

Members' Library Service Request Form

Date of Document	30/08/16
Originator	Douglas Proudfoot
Originator's Ref (if any)	
Document Title	Proposed Local Development Plan Appendix 7 Tranent Area Site and Strategic Environmental Assessments

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:

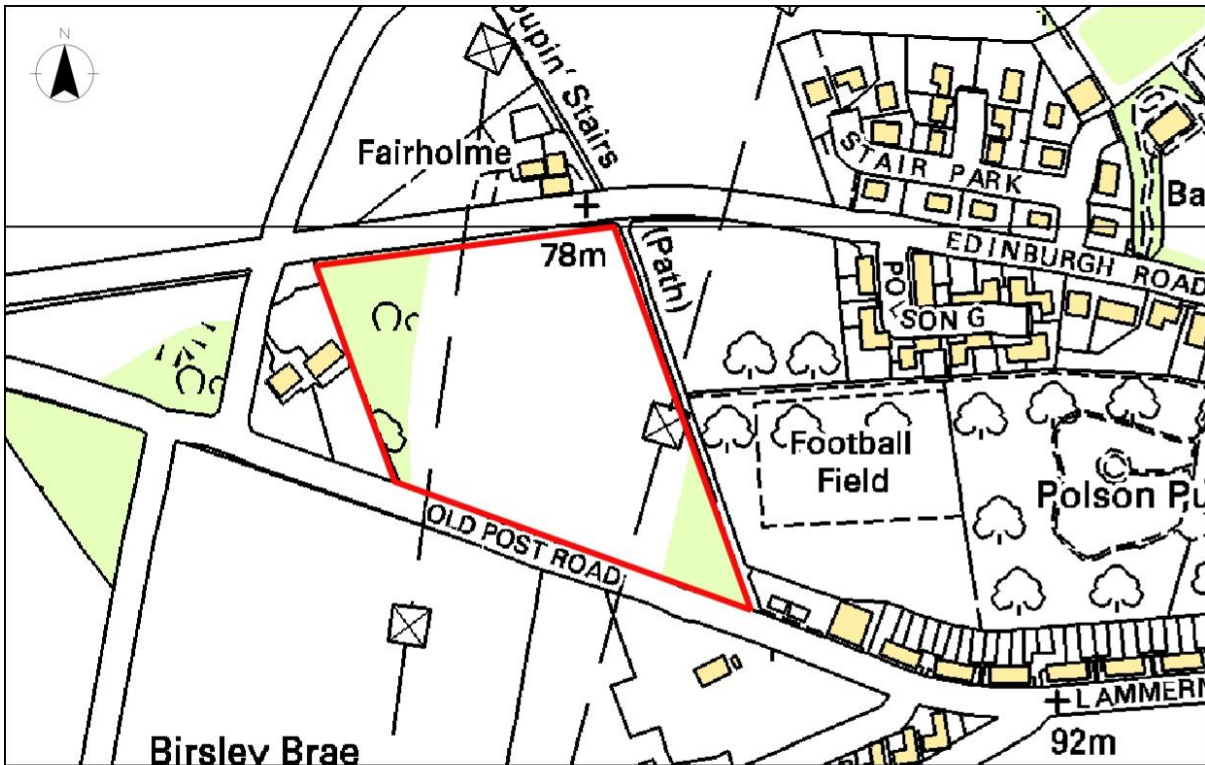
Split into 3 Parts

Authorised By	Monica Patterson
Designation	Depute Chief Executive
Date	30/08/16

For Office Use Only:	
Library Reference	153/16
Date Received	30/08/16
Bulletin	Aug 16

SITE INFORMATION

Topic	Comments
Site Name	Field next to Polson Park Western Boundary, Opp Jet Garage
Site Ref	PM/TT/HSG017
Source of Site Suggestion	David Roy (Owner)
Site Size (ha)	2.7ha
Current Use	Agricultural/grazing
Proposed Use	Housing: 6 detached houses, free hold
Summary Description	A greenfield site on the western edge of Tranent and to the south of Edinburgh Road, containing high voltage electricity pylons.



0 0.025 0.05 0.075 0.1 kilometres

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



0 30 60 120 Meters

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023381.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the western edge of Tranent. It is adjacent to the existing settlement boundary and is well related to it, with a petrol station opposite, and some existing housing to the west of the site.	Yellow
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. The site is within 400m of bus stops on Edinburgh Road, with frequent services to Edinburgh via Musselburgh, and to Haddington, Dunbar, Pencaitland and the Western General Hospital. The site is within walkable distance of Prestonpans rail station (1km). Tranent town centre is around 900m from the site, with a wide range of services, facilities, and employment opportunities.	Yellow
Exposure	The site does not benefit from shelter from northerly winds by either topography or the presence of vegetation.	Red
Aspect	The site is north facing.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use though the presence of high voltage electricity pylons may impose a constraint on its development.	Yellow
Fit with local/strategic policy objectives and direction	The site is adjacent to a main settlement and within the East Lothian SDA as identified within SESplan. 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 more detailed policy objectives see 'Potential Impacts of Development: SEA'	Green
Physical infrastructure	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available	Yellow

capacity	capacity. Suitable access onto Edinburgh Road is achievable. However, there are traffic capacity constraints within the Tranent area including at Dolphinstone junction, and further consideration is required to establish how these might be mitigated.	
Service infrastructure capacity	The site is within the catchment of Sanderson's Wynd Primary School which has limited capacity but may be able to expand on current site. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. The presence of pylons may limit the developable area of the site and potentially its marketability. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

