although it is currently uncertain whether this will go ahead. The coal store is now redundant. As a previously developed site, it is suitable in	

	<p>principle for redevelopment. The full extent of land suitable for redevelopment will depend on whether the gas fired power station consent is fully implemented. Having previously been used for energy generation, the site (or parts of it) should be suitable in principle for use for some form of employment use, without resulting in conflicts with surrounding land uses, which include residential and agricultural. However, mitigation may be required to safeguard residential amenity, depending on the nature of employment uses proposed. This is uncertain at this stage.</p>	
Fit with strategic policy objectives and direction	<p>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. The power station site is also identified as a National Development location in NPF3. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.</p>	
Physical infrastructure capacity	<p>The site is served by Castle Moffat Water Treatment Works and Seafeld PFI Waste Water Treatment Works which both have available capacity. The site submission states that the site has access to electricity, gas and water and sewage connections. There are currently road capacity issues on the link between the Meadowmill roundabout and Bankton interchange. A major upgrade to the rail over bridge on the Meadowmill/Bankton link would increase the capacity of the network. More information would be required on the proposed type and scale of development at the site to determine whether sufficient physical infrastructure is available, or can be made so.</p>	
Service infrastructure capacity	<p>More information would be required on the proposed type and scale of development at the site to determine whether sufficient service infrastructure is available, or can be made so.</p>	
Deliverability/ Effectiveness	<p>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. This will depend on the scale and nature of any detailed proposals. The site submission and supporting study does not identify any major infrastructure constraints that would inhibit redevelopment of the site within the LDP period. Scottish Water has commented that a 1050mm combined sewer crosses the lower part of the site and this would need to be taken into consideration in designing 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 at this stage whether potential contamination or ground conditions would pose any constraints to development.</p>	



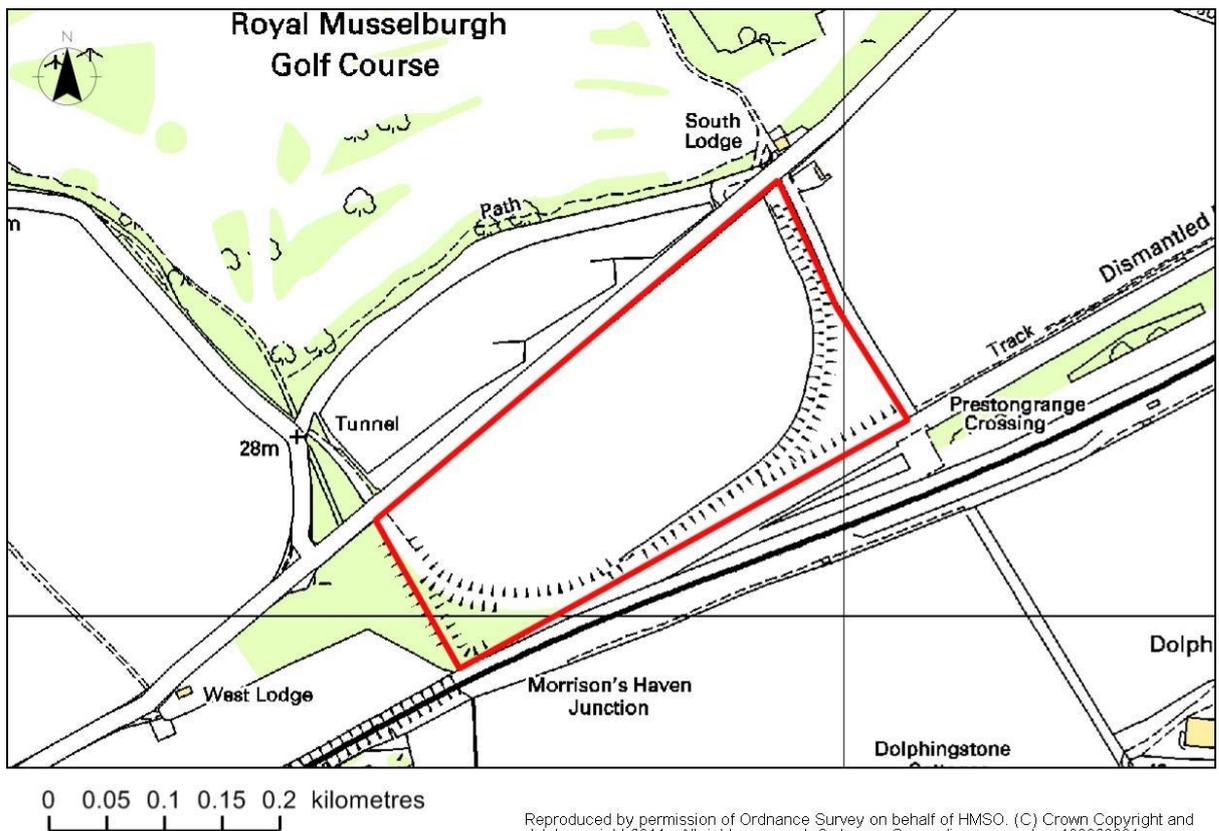
**POTENTIAL IMPACTS OF DEVELOPMENT: SEA**

Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international or national nature conservation importance. However, it lies adjacent to the Firth of Forth SPA, SSSI and Ramsar site and 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. An area of lowland meadow priority habitat runs along part of the western boundary of the site. There are no protected trees within the site. Sky lark have been recorded within the site (a notable species).	o/-/?*
Population	Dependent upon the uses that may be developed, the site has the potential to result in significant benefits for the local population including economic growth and associated benefits such as the creation of employment opportunities. There are areas of relative deprivation in adjacent communities of Prestonpans, Tranent, and (to a lesser extent) Cockenzie & Port Seton.	+/?
Human Health	Due to current and previous land uses on the site there are areas of potential contamination within the site. Redevelopment of the site	+/?

	may present opportunities to mitigate this. The site is well connected to the core path network (including the John Muir Way on the coast) and accessible by active travel, and its redevelopment could help strengthen the green network through the area, providing further opportunities for active travel and recreation for the surrounding existing local population. Subject to appropriate restrictions the re-use of the site for employment uses should not in itself cause any harm to human health of local residents.	
Soil	The development of the site could result in a significant loss of class 1 prime agricultural land dependent upon which areas are developed (some parts of the site are previously developed). There are no rare or carbon rich soils on this site.	-/?
Water	The site is within Potentially Vulnerable Area 10/23. Parts of the site are at risk of river, coastal, or surface water flooding according to SEPA's flood mapping. SEPA has commented that a Flood Risk Assessment would be required. Consideration would also need to be given to upstream/ downstream culverts on the watercourse within the site, which may exacerbate flood risk. SEPA has also commented that the small watercourse that flows along the coal store bund appears to have been realigned and any development of this site should explore opportunities to restore this watercourse to a more naturalised course and channel.	?/+
Air	The site is unconstrained by existing sources of air pollution now that coal fired electricity generation has ceased. Consent has been granted for combined cycle gas turbine generating units which if implemented will result in emissions, but these should be far less than the previous coal fired power station emissions. The site has good active travel and public transport accessibility so that the need to access it by private vehicle could be minimised. However the proposed mixed uses are still likely to result in increased car and private vehicle journeys to the site.	o/-
Climatic Factors	Prestonpans is in an accessible location in regional terms and therefore redevelopment of this site would be focusing new 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	Significant areas of the site are previously developed so their redevelopment would prioritise the use of brownfield land over greenfield land. The site does contain some areas of greenfield undeveloped land and the Development Options Study submitted with the site submission suggests retaining a large proportion as open space and enhancing its landscaping and recreational potential, with proposed development areas largely contained to existing previously developed areas.	o/-
Cultural Heritage	The site is not within a Conservation Area but is adjacent to the Cockenzie and Port Seton Conservation Area. There are no listed buildings within the site but the listed Cockenzie Harbour is in close proximity to the site. Unless redevelopment of the site were to	o/-/?