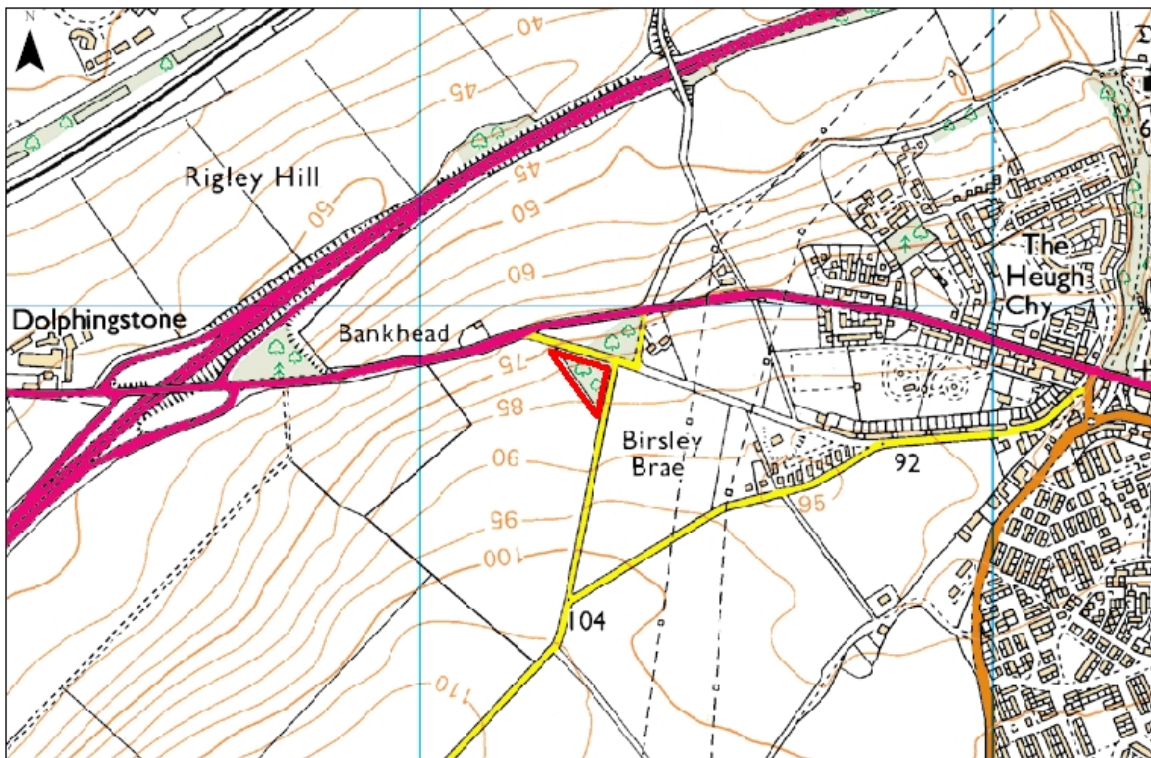


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not located within an area designated for its International, National or Local nature conservation importance. However it is approximately 2km from the Firth of Forth SPA, SSSI and Ramsar site. At this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. The development of the site would not result in a loss of protected trees but the group of unprotected trees in the west of the site may be impacted. Priority habitat borders the north (Woodland, Broadleaved, Semi-natural), south (Neutral Grassland) and west of the site (Woodland, Broadleaved, Semi-natural and Neutral Grassland). There may be the potential to improve habitat network linkages.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+
Human Health	There is a record of potential contamination from filled ground associated with former mining in the north-east of the site, which the site's development may have the potential to mitigate. The site is immediately adjacent to the core path network and Polson Park.	o/?

Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are no signs of surface water flooding within the site. The site is within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment.	o
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel routes and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent 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's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is within the designated Prestonpans battlefield and Historic Scotland advises that it contributes to understanding of the battlefield landscape as the line of the Jacobite route along the ridge. Development within this area would need to be designed to avoid impacts on topography and potential archaeological remains. ELCAS considers there to be moderate potential for unknown archaeological remains in the area.	-/?
Landscape	The landscape character is defined as Lowland Hills and Ridges as identified in the Lothians Landscape and Character Assessment. The site is separated from the current settlement boundary and its development would not represent a logical expansion in landscape, although it does have some screening by mature natural landscape boundaries. The surrounding area is predominantly arable fields and areas of open space. The site is currently used as grazing land for horses. It is not within the Green Belt boundary but is located a short distance east from it. The A199 Edinburgh Road forms the northern boundary of the site Old Post Road runs parallel to the south of the site. A core path runs parallel to the eastern boundary of the site which is lined by trees. There is a pylon tower located adjacent to the eastern tree lined boundary. Power lines dissect the site, crossing in a north south direction and there is an electricity substation adjacent to the south east corner of the site.	-/o

SITE INFORMATION

Topic	Comments
Site Name	Birsley Brae, Tranent
Site Ref	PM/TT/HSG003
Source of Site Suggestion	Richard Amos Ltd for Thomas Dykes
Site Size (ha)	0.4ha
Current Use	Woodland [submission, scrub with occasional trees]
Proposed Use	Housing/other: Housing with amenity ground in mature tree area. 3 family cottages detached.
Summary Description	A small site to the west of Tranent within the Edinburgh Green Belt, currently containing scrubby woodland.



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023381.



0 25 50 100 Meters

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023381.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is near the western edge of Tranent. It is outside the existing settlement boundary and not well related to it, being separated from it by over 250m.	Red
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. Bus stops on Edinburgh Road are around 500m from the site; the bus route itself is within 150m. There are frequent bus services to Edinburgh via Musselburgh, and to Haddington, Dunbar, Pencaitland and the Western General. The site is not within 800m but is within walkable distance of Prestonpans rail station (1km). Tranent town centre is around 1100m from the site, with a wide range of services, facilities, and employment opportunities.	Yellow
Exposure	The site has some shelter from northerly winds from adjacent woodland, and also potentially from onsite woodland (if retained), however it is otherwise exposed to the north.	Yellow
Aspect	The site is north facing.	Red
Suitability for Proposed Use	The site is not well suited to development given that all the trees on it are protected by Tree Preservation Order and it is a Scheduled Monument.	Red
Fit with local/strategic policy objectives and direction	The site is outwith a main settlement but within the East Lothian SDA as identified within SESplan. Its development would therefore align fairly 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'.	Green

Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. Suitable access is achievable. The site is in a position where there are currently access links to the A1 (to the north west) and to the local road network (to the north east).	
Service infrastructure capacity	The site is within the catchment of Windygoul Primary School which has no capacity with additional land required to accommodate appropriate expansion. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

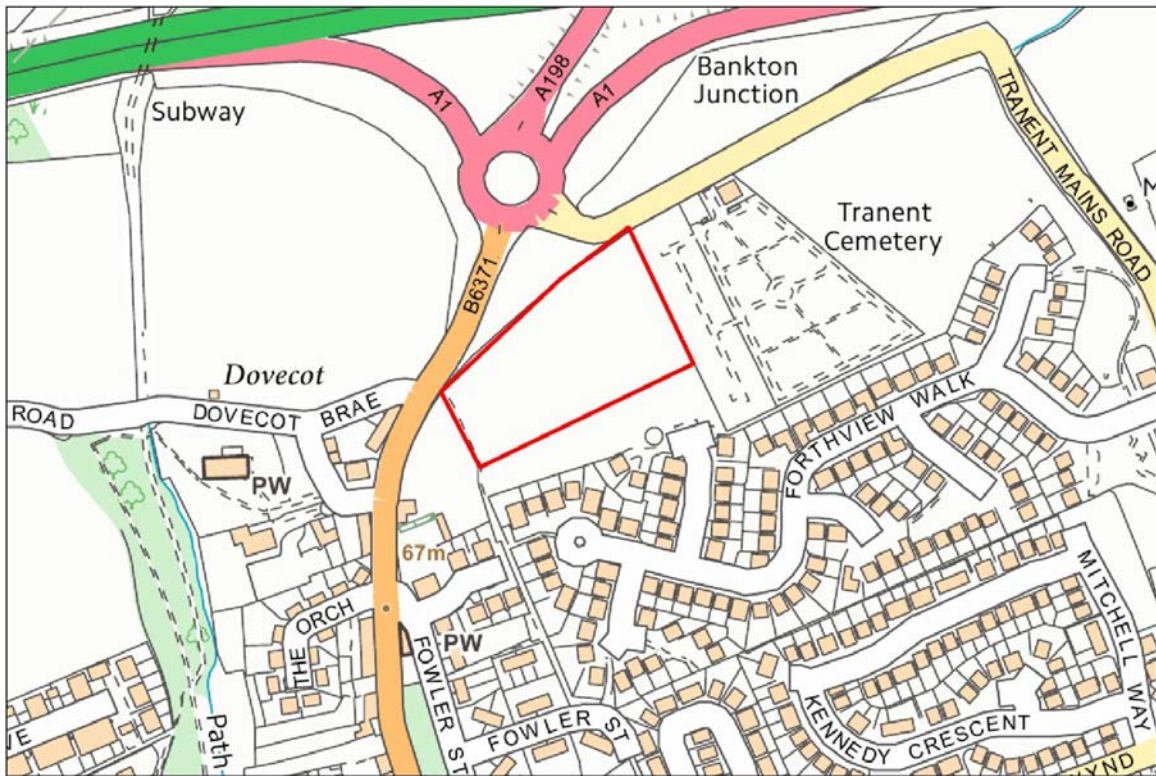


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area designated for its International, National or Local nature conservation importance. The site is an area of priority habitat (Woodland, Broadleaved, Semi-natural) and the trees within it are all protected by Tree Preservation Order 12.	--
Population	The proposed use of the site for 3 family cottages would not contribute to the provision of affordable housing. The site has reasonably good access to Tranent town centre where local facilities and services can be accessed. It is also approximately 300m from an existing core path and 500m from the nearest bus stop which provide reasonable active and public transport links.	o/+
Human Health	There is no known contamination within the site. The core path network and Polson Park are within around 350m of the site.	o
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are no signs of surface water flooding within the site. The site is within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment.	o
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local	o/-