	<p>occur in the immediate environs of the power station building itself, there are unlikely to be impacts on the setting of either the Conservation Area or the listed harbour but this is uncertain at this stage. The site lies mainly within the Battle of Prestonpans battlefield designation. Historic Scotland has advised that the southern part of the site makes a contribution to the understanding of the battlefield landscape and there is potential for in situ remains, and that development should be avoided in this part of the site. The development options study does not propose development in this area and any allocation would need to reflect this and ensure that this area remains undeveloped, and potentially enhanced as part of the overall proposals for the site. A Scheduled Monument (Seton West Mains enclosure) is located in the southern part of the site. Historic Scotland has raised concerns that development on the site could impact upon the setting of the scheduled monument and a robust design strategy would be required to ensure such impacts are avoided. The northern part of area is considered by ELC Archaeology Service to have low potential for unknown archaeological remains while the southern area has high potential for unknown archaeological remains and pre-determination work would therefore be required in the southern area, and early consultation with ELCAS is recommended.</p>	
Landscape	<p>The site is situated between the settlements of Prestonpans to the west and Cockenzie to the east. Parts of the site are undeveloped open space, including agricultural land in the south and an area of maintained open space in the west. The former power station is in the north of the site, and is a significant landscape feature visible over large distances. Proposals for conversion of this building to gas fired generation are already consented and selective demolitions partly implemented. It is currently uncertain whether the conversion to gas fired generation will go ahead. The former coal store and ancillary development occupies a significant proportion of the centre of the site, with an aerial conveyor belt (now removed) previously crossing over to the former power station and overhead power lines crossing parts of the site. Some of the ancillary buildings and structures in this area associated with the former coal-fired power station are due to be removed as part of ongoing decommissioning works. An electrical substation has recently also been consented within the site. The central part of the site is screened to some extent by bunding to the north and west, and clusters of mature trees. The landscape impacts of the development are ultimately dependent on the scale and nature of development proposed, however the site's redevelopment would present opportunities to improve the current landscape features and to enhance green networks throughout the site to link with neighbouring areas. As above, there is potential for adverse impacts on the battlefield landscape but these could be avoided or mitigated through appropriate design, including retention of open areas in the south of the site.</p>	o/+/?

SITE INFORMATION	
Topic	Comments
Site Name	Dolphingstone Farm
Site Ref	PM/PP/HSG009
Source of Site Suggestion	Agent (Rick Finc Associates) on behalf of Hallam Land
Site Size (ha)	8.5ha
Current Use	Agricultural land
Proposed Use	Housing – 280 houses
Summary Description	A rectangular-shaped greenfield site in agricultural use and adjoining the existing housing allocation at Edinburgh Road, Prestonpans.



Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.



Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2013. All rights reserved. Ordnance Survey Licence Number 100023361.

<b>SUITABILITY AND DELIVERABILITY OF SITE</b>		
<b>Topic</b>	<b>Assessment</b>	<b>Score</b>
Location	The site is not within an existing settlement and is not well related to one. It adjoins an existing housing allocation and when this is completed the site would adjoin built development however it would not be well related to Prestonpans itself as it would extend as a finger of development into the countryside.	Red
Accessibility	Prestonpans' overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks third among other settlements in East Lothian. The site is not within 400m of a bus stop. The site is not within 800m of a railway station, although is within walking distance of Wallyford station (approximately 1300m). The site is not within a walking distance of 1600m to a range of local facilities (Prestonpans town centre approximately 1800m and Preston Lodge High School over 2km. Wallyford is within walking distance but has relatively limited facilities in terms of shops etc).	
Exposure	The site has some shelter from northerly winds from mature tree belts to the north associated with the golf course.	Yellow
Aspect	The site is largely flat and has no dominant aspect.	Yellow
Suitability for Proposed Use	In physical terms the site is generally suitable for the proposed use and would not result in land use conflicts with neighbouring uses which include agricultural land, the railway line to the south, the golf course to the north and a housing site under construction to the east. There may be noise impacts arising from the proximity of the East Coast Main Line to the South of the site. Mitigation measures may be required.	Yellow

Fit with strategic policy objectives and direction	The site is outwith 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 would be served by Roseberry Water Treatment Works and Seafield Waste Water Treatment Works, which both have available capacity. Vehicular access could be provided from the B1361 but would require the speed limit to be changed. The cumulative impacts of traffic movements generated from this and other planned/proposed sites in the area may have significant impacts on the Dolphingstone A1 interchange and need to be investigated further.	
Service infrastructure capacity	The site is within the catchment area for Prestonpans Primary School, which has no capacity and is unlikely to be able to expand. Preston Lodge Secondary School has some available capacity and may be able to expand.	
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. 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.	

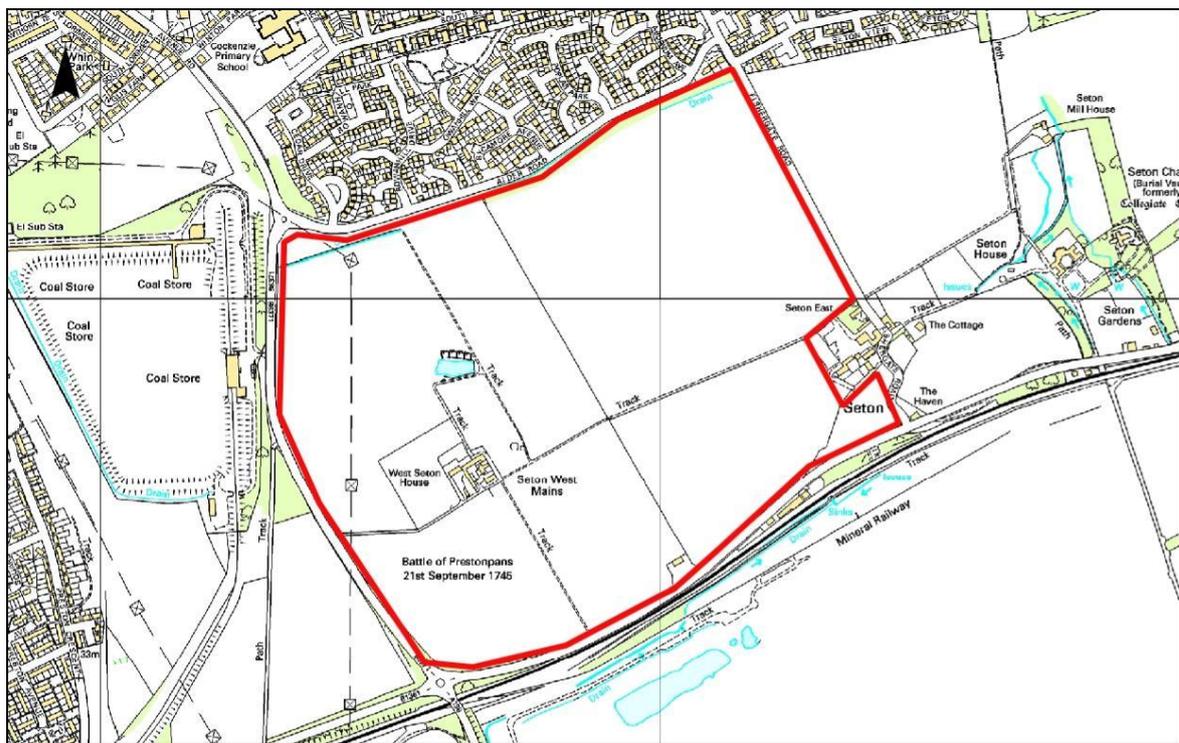


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international or national nature conservation importance though is in relatively close proximity to the Forth SPA and is screened in to the HRA process at this stage. There are some areas of priority habitat in the south west corner of the site including dense scrub and woodland. The	o/?*

	woodland is protected by TPO no 14. SNH has not raised any concerns with regards impacts on biodiversity, flora and fauna. A notable species of flowering plant (sea pearlwort) was recorded in the north east corner of the site in a 2010 survey.	
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has limited access by public transport to facilities, services and employment opportunities.	+/o
Human Health	Parts of the site are identified as being contaminated due to past mining and quarrying operations, and due to the mineral railway line which looped around the southern part of the site to provide access to the main railway line (Morrison's Haven junction). Its development may present opportunities to mitigate this. The site is not directly connected to the core path network but there are footpaths nearby which link with the network, providing opportunities for active travel.	+/?
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 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 does show that small areas of the site are at risk of surface water flooding. The site will potentially require a Drainage impact Assessment. SEPA has not raised any concerns with regards potential impact on the local water environment.	?
Air	The site is unconstrained by existing sources of air pollution. Its location adjacent to the railway line may result in noise pollution. The site has reasonable public transport accessibility, however poor access to local facilities and services, and the proximity to the A1 will likely result in an increased number of trips by private car and resultant emissions.	o
Climatic Factors	Prestonpans is in an 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 not very well positioned to access public transport, active travel routes, or local facilities and services. Development on the site would therefore lead to increases in car-based journeys and resultant greenhouse gas emissions. The site's aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site is greenfield in appearance, although there has been some previous development in part of the site, including the construction of the mineral railway.	-
Cultural Heritage	There are no listed buildings within the site boundary and it is not within a Conservation Area. A category C listed building (South Lodge and gate piers) is situated close to the north east corner of the site, on the northern side of the B1361. The site is within the Battle of Pinkie battlefield designation and Historic Scotland has advised that it is near to the English camp. Historic Scotland considers that the site makes a contribution to the understanding of the battlefield landscape and there is potential for in situ remains of the battle. It is also immediately adjacent to a Scheduled	o/-/?