	facilities, active travel routes and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	
Climatic Factors	Tranent 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's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is within the designated Prestonpans battlefield and is also a scheduled monument (Birsley Brae, medieval coal mine, index no 3352). Historic Scotland has advised it would object to the site's allocation. ELCAS advises that the site is also adjacent to undesignated cropmarks and there is good potential for unknown archaeological remains.	--
Landscape	The landscape character is defined as Lowland Hills and Ridges as identified in the Lothians Landscape Character Assessment. The site is separated from the existing settlement boundary of Tranent and its development would not therefore represent a logical urban extension but would be sporadic development in open countryside that forms part of the Edinburgh Green Belt. The site is elevated relative to the surrounding landscape to the north, and trees within it are highly visible from the A1 corridor and the A199, providing significant visual amenity. These are protected by Tree Preservation Order 12. The site could not be developed without having a significant impact on the character and setting of this pocket of woodland. Removal of the woodland would affect the approach to Tranent, and its setting.	--

SITE INFORMATION

Topic	Comments
Site Name	Tranent Burial Provision
Site Ref	MIR/TT/OTH028
Source of Site Suggestion	ELC Amenity Services
Site Size (ha)	1.114 Ha
Current Use	Agriculture
Proposed Use	Burial Grounds
Summary Description and Planning History	The site is an area of overgrown agriculture land located on the south side of the Bankton Junction and on the north side of Tranent.





Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith but located on the edge of Tranent settlement boundary.	
Accessibility	The site is within 400m of bus stops at the A1 Roundabout and Church Street. The site is not within 800m of a rail station. The site is within 1600m of local services and facilities within Tranent.	
Exposure	This site has little shelter from northerly winds the north however this is not relevant for burial site use as exposure will not increase energy use.	n/a
Aspect	The site would have a northerly aspect however this is not relevant for burial site use as aspect will not affect energy use.	n/a
Suitability for Proposed Use	Land use conflicts would not arise from the development of the site for burial ground with the surrounding agricultural and housing land.	
Fit with strategic policy objectives and direction	The site would be located within the East Lothian SDA as identified within SESplan and its development would therefore align with strategic policy objectives of steering new development towards the most sustainable locations within the city region.	
Physical infrastructure capacity	Potential changes to Bankton interchange through Blindwells and greater local plan proposals may need to be taken into account. Access to the cemetery is via Tranent Mains Road which is in close proximity to the Bankton Interchange and can experience vehicles parking up on its adjacent footways during funerals. As the proposed site is closer to the Bankton Interchange it would be undesirable to	

	<p>have vehicles parked in close proximity to this on the public road given its strategic nature and therefore the site should provide associated parking for visitors to the cemetery for funerals. The number of spaces and access point should be determined through a detailed planning application; access could either be from Tranent Mains Road or the B6371 Church Street.</p> <p>The site is served by Castle Moffat Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity. The use is likely to have a small requirement for water however waste water services are unlikely to be required.</p>	
Service infrastructure capacity	Questions of service infrastructure capacity are not relevant to the proposed use.	n/a
Deliverability/ Effectiveness	The landowners willingness to sell the land is not known at this stage. The site is physically suitable for the proposed use subject to the ability of the site to provide for parking for funerals	