	<p>Monument (enclosure). There are significant undesignated remains within the area although possibly already some disturbance from construction of the nearby road and railway. There is high potential for unknown archaeological remains and therefore pre-determination work would be required and early consultation with ELCAS.</p>	
Landscape	<p>The site is an open agricultural field to the south of the B1361 to the west of Prestonpans. The site is sheltered and well enclosed by natural boundary features on the west, south and east, including an earth embankment with mature trees on the eastern boundary, an embankment with trees and scrub to the south, and with TPO trees in the south-west corner and close to the western boundary. Housing is under construction on land to the east, while the site is otherwise surrounded by undeveloped land. The East Coast Main Line runs along the southern site boundary. From the site there are views to the southeast towards the Tranent ridge. The site is currently within the Green Belt between Musselburgh and Wallyford to the west and Prestonpans to the east and its development would represent an incursion into the Green Belt and open countryside. This may lead to impacts on the separate identities of Prestonpans and Wallyford, particularly when considered cumulatively with other potential development sites in the area. The trees within the site have significant visual amenity and would need to be protected during any development on site and retained as a mature landscape feature. If noise mitigation measures are required these may have an impact upon the landscape and/or views from the East Coast Main Line.</p>	-

SITE INFORMATION	
Topic	Comments
Site Name	Seton West Mains
Site Ref	PM/PP/HSG097
Source of Site Suggestion	Council, as there has been known interest in developing the site in the past.
Site Size (ha)	64ha
Current Use	Agricultural
Proposed Use	Housing
Summary Description	A large greenfield site in agricultural use to the south of Cockenzie and Port Seton and north of the A198 and East Coast Main Line.



0 0.1 0.2 0.3 0.4 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.



0 0.1 0.2 0.3 0.4 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.

<b>SUITABILITY AND DELIVERABILITY OF SITE</b>		
<b>Topic</b>	<b>Assessment</b>	<b>Score</b>
Location	The site is not within an existing settlement and but is well related. It is located directly to the south of and adjacent to Cockenzie and Port Seton.	Yellow
Accessibility	The centre of the site is within 400 m of bus stops on Alder Road which provides a relatively infrequent circular bus service. Just under 600m from the centre of the site a much more regular bus service serves the site along the A198 and runs between Edinburgh and North Berwick. The site is not within 800m of a railway station. The site is within 1600m of a range of local community facilities including Cockenzie Primary School, GP surgery, community centre and local shops.	Yellow
Exposure	The site rises from around 10m in the north to around 30m in the south, leaving much of the site exposed to northerly winds. The site has little shelter from existing development.	Red
Aspect	The site is north facing.	Red
Suitability for Proposed Use	The site is generally suitable for the proposed housing use and it would not result in conflicts with surrounding lands uses which include agricultural land, existing residential areas, and the redundant Cockenzie coal store site. The East Coast Main Line runs close to the southern boundary and noise mitigation measures may be required.	Yellow
Fit with strategic policy objectives and direction	The site is within East Lothian SDA as identified within SESplan and adjacent to 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	Green

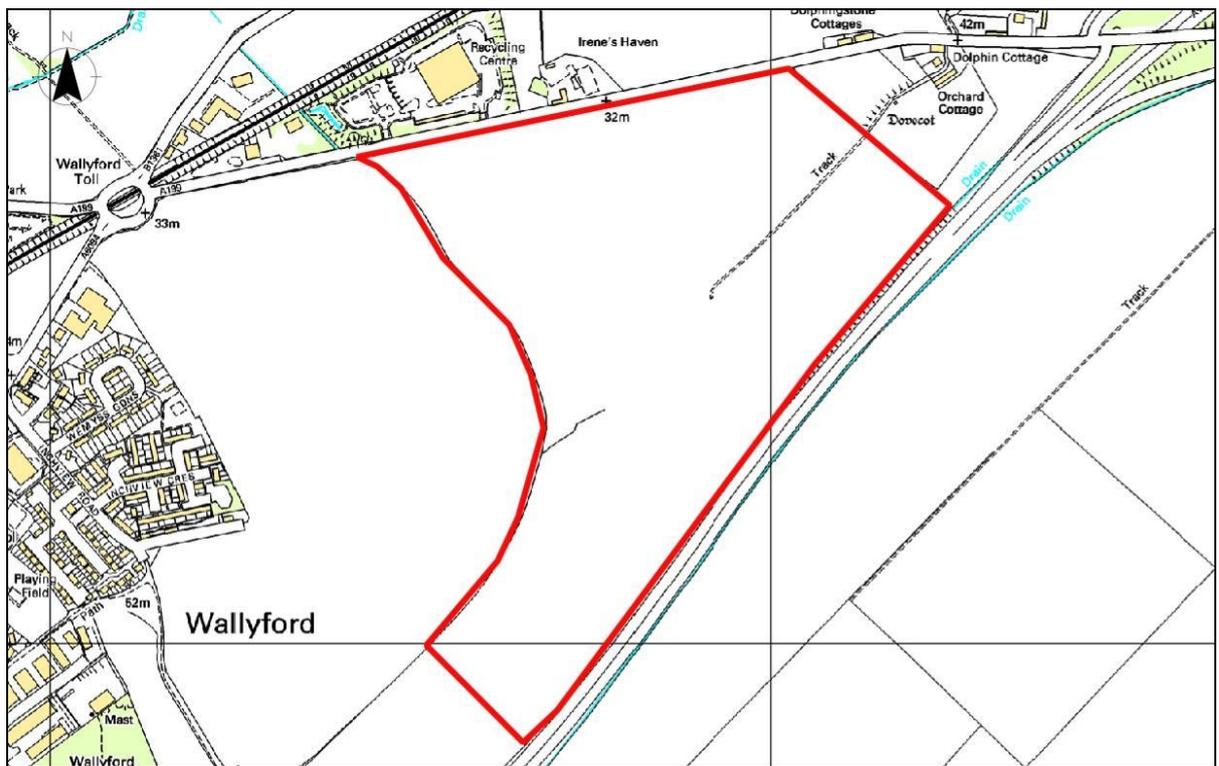
	against other policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site would be served by Castle Moffat Water Treatment works and Seafield Waste Water Treatment Works, which both have available capacity. In terms of highways capacity, there are currently issues on the link between the Meadowmill roundabout and Bankton interchange. A major upgrade to the rail over bridge on the Meadowmill/Bankton link would increase the capacity of the network to support new development in the area.	
Service infrastructure capacity	The site is within the catchment area for Cockenzie Primary School and Preston Lodge High School; both schools currently have some spare capacity and potential for expansion. Dependant on the scale of development a new primary school may be required.	
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. Cumulative transport impacts on the road network with other sites could prove to be a constraint to 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 potential contamination or ground conditions would pose any constraints to development. There has been known landowner interest in developing the site in the past, but no submission has been made in relation to the LDP Main Issues Report.	