PHOTOS



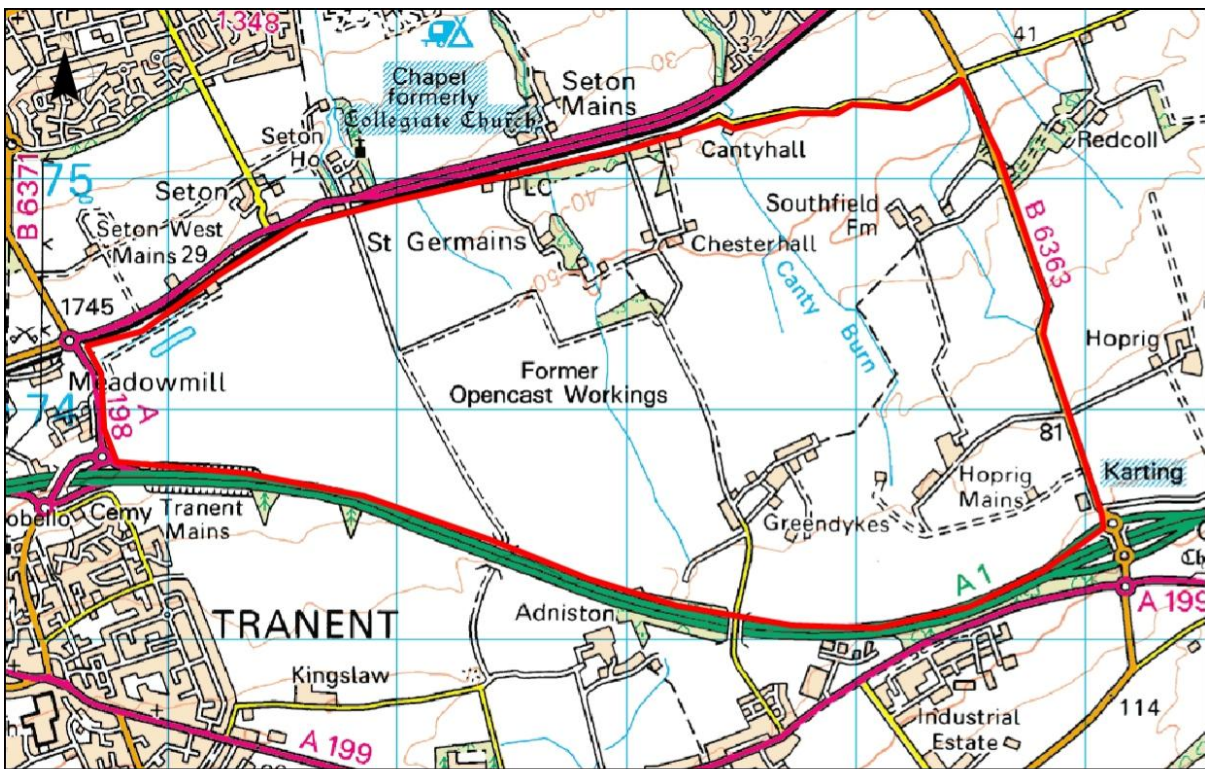
E



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. The use of the site for burial is likely to improve the biodiversity value of the site over its current agricultural use through more varied habitat. No SPA birds have been recorded within the tetrad.	+
Population	Development of the site would benefit the local population in that burial at Tranent would remain an option.	+
Human Health	Development of the site is likely to lead to benefits to mental health by allowing people who wish to do so to bury their loved ones in a site in Tranent which could aid the grieving process. Emissions to air associated with cremation would be avoided.	+
Soil	The development of the site would result in some loss of class 1 prime agricultural land and some loss of class 2 prime agricultural land. It would not result in the loss of rare or carbon rich soils.	-
Water	The site is not known to be at risk of surface or river flooding on SEPA's flood maps. Proposals for new cemeteries or cemetery extensions will be assessed on their merits and in particular with regard to the impact of such use on the Water Environment, in accordance with SEPA Guidance on Assessing the Impacts of Cemeteries on Groundwater - Land Use Planning System: Guidance Note 32.	o
Air	The development of the site would be unconstrained by existing sources of air pollution. The site has good access by public and active travel. It is likely that by providing burial facilities locally travel would be reduced. Emissions to air associated with cremation would be avoided.	+
Climatic Factors	Burial avoids the energy use of cremation however is arguably not an efficient use of land. Availability of burial land is likely to increase journeys associated with bereavement and consumption of cut flowers, with associated CO2 emissions.	-
Material Assets	The development of the site would not make efficient use of land being greenfield land of prime agricultural quality, though it is currently not farmed.	-
Cultural Heritage	The site is adjacent to Tranent Conservation area. It is not within or adjacent to any scheduled or ancient monuments. It is in close proximity to B listed buildings located at Church Street. Historic Environment Scotland makes no comment on this site.	+
Landscape	The site is located within the Tranent Ridge Landscape Character Area, on an area of steep land which slopes down in a northerly direction. It is an area of grassland. It is bounded to the north by the A1 Bankton junction, to the south by residential development and to the east by Tranent Cemetery and existing beech hedge. The proposed site would be highly visible from the Bankton overbridge to the north and from the adjacent footway to the B6371 and the core path route 154 to the west. If developed the burial ground would be in keeping with the existing adjacent cemetery.	o

SITE INFORMATION

Topic	Comments
Site Name	Blindwells Expansion Area of Search (whole area); see also comments on smaller site submissions PM/TT/HSG004, PM/TT/OTH003 and PM/TT/HSG013
Site Ref	PM/TT/OTH103
Source of Site Suggestion	Existing Local Plan allocation plus potential expansion area of search. Parts of site have been submitted by landowners – see smaller site submissions PM/TT/HSG004, PM/TT/OTH003 and PM/TT/HSG013
Site Size (ha)	672ha
Current Use	Partly greenfield agricultural land, partly former opencast coal workings (restored)
Proposed Use	New settlement of 4600+ homes, and employment, including new town centre
Summary Description	This is a very large, north facing site, the western portion of the site being the former Blindwells opencast workings, now restored to agricultural land. The eastern part of the site is mainly agricultural land. The existing Local Plan contains an allocation of 1600 homes in the western part of the site and this has been subject to a number of planning applications, however it is not yet a 'committed' housing site in terms of any planning permission.



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 0.25 0.5 0.75 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.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	This large site is not well related to any currently existing settlement. However, the western part of the site is an existing Local Plan allocation for a new settlement of 1600 homes. Adjacent land to the east would relate well to this new settlement following its development, providing subsequent development occurs in a logical and phased manner.	
Accessibility	Blindwells is in an accessible location in regional terms, and there are opportunities to improve this. The site is generally not within 400m of a bus stop nor within 800m of a railway station. However, bus services do run along the A1 to the south of the site and the A198 to the north, as well as serving the Tranent/Meadowmill area to the west. The East Coast Main Line runs to the north of the site, and Prestonpans and Longniddry rail stations are relatively nearby. The site is therefore in an accessible location in regional terms, with significant opportunities to provide public transport and active travel options as part of a new settlement. The new settlement would allow for existing bus routes to be diverted/extended to serve the site and/or new routes to be provided. Existing bus services near the site provide access to a range of settlements including North Berwick, Longniddry, Prestonpans, Haddington, Dunbar, Musselburgh and Edinburgh. Some parts of the site have facilities within Macmerry within 1600m. However, development of a new settlement on the site would be large enough to support its own range of services and facilities, including a new town centre.	
Exposure	Vegetation provides some shelter from northerly winds in a few	

	limited locations within the site but the majority of the site is open and exposed.	
Aspect	The site is north facing.	
Suitability for Proposed Use	The site is generally suitable for the proposed use of housing and some employment and would not generally result in conflict with the surrounding land uses, which are mainly agricultural land. The site's close proximity to the A1 and East Coast Main Line may result in some localised noise impacts but these could be mitigated through appropriate site design and/or other noise mitigation, including structural landscaping.	
Fit with local/ strategic policy objectives and direction	The site is within the Strategic Development Area identified in SESplan and forms one of the Council's current strategic housing allocations identified to meet the housing requirement of the now superseded Edinburgh and the Lothians Structure Plan. SESplan supports the delivery of the 1600-home allocated site and promotes a vision of a much larger new settlement. The site therefore aligns with SESplan's requirements, and its main aim to set out a strategy that will enable the delivery of housing requirements in order to support growth and meet housing need and demand in the most sustainable locations. The incorporation of employment use on the site would also align with SESplan's aim to enable economic growth and develop key economic sectors.	
Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works, which both have available capacity. A comprehensive transport strategy for development of the wider site would be required, including the operation of a town centre. There are likely to be cumulative traffic impacts at Bankton interchange, however these may be able to be mitigated by a transport strategy that directed as much traffic as possible to the Gladsmuir interchange. Upgrades to the B6363 are likely to be required. It may be possible to secure a new interchange on the A1. Cumulative impacts on Old Craighall junction may be an issue.	
Service infrastructure capacity	Due to the scale of the proposed development new education facilities are likely to be required, and a review of the current education solutions for the existing 1600-home allocation. Comprehensive solutions would be necessary for the wider site. It may be possible to utilise capacity in the short term within existing education facilities, including Cockenzie Primary School and Preston Lodge High School.	
Deliverability/ Effectiveness	Comprehensive solutions would be required in relation to infrastructure to serve the site. Ground conditions in areas of previous opencast coal extraction may require investigation and/or remediation. The site is largely within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not certain at this stage whether potential contamination or ground conditions would pose any constraints to development on the wider site. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA

Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area designated for its International, National or Local nature conservation importance. However it is 2km from the Firth of Forth SPA, SSSI and Ramsar site. The site is screened in to the HRA process at this stage. There are a number of areas of priority habitat within the site. Impacts on these areas could be avoided through sensitive design and masterplanning, and there may be opportunities to improve habitat connectivity and contribute towards Green Network objectives. There are also two mature trees located at St Germain's which are protected by Tree Preservation Order 30. Impacts on these could be avoided through appropriate design and masterplanning.	o/+/?*
Population	The site's development could contribute a significant amount of housing, including affordable housing to help meet need. Dependent on the overall scale and nature of development, and its	+/?