<b>POTENTIAL IMPACTS OF DEVELOPMENT: SEA</b>		
<b>Topic</b>	<b>Comments</b>	<b>Score</b>
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance although it only lies just over 500m from the Firth of Forth Special Protection Area, Ramsar Site and SSSI. SNH has commented that the site provides suitable habitat for SPA species and there are records of both pink footed geese and golden plover in the tetrad in which the site sits. It will therefore need to be screened into the Habitats Regulations Assessment at this stage. There are no protected trees within the site. No notable species have been recorded within the site.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has reasonable access by public transport to facilities, services and employment opportunities.	+
Human Health	There are two small areas of potential contamination in the north western part of the site, due to past quarrying and unknown filling of ground. Development of the site may present opportunities to mitigate this. The remainder of the site is not known to be contaminated. The site is well connected to the core path network in the area, with sections running along the western, southern, eastern boundaries of the site as well as through the south eastern corner. There are therefore opportunities for active travel and recreation, through the core path network, and proximity to recreational areas including the coastline, and sports facilities at the nearby Meadowmill Sports centre.	+/?
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	The site is within Potentially Vulnerable Area 10/23. A small part of the south east of the site is shown to be at risk of river flooding on SEPA's flood map. Small areas of the site are also shown to be at risk of surface water flooding. SEPA has raised a number of concerns with regards flood risk. This area is historically known as being bog/marshland. There are potential groundwater issues from nearby mine workings (Blindwells site). There is also a culvert which takes mine water from nearby and discharges into the Seton Burn. The location of the culvert is not known exactly but is thought to go through the site. SEPA would require a FRA to assess flood risk from groundwater, and any culverts through the site. Building houses on land that has historically been boggy/marshy would require careful mitigation and SUDS may be difficult as infiltration may not be possible and discharge to nearby watercourses may not be feasible. These flood risk issues could pose a significant constraint to the site's development.	?/-
Air	The site is unconstrained by existing sources of air pollution. The site has reasonable public transport accessibility but the development of housing on the site would inevitably lead to an increase in the number of private car journeys and resultant emissions.	o
Climatic Factors	The site is relatively close to Prestonpans, which is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and	o/-

	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 local facilities and services. Realistically, however, 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).	
Material Assets	The site is greenfield and would not prioritise the use of previously developed land. It is also grade 1 prime agricultural land and would lead to a reduction in this valuable and finite land resource for food production.	--
Cultural Heritage	The site is not within a Conservation Area. Seton West Mains Farmhouse (Category C listed) lies within the site and Seton Farmhouse and Walls (Category C listed) lies on the eastern boundary. The development of the site for housing could fundamentally change the setting of the listed farmhouses, which currently have a rural character. The site also lies within the Battle of Prestonpans designated battlefield and Historic Scotland has commented that the site raises issues of national importance for battlefield interests. The site is the core area of the Battle of Prestonpans and is thought to have been the location of the initial encounter. The open fields around Seton West Mains are an important feature of the battlefield landscape and the landscape would be fundamentally affected if the site was developed.	-
Landscape	The site is arable land located to the south of Port Seton. The site boundaries are formed by the B6371 to the west, Alder Road to the north, Fishergate Road to the east, and the A198 to the south. There are mature trees and hedges around the garden grounds of the listed Seton West Mains farmhouse and the associated cottages to the east. The fields are large in scale and some are surrounded by hedgerows and trees. Pylons cross the west end of the site. The site is very visually exposed with panoramic views to and from the site. There are views of the extensive housing development in Port Seton to the north and the coastal AGLV with views to the northeast as far as Gullane Bents. The allocated Blindwells site is visible from the main site access road, to the south of the East Coast Railway line. Development of the site could have significant impacts upon the views to and from the coastal AGLV to the north east. It could also lead to settlement coalescence, particularly if/when the adjacent Blindwells allocation to the south is developed. If additional noise mitigation measures are required these may have an impact upon the landscape and/or views from the East Coast Main Line and A198 to the south. There is a shelter belt of mixed trees adjacent to the northern site boundary, and this style of planting, in combination with additional native hedgerows, could be extended throughout the site.	-/--

SITE INFORMATION	
Topic	Comments
Site Name	Dolphingstone
Site Ref	PM/PP/HSG008
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.



0 0.1 0.2 0.3 0.4 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.



<b>SUITABILITY AND DELIVERABILITY OF SITE</b>		
<b>Topic</b>	<b>Assessment</b>	<b>Score</b>
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.	
Fit with strategic policy	Although within the East Lothian SDA as identified within SESplan, the site is not within a main settlement that provides a wide range	

objectives and direction	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.	

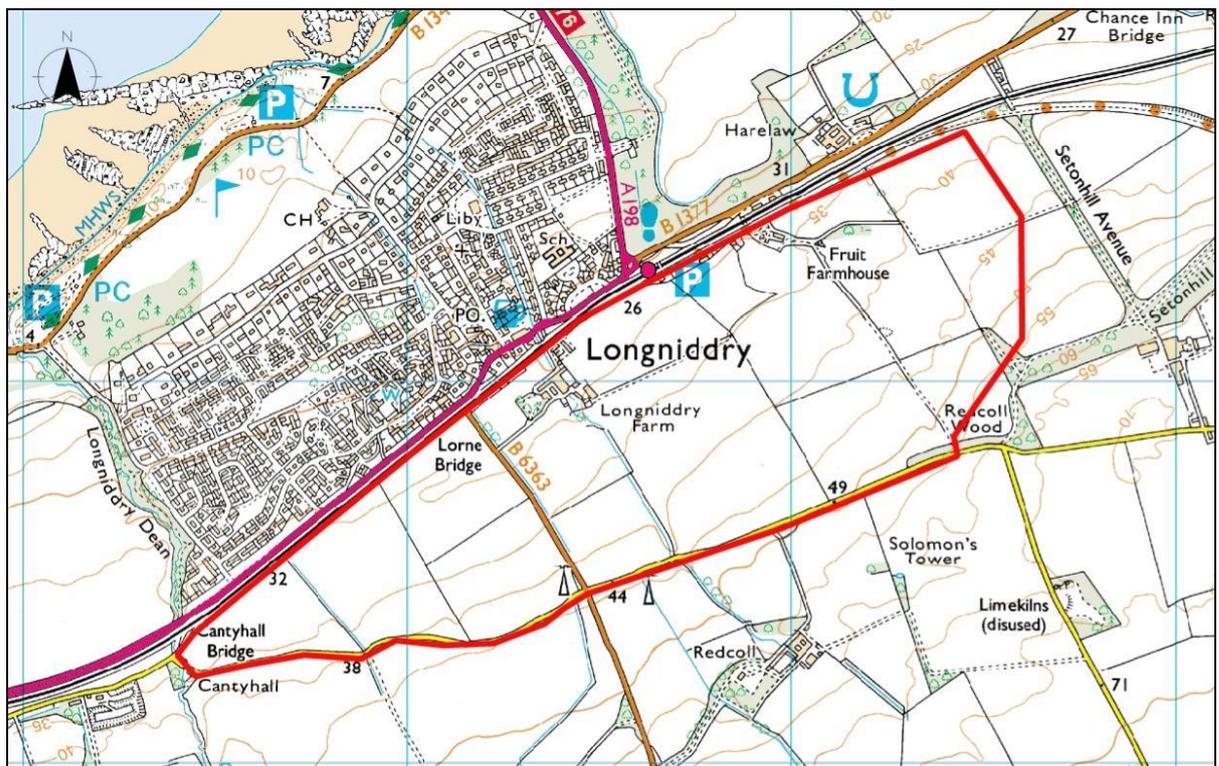




<b>POTENTIAL IMPACTS OF DEVELOPMENT: SEA</b>		
<b>Topic</b>	<b>Comments</b>	<b>Score</b>
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance but is in relative proximity to the Forth SPA and is screened in 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.	?
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 in the town.	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	o/-

	<p>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).</p>	
Material Assets	<p>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.</p>	--
Cultural Heritage	<p>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 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 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.</p>	-/?
Landscape	<p>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.</p>	-/--

SITE INFORMATION	
Topic	Comments
Site Name	Longniddry Expansion
Site Ref	PM/PP/HSG050
Source of Site Suggestion	Agent (Ryden LLP) on behalf of landowner (Wemyss & March Estate and Socially Conscious Capital (SCC))
Site Size (ha)	135ha
Current Use	Agricultural
Proposed Use	Mixed use expansion of Longniddry.
Summary Description	A large area of agricultural land to the south of Longniddry, proposed as a mixed use extension of the existing settlement.