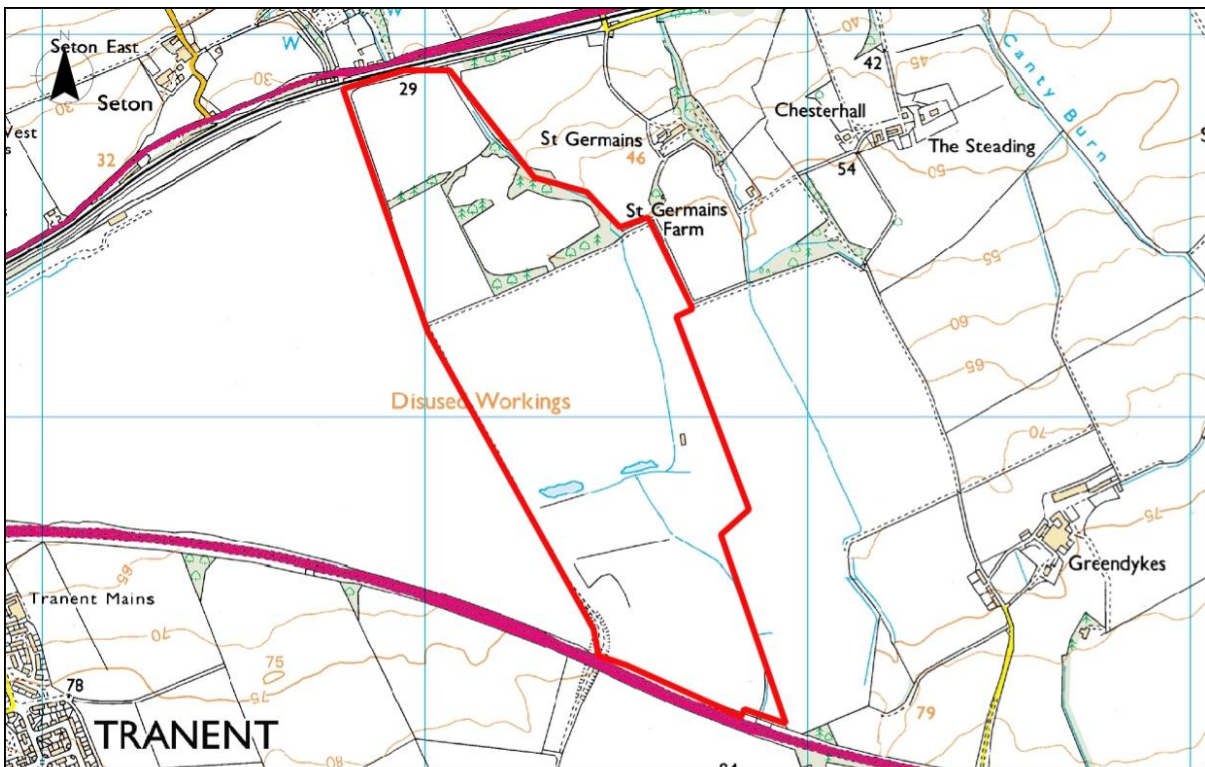
	design, the site should have good access to its own facilities, services, and employment opportunities by active travel or public transport. The site would also provide additional employment opportunities in an accessible location from other settlements in East Lothian.	
Human Health	There are two core paths running north-south through the site, with links onto the wider network. Development on the scale proposed presents significant opportunities to provide additional path routes with benefits for residents of the new settlement as well as residents of neighbouring settlements. There are a number of areas within the site with potential contamination from a range of sources, including former quarrying and mining, a former mineral railway, filled ground, and previous military activity. Development within the site may present opportunities to mitigate this.	++
Soil	The development of the site would result in a significant loss of prime agricultural land (classes 1, 2 and 3.1). However, the westernmost part of the site has been restored following coal extraction and therefore this classification may no longer be accurate here, dependent on the quality of soil that was used for restoration. There are no rare or carbon rich soils on the site.	-
Water	The Seton Burn, Seton Dean Burn and numerous watercourses run through the site, and there are areas shown on SEPA's flood maps to be at risk of flooding. SEPA also advises that there are reports of flooding on the downstream Seton Burn from additional flows from the minewater pumping at Blindwells. There are also issues on the Seton Dean Burn from poorly designed culverts. SEPA considers there may be serious downstream implications should there be any increase in flows. Therefore, a FRA is required which assesses the flood risk from the watercourses located within the site. Careful consideration should also be given to mine water discharges, groundwater flooding and culverts. The proposed development should have a neutral flood risk impact and 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. The East Coast Main Line runs along the northern boundary and therefore caution regarding culvert and SUDS design is stressed. The site is also 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. It is likely that enhanced SUDS may be required to ensure a high standard of run-off and maintain the quality of the bathing water. Buffer strips adjacent to watercourse would be required and these will also help protect bathing water quality by reducing run-off.	?/-
Air	Development on the site would not be affected by existing sources of air pollution. Subject to appropriate design and masterplanning, development of a new settlement on the site would be well served by local facilities, active travel routes and public transport accessibility so the need to travel by car would be minimised.	o
Climatic Factors	Blindwells is in an accessible location in regional terms, and there are opportunities to improve this. Development of a new	o/-/?

	<p>settlement here would be focusing development towards the most accessible and sustainable locations. A new settlement of significant scale could provide housing, employment and facilities in close proximity and thereby minimise the need to travel. Realistically, however, development here would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The sites north facing aspect does not lend itself to development that would be energy and resource efficient i.e solar gain. The site's watercourses may be subject to effects of climate change and may be subject to flooding.</p>	
Material Assets	<p>The original allocation of 1600 homes is located entirely within the area of former opencast coal workings, and this represents an efficient use of resources as a previously developed site. Some land to the east of the current allocation is also part of the former coal workings, while the eastern part of the site is previously undeveloped agricultural land of prime agricultural quality. Development on the latter would not in itself make efficient use of land and resources. However, if the development of this greenfield land enabled the development of the brownfield land, and potentially allowed provision of a wider range of services and facilities to serve the new settlement, then this would be making an efficient use of the resources of the new settlement.</p>	+/?
Cultural Heritage	<p>There are a number of listed buildings and scheduled monuments within the site, as well as others close to the site boundaries. Within the site these include listed buildings at Greendykes, St. Germain's, Chesterhall, and Southfield, and scheduled monuments near Greendykes and Chesterhall. Historic Scotland raises concern about development at this site as it would likely impact on the sites and settings of the scheduled monuments within the allocation boundary and would have the potential to fundamentally change the setting listed farm buildings and their associated ancillary buildings, which retain their rural character. Any allocation must provide a robust design strategy to avoid and mitigate impacts on the monuments and their settings. ELCAS considers that there may also be some setting issues arising from undesignated remains within the area, with potential for archaeological remains to be present. Pre-determination evaluation may be required for some areas dependent upon proposals and early consultation with ELCAS is advised. The western part of the site (including the existing 1600-house allocation) is also within the designated site of the Battle of Prestonpans. Historic Scotland does not consider that this area contributes strongly to the understanding of the battlefield landscape and therefore does not raise issues of national importance.</p>	-/?
Landscape	<p>The site straddles two Landscape Character Areas; Coastal Margins (north) and Lowland Plains (south), as identified in the Lothians Landscape Character Assessment. The size of the site means that development of a new settlement here would inevitably represent a significant degree of landscape change. However, the site is outwith the Edinburgh Green Belt and there are no landscape designations within the site itself. There are a number of designated landscapes in</p>	-/?