0 0.2 0.4 0.6 0.8 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.



0 75 150 300 Meters

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023361.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is not within an existing settlement however it lies adjacent to Longniddry. The railway line separates the existing village and the proposed site but there are a number of vehicular and pedestrian links between the two areas.	Yellow
Accessibility	Longniddry's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks fifth among other settlements in East Lothian. The site is within 400m of a bus stop on Longniddry Main Street which provides approximately half hourly to hourly services between Edinburgh and North Berwick. The site lies adjacent to Longniddry railway station which provides services between Edinburgh and North Berwick. The site is within walking distance (1600m) of a range of local facilities and services in North Berwick including primary school, library, GP and shops.	Green
Exposure	The eastern parts of the site are at a higher elevation and therefore more exposed than the western parts of the site and may be subject to northerly winds. The existing village of Longniddry lies immediately to the north and therefore will provide an element of shelter for the lower parts of the site.	Yellow
Aspect	The site rises from around 30m in the west to around 50m in the south east part and is generally north west facing.	Red
Suitability for Proposed Use	The site is generally suitable for the proposed use and would not result in land use conflicts with surrounding land uses which include agricultural land, and the existing residential development to the	Yellow

	north of the railway line. There may be noise impacts arising from the proximity of the East Coast Main Line to the North of the site and mitigation measures may be required.	
Fit with strategic policy objectives and direction	The site is within the East Lothian SDA as identified within SESplan and adjacent to 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 Castle Moffat Water Treatment Works and Seafeld Waste Water Treatment Works, which both have available capacity. The site is well connected to the strategic road network, with the B6363 linking with the A1 at Gladsmuir. However significant upgrades to the local road network are likely to be required to accommodate the development. The B6363 would need to be significantly upgraded to encourage car users to access the A1 from Gladsmuir which has sufficient capacity, rather than at Bankton which is already heavily constrained. Bus services would also be restricted due to the low bridge which would stop double decker buses moving between both sides of the rail bridge. The carriageway under the rail bridge is also narrow and would not be able to accommodate the inclusion of footways to facilitate the pedestrian movements between the two sides. The junction would therefore need to be signalised to create the pedestrian links. There is an additional underpass to the east which is narrow and could be utilised for pedestrians and cyclists for safe routes to school however this may require the relocation of the existing crossing. It would be important to integrate the site with Longniddry and encourage use of the railway station.	
Service infrastructure capacity	The site is within the Longniddry Primary School catchment, which has limited capacity and is unlikely to be able to expand on its current site. The scale of growth proposed may require the provision of a new primary school to serve the site. Preston Lodge High School does have some spare capacity but dependent upon the scale of development proposed it may require to be expanded.	
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. The site is in control of a willing landowner and the site submission states that there are no major constraints that would inhibit the commencement of development on site within the LDP period. The westernmost 10ha of the site is partially within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment is therefore likely to be required if this area is to be developed. It is not known at this stage whether potential contamination or ground conditions would pose any constraints to development on parts of the site.	

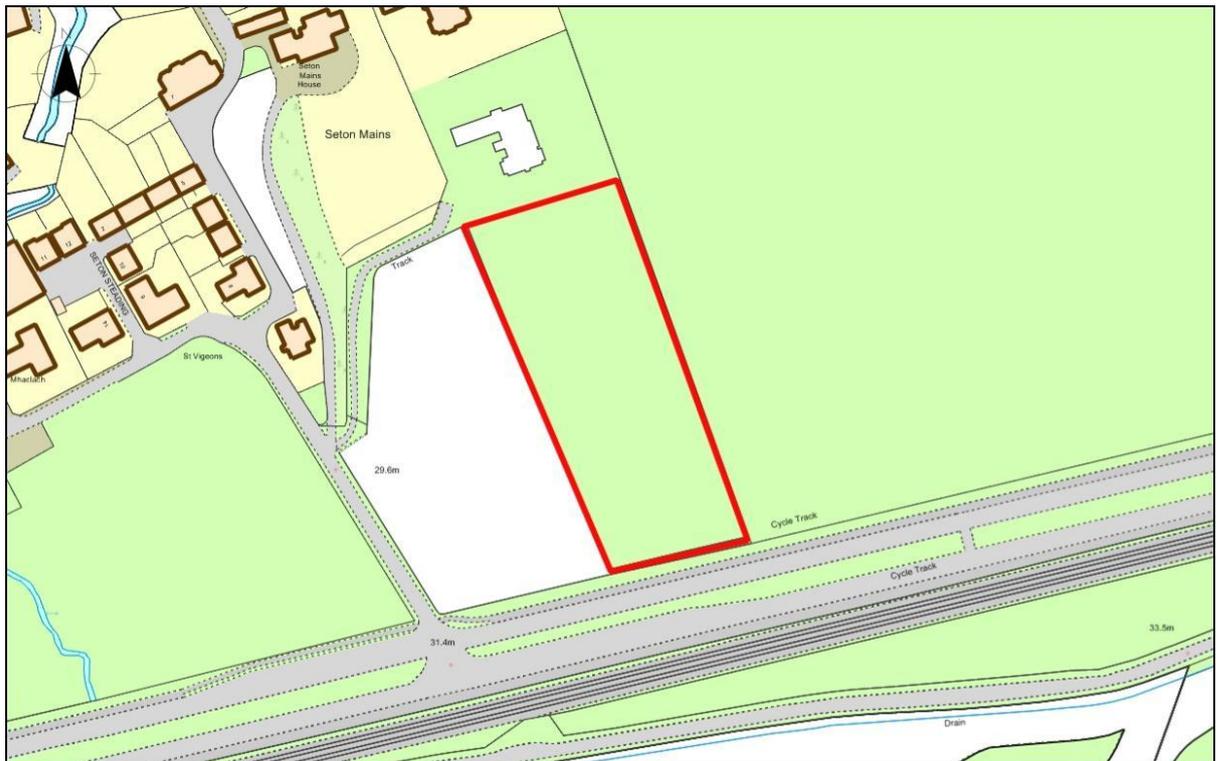


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international or national nature conservation importance. However, SNH has advised that there are records of SPA birds using the area, there is suitable habitat 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. A small section of the 'Longniddry to Haddington Railway' local wildlife site lies just within the site along part of its northern boundary. There are also some small sections of priority habitat marshy grassland running along drainage channels throughout the site. A number of notable species have been recorded within the site including song thrush, wild pansy and brown hare. Effective green networks would need to be designed into the site to ensure habitat connectivity and wildlife corridors for existing species in the area.	o/-/?*
Population	The site would provide housing, including an element of affordable housing to help meet need. The site has reasonable access by public transport to facilities, services and employment opportunities.	+

	The site submission also indicates that the development would be mixed use, incorporating some employment development centred on the existing farmhouse complex and potentially a small supermarket and hotel development. Such uses may have benefits for the existing population of the village.	
Human Health	There are small pockets of potential contamination within the site from historic quarrying activities and ground filling. A section of the eastern part of the site is also identified as potentially being a radon affected area (Class 4). Development may present opportunities to mitigate any such contamination. The site is well connected to the Core Path Network and the Haddington - Longniddry Railway Path and cycle route, providing opportunities for active travel and recreation.	+/?
Soil	The development of the site would result in a significant loss of class 2 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is within Potentially Vulnerable Area 10/23. Small areas of the site are identified on SEPA's flood map as being at risk of surface water flooding. SEPA has commented that there are reports of flooding on the adjacent Seton Burn and the Seton Dean Burn, which are not directly relevant to this site but highlight vulnerability of existing property to upstream modifications. SEPA would require a Flood Risk Assessment which assesses the flood risk from the small watercourses which flow through the site and consideration would need to be given to upstream/ downstream culverts which may exacerbate flood risk. The East Coast Main Line runs along the northern boundary and therefore caution regarding culvert and SUDS design is stressed. There should be no increase in flows downstream as a result of the development. Any changes to the hydrology as a result of the nearby mine workings should be considered. This site is located within the surface water catchment for the Longniddry and Seton Sands bathing water. The bathing water is an environmentally sensitive receptor that may be at risk from increased rates of surface water discharge. Due to the potential scale of the proposed development there may be implications for the quality of bathing water. It is likely that enhanced SUDS may be required to ensure a high standard of runoff and maintain the quality of the bathing water. Buffer strips would be required along the small watercourses through the site which would help protect bathing water quality by reducing run off.	?
Air	The site is unconstrained by existing sources of air pollution. The site has good access to local facilities and good public transport accessibility, particularly given the railway station in close proximity. The site would therefore provide realistic public transport options, however development on the site would nevertheless be likely to give rise to an increase in private car travel in the area given its proximity to the A1 and current out commuting patterns.	o
Climatic Factors	Longniddry is in an accessible location in regional terms and closer to major centres of employment than many 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,	o/-

	<p>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).</p>	
Material Assets	<p>The site is a large greenfield site and will not therefore re-use previously developed land (other than the small areas of former quarrying). It is also prime agricultural land and its development will reduce this finite resource.</p>	-
Cultural Heritage	<p>The site is not within a Conservation Area. Gosford House Garden and Designed Landscape lies to the north east of the site beyond the railway line. There are 7 listed buildings within the site boundary comprising of Harelaw Lime Kilns (Category C), 4 cottages (Category C), Longniddry Farm Steading (Category B) and Longniddry Farm House (Category B). The development of the site would impact upon the setting of the listed buildings and mitigation of this through the design and layout of the site would be required to minimise such impacts. It is considered that there is moderate potential for unknown archaeological remains.</p>	-/?
Landscape	<p>The site is within the 'North Berwick Plain' landscape character area (as defined in the Lothians Landscape Character Assessment). The site is arable land with a predominantly northerly aspect, lying between the East Coast Main Line to the north and an unclassified road along the southern boundary. The site is separated from the existing village of Longniddry by the railway line, and its development would not relate strongly to the existing village, extending it south into open countryside beyond the railway. In broad landscape terms though it would represent a relatively logical settlement extension, having the existing village lying along much of the northern boundary. The site is not within the green belt, and its development would not result in settlement coalescence with any other existing settlements (though land to the south has been promoted for an eastern extension of the Blindwells new settlement). Within the site boundary there are 17 arable fields whose boundaries are formed by a mixture of defunct mature hedgerows, natural stone walls, shelterbelts of trees and post and wire fences. There are a number of stone walls on site which are important features which would need to be retained and repaired as required. The site is relatively well visually contained but there are views from the site to the north west, taking in Arthur's Seat, the Firth of Forth and Fife, and from the west end of the site the Bass Rock is visible. Significant landscaping structure planting would be required to minimise the visual impact of the site when viewed from surrounding areas. There are a number of mature trees growing on and adjacent to the site with significant visual amenity, which would need to be protected and retained to maintain the landscape setting of the area. If additional noise mitigation measures are required, they may have an impact upon the landscape and/or views from the East Coast Main Line and other routes.</p>	-

SITE INFORMATION	
Topic	Comments
Site Name	Land at Seton Mains
Site Ref	PM/PP/HSG043
Source of Site Suggestion	Agent (Rick Finc Associates) on behalf of landowner (Mr A. Mohammed)
Site Size (ha)	0.7ha
Current Use	Vacant grassland.
Proposed Use	Housing
Summary Description	A small greenfield site to the south east of the small rural settlement of Seton Mains. A planning application for 1 house was submitted in December 2011 but subsequently withdrawn in 2012.



0 25 50 75 100 metres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyr and database right 2011. All rights reserved. Ordnance Survey license number 100023381.



0 25 50 75 100 metres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.

<b>SUITABILITY AND DELIVERABILITY OF SITE</b>		
<b>Topic</b>	<b>Assessment</b>	<b>Score</b>
Location	The site is not within an existing settlement. It lies adjacent to Seton Mains but is not particularly well related to existing development or integrated with the settlement.	Red
Accessibility	The site is within 400m of a bus stop which provides regular half hourly services between Edinburgh and North Berwick. It is not within 800m of a train station. It is not within 1600m of walking distance of local facilities and services.	Yellow
Exposure	The site receives little shelter from northerly winds.	Red
Aspect	The site is gently sloping and has a northerly aspect.	Red
Suitability for Proposed Use	The site would be general suitable for housing in terms of compatibility with existing surrounding land uses which include agriculture and residential. There may be noise impacts which arise from the proximity of the East Coast Main Line to the South of the site and mitigation measures may be required.	Yellow
Fit with 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 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'.	Yellow
Physical infrastructure capacity	The site would be served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment works which both have available capacity. The site's development is currently constrained	Red

	by the local road network infrastructure as no further development can be accommodated in this location without junction improvements being implemented at the A198 junction as it is currently substandard. The cost of these works has been estimated at approximately £160,000.	
Service infrastructure capacity	The site is within the catchment for Longniddry Primary School, which has limited capacity, and is unlikely to be able to expand on its current site, along with Preston Lodge High School which has some available capacity, and may be able to expand. However a development of this size would not be likely to result in capacity issues for education provision.	
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. The constraint posed by the local road infrastructure is likely to be a major constraint to development on this site. 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.	

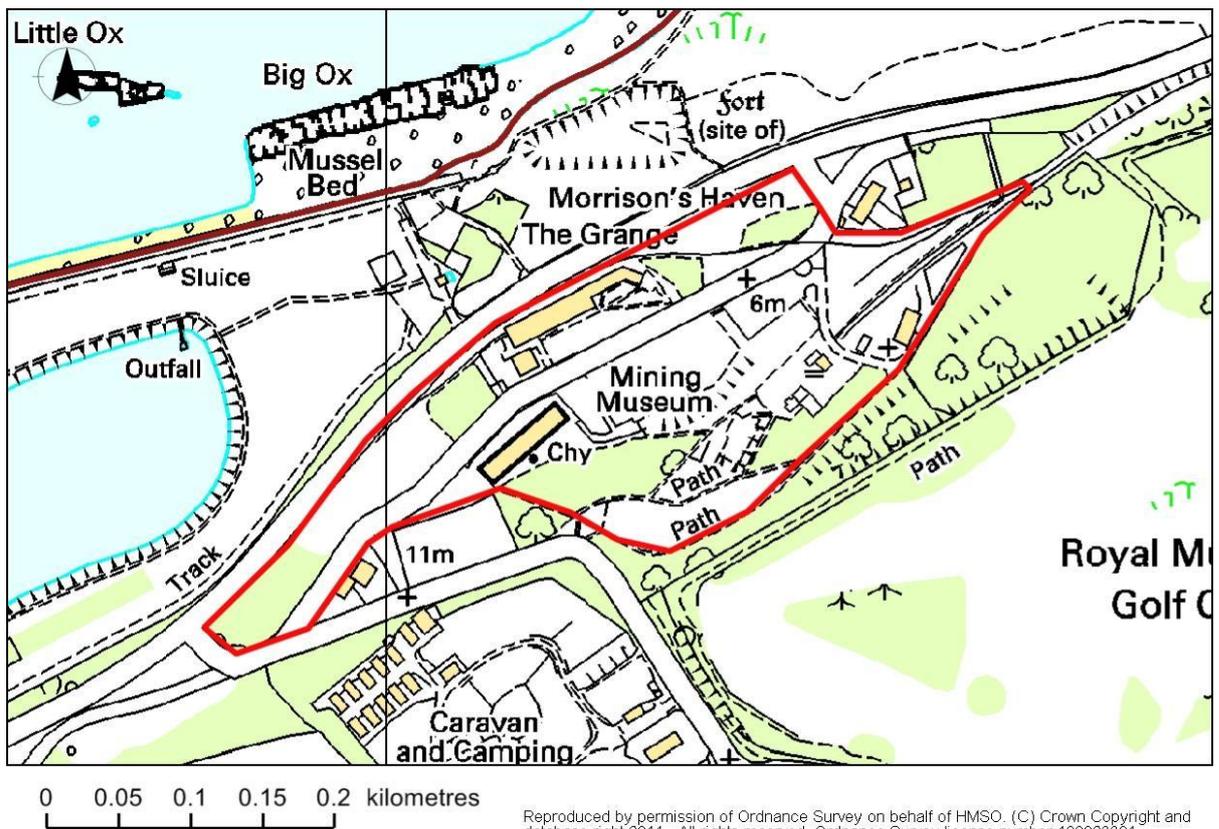


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. There are no protected trees within the site. No notable species have been recorded within the site. At the time of the site visit, wild flowers were growing across the site.	o
Population	The site is likely to be below the threshold for providing affordable housing so will not provide a particular benefit for the local population. Also it does not have good access to facilities, service, a town centre or employment opportunities.	o/-
Human Health	The site is not known to be contaminated. The core path network passes through Seton Mains providing opportunities for active travel and recreation, and provides a link to the coastline. There are no	+/o

	local areas of public open space in Seton Mains.	
Soil	The development of the site would result in some loss of class 2 prime agricultural land although it is not currently in agricultural use. There are no rare or carbon rich soils on this site.	-
Water	The site lies within Potentially Vulnerable Area 10/23. The site is not identified as being at risk of river or surface water flooding on SEPA's flood map. However SEPA has advised that there are reports of flooding on the nearby Seton Burn from additional flows from the mine water pumping at Blindwells. There are also issues on the Seton Dean Burn from poorly designed culverts and these are ongoing issues yet to be resolved with the Coal Authority. SEPA has advised that consideration of groundwater flooding would be recommended and development on the site should not result in an increase in surface water runoff to the Seton Dean Burn which could exacerbate flooding elsewhere. The site will potentially require a Drainage impact Assessment.	?
Air	The site is unconstrained by existing sources of air pollution. Given the site's poor accessibility to local facilities and services, development of housing here would result in a reliance on private car usage by new residents, leading to an increase (albeit small) in emissions.	o
Climatic Factors	The site is not within a settlement and therefore has poor regional accessibility. Its development would not be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport and active travel routes but not local facilities and services. Development on the site would lead to an 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 greenfield land and its development would not be prioritising the development of previously developed land. Even though not in agricultural use, the soil is classified as prime agricultural land, a finite and important land resource.	-
Cultural Heritage	The site is not within a Conservation Area and there are no listed buildings or scheduled monuments within the site. It lies adjacent to the Battle of Prestonpans designated battlefield site. There is a moderate amount of undesignated cropmark remains in the locality and it is considered that there is moderate potential for unknown archaeological remains on the site.	o/?
Landscape	The development of the site would result in the expansion of Seton mains beyond its current settlement boundary into surrounding countryside. A high wooden fence encloses the site on the east, west and south boundaries. If additional 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 bounded to the north by a two storey house currently under construction, called 2 Rose bank with a long planning history. The busy A198 is adjacent to the south boundary. There is the noise of traffic and trains on the site. Arable land forms the east boundary and a shelterbelt of mature trees form the western boundary. These trees form part of the garden grounds of Seton Mains House which is located to the north west. In order to minimise the landscape	-

	impact of development on this site, mixed native hedgerow and large scale trees could be planted around the site's perimeter.	
--	---	--

SITE INFORMATION	
Topic	Comments
Site Name	Prestongrange Museum
Site Ref	PM/PP/BUS006
Source of Site Suggestion	East Lothian Council
Site Size (ha)	6.9ha
Current Use	Prestongrange Mining Museum and areas of vacant land
Proposed Use	Redevelopment of the site, to retain the museum but introduce modern business units.
Summary Description	Prestongrange Museum site located in the Green Belt, to the west of Prestonpans.





0 0.05 0.1 0.15 0.2 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.

<b>SUITABILITY AND DELIVERABILITY OF SITE</b>		
<b>Topic</b>	<b>Assessment</b>	<b>Score</b>
Location	The site is not within an existing settlement and is not particularly well related as is surrounded by open countryside, and Musselburgh Golf Course to the south east.	
Accessibility	The site is within 400m of a bus stop that provides regular services between Edinburgh and Tranent/Port Seton. The site is not within 800m of a railway station. The site is within walking distance (1600m) of Prestonpans and its wide variety of facilities and services.	
Exposure	The site has little shelter from northerly winds due to existing mature vegetation along the northern boundary.	
Aspect	The site is generally north facing.	
Suitability for Proposed Use	The site would be generally suitable for the proposed use in terms of compatibility with existing surrounding land uses which include woodland, public open space and Drummohr Caravan park.	
Fit with 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 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 Castle Moffat Water Treatment Works and Seafield Waste Water Treatment works which both have available capacity. Suitable access can be achieved but cumulative traffic impacts in the wider Musselburgh area may need to be considered further. The implications on the link road to Mid Road	

	may also need to be addressed.	
Service infrastructure capacity	Education capacity is not relevant to the proposed use for employment.	
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. There are no major physical constraints that would inhibit the development of employment uses on the site, however funding may prove to be a constraint. 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.	

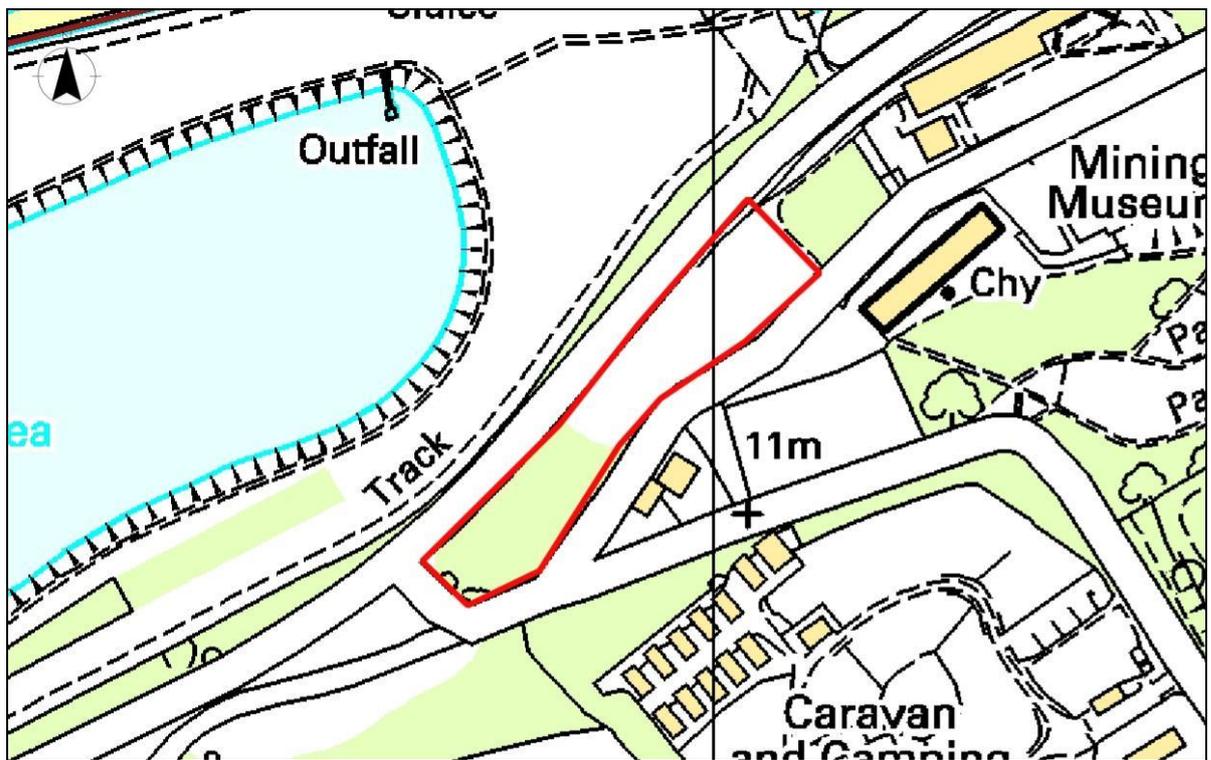


<b>POTENTIAL IMPACTS OF DEVELOPMENT: SEA</b>		
<b>Topic</b>	<b>Comments</b>	<b>Score</b>
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. It is located just over 100m from the Firth of Forth SPA, Ramsar and SSSI, however the habitat on site is not suitable to support SPA species so will not affect the conservation objectives of the designation. There are no protected trees within the site although there are areas of woodland within the site and a large belt of woodland to the south east, parts of which are designated as priority habitat (upland mixed ash woodland).	<b>o/?</b>
Population	The proposed development could result in benefits for the local population including increased employment opportunities and economic growth arising from an increased provision of units for businesses to start up/expand.	<b>+</b>

Human Health	The site is identified as being potentially contaminated (medium level) due to past activities including manufacture of clay bricks and tiles, mining of coal and lignite, and unknown filled ground. Development might present opportunities to mitigate this. The site is well connected to the core path network, providing opportunities for active travel to the site.	+/?
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 within Potentially Vulnerable Area 10/21. The site is not within an area at risk of river or coastal flooding as identified on SEPA's flood map, but does lie adjacent to the coastal flood risk area. Small areas of the site are shown to be at risk of surface water flooding on SEPA's map. SEPA has advised that a detailed drainage impact assessment would likely be required due to the surface water flooding issue.	?
Air	The site is unconstrained by existing sources of air pollution. The site has reasonable public transport accessibility such that it would provide a realistic alternative to private car travel, however employment development on the site would still likely generate an increased number of private vehicle trips and resultant emissions.	o
Climatic Factors	Prestonpans is in an 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 development of employment land and provision of business units could increase the supply of business space and employment opportunities in the local area and reduce the need to travel to access such opportunities. 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	Parts of the site are previously developed therefore the development of new employment units on the site would prioritise the use of brownfield land over greenfield land.	o/?
Cultural Heritage	The site is not within a Conservation Area. There are three listed buildings within the site boundary including the category B listed Hoffman kiln, category A listed Pump House and Pump and category B listed Old Generating House. The Prestongrange Colliery, engine and engine house is also a Scheduled Monument. The site is within the boundary of the Battle of Pinkie designated battlefield site. Historic Scotland has welcomed the intention to secure a strengthened economic future for the site but recognise that new development on the site would have the potential to impact upon the settings of the listed buildings and scheduled monuments. A robust design strategy for the whole site would therefore be required to minimise any impacts on the cultural heritage value of the site.	-/?
Landscape	The site is located within the Green Belt. It is bordered to the north	-/?

	<p>by the B1348, to the west by an area of coastal open space containing an ash lagoon, to the south by Drummohr Caravan Park, and to the south and east a mature woodland belt with Musselburgh Golf Course beyond. The site comprises of a number of buildings and industrial mining structures, some of which are listed, areas of unused grassed open space, some areas of hardstanding, disused railway sidings and vegetation ranging from low level scrub vegetation to more mature trees. A number of access roads pass through the site and are generally bordered by natural stone walls and trees. Parts of the site are screened from the B1348 by existing landscaping. Landscape impacts will be dependent on the scale and form of any new development, but may appear as a consolidation of the existing grouping of buildings at this location, albeit in a green belt location, or may affect the setting of the existing buildings.</p>	
--	--	--

SITE INFORMATION	
Topic	Comments
Site Name	Prestongrange
Site Ref	PM/PP/BUS003
Source of Site Suggestion	East Lothian Council Economic Development Division
Site Size (ha)	0.8ha
Current Use	Vacant open land, partly grass covered, and partly tree/shrub covered.
Proposed Use	Employment
Summary Description	A narrow strip of open land along the B1348 forming part of the site of the Prestongrange Mining Museum.



0 0.0250.050.075 0.1 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023331.



0 0.0250.050.075 0.1 kilometres

Reproduced by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and database right 2011. All rights reserved. Ordnance Survey license number 100023381.

<b>SUITABILITY AND DELIVERABILITY OF SITE</b>		
<b>Topic</b>	<b>Assessment</b>	<b>Score</b>
Location	The site is not within an existing settlement and is not particularly well related as is surrounded by open countryside, and Musselburgh Golf Course to the south east.	
Accessibility	The site is within 400m of a bus stop that provides regular services between Edinburgh and Tranent/Port Seton. The site is not within 800m of a railway station. The site is within walking distance (1600m) of Prestonpans and its wide variety of facilities and services.	
Exposure	The site has little shelter from northerly winds.	
Aspect	The site is generally north west facing.	
Suitability for Proposed Use	The site would be generally suitable for the proposed use in terms of compatibility with existing surrounding land uses which include woodland, public open space and Drummohr Caravan park.	
Fit with 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 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 Castle Moffat Water Treatment Works and Seafeld Waste Water Treatment works which both have available capacity. Suitable access can be achieved but cumulative traffic impacts in the wider Musselburgh area may need to be considered further. The implications on the link road to Mid Road may also need to be addressed.	

Service infrastructure capacity	Education capacity is not relevant to the proposed use for employment.	
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. There are no major physical constraints that would inhibit the development of employment uses on the site, however funding may prove to be a constraint. It is not known whether potential contamination would pose any constraints to development .	



<b>POTENTIAL IMPACTS OF DEVELOPMENT: SEA</b>		
<b>Topic</b>	<b>Comments</b>	<b>Score</b>
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. It is located just within 200m from the Firth of Forth SPA, Ramsar and SSSI, however the habitat on site is not suitable to support SPA species so will not affect the conservation objectives of the designation. There are no protected trees within the site. Musselburgh Shore and Lagoons locally listed wildlife site lies directly to the north of the B1348.	o/?
Population	The proposed development could result in benefits for the local population including increased employment opportunities and economic growth arising from an increased provision of units for businesses to start up or relocate.	+
Human Health	The site is well connected to the core path network, providing opportunities for active travel to the site. The site has potential to	+/?

	be contaminated however development may have the potential to mitigate this.	
Soil	The development of the site would result in some loss of class 1 prime agricultural land however it is not in agricultural use. There are no rare or carbon rich soils on this site.	-
Water	The site is within Potentially Vulnerable Area 10/21. The site is not within an area at risk of river or coastal flooding as identified on SEPA's flood map, but does lie close to a coastal flood risk area. Areas of the site are shown to be at risk of surface water flooding on SEPA's map. SEPA has advised that a detailed drainage impact assessment would likely be required due to the surface water flooding issue.	?
Air	The site is unconstrained by existing sources of air pollution. The site has reasonable public transport accessibility such that it would provide a realistic alternative to private car travel, however employment development on the site would still likely generate an increased number of private vehicle trips and resultant emissions.	o
Climatic Factors	Prestonpans is in an 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 development of employment land and provision of business units could increase the supply of business space and employment opportunities in the local area and reduce the need to travel to access such opportunities. 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 greenfield land and development on it would not be prioritising the use of brownfield land over greenfield land.	-
Cultural Heritage	The site is not within a Conservation Area and there are no listed buildings or scheduled monuments within the site. There are, however, listed buildings within the adjacent Prestongrange mining museum site, and the category B listed Hoffman kiln lies 20m to the south east of this site. Development on this site could adversely impact upon the setting of the kiln as it is visible from the B1348 and this site provides an open landscaped setting for it.	-/?
Landscape	The site is located within the Green Belt. It is bordered to the north by the B1348, to the west by an area of coastal open space containing an ash lagoon, to the south by Drummohr Caravan Park, and to the east the Prestongrange mining museum complex. The site's development is likely to have implications for the setting of nearby buildings at the entrance to the museum complex, and impact on the green belt.	-/?

Gosford Bay



Versions of this document can be supplied in Braille, large print, on audiotape or in your own language. Please phone Customer Services on 01620 827199.

**How to contact us**

Policy & Projects  
Development  
Partnerships and Services for Communities  
East Lothian Council  
John Muir House  
Haddington  
EH41 3HA

[www.eastlothian.gov.uk/ldp](http://www.eastlothian.gov.uk/ldp)  
[www.eastlothianconsultations.co.uk](http://www.eastlothianconsultations.co.uk)  
[ldp@eastlothian.gov.uk](mailto:ldp@eastlothian.gov.uk)