	<p>the surrounding area, including the Longniddry to North Berwick Coastline 'Area of Great Landscape Value' and the Seton House Palace Designed Landscape, both to the north. Impacts on these designated areas are uncertain at this stage and would depend on site design and masterplanning, which should take them into account. The northern part of the site contains smaller scale fields that are well contained in landscape terms by mature shelter belts, woodlands and hedgerows at St Germain's Farm and Chesterhill Farm. Large scale development in this area may adversely impact on the intimate landscape setting, which may be detrimental to the setting and views of the Seton Designed Landscape. Such impacts may be avoided by setting back from these areas in site design and masterplanning. The eastern boundary of the site is formed by the B6363. The eastern part of the site, although containing large arable fields, also includes important mature landscaping and field boundaries. The A1 forms the southern boundary of the site and there is clear inter-visibility between the site and this road, from which there are open views over the site towards the Firth of Forth and Cockenzie Power Station. Development is likely to have a significant impact on views from this route, dependent on provision of structural landscaping and/or noise mitigation measures. Fields in the southern part of the site surrounding Greendykes and Hoprig Mains are predominantly of a larger scale compared to those in the north. There are comparatively fewer landscape features in the western part of the site due to the history of opencast mining and potential for landscape enhancements in this area; this was the focus of the original 1600-house allocation. However, there are well formed mature landscape boundaries in the west and north-west that give a degree of screening from the A198. In the north-west part of the original allocation there is also a pond surrounded by naturally regenerated tree species. There are views from within the site to the south towards Macmerry Industrial Estate, and to the north towards the Firth of Forth. There are further panoramic views to the east of the Hopetoun Monument and North Berwick Law. There are also overhead powerlines and communication masts throughout the site. As a new settlement, development of this site would not represent a consolidation of an existing settlement, however extending the existing 1600-house allocated site eastwards would represent a logical expansion of that allocation in landscape terms. Development of the site could lead to potential coalescence with Tranent and Macmerry as the A1 would be the only physical barrier between the site and these settlements. Appropriate design and masterplanning, including structural landscaping, may be able to avoid or mitigate these impacts. Development of a new settlement has significant potential to provide new areas of open space and contribute to the Green Network, including enhancement of existing landscape features such as the Canty Burn towards the east.</p>	
--	--	--

SITE INFORMATION

Topic	Comments
Site Name	Eastern Extension of Allocated Blindwells Site (see also HSG004)
Site Ref	PM/TT/HSG013
Source of Site Suggestion	SRG for SRG/Scottish Coal and Mr Kennedy (owner of southeastern part of land)
Site Size (ha)	85ha
Current Use	Partly greenfield agricultural land, partly former opencast coal workings (restored)
Proposed Use	Mixed Use/housing - potential for up to 1700-2000 dwellings, subject to technical assessments, mixed tenure and type. Business and offices class 4.
Summary Description	Land in the countryside located immediately to the east of the existing 1600-home Blindwells new settlement allocation.

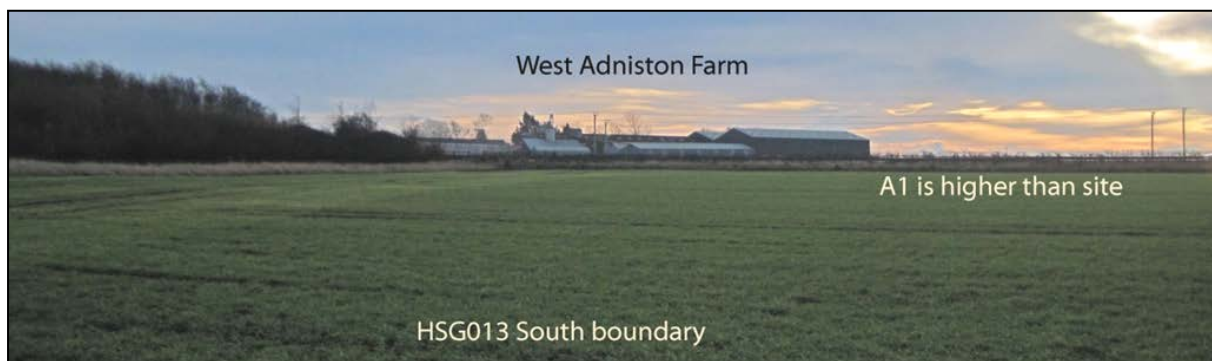


Map created by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and all rights reserved. Ordnance Survey license number 100023381.



SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is not currently well related to any existing settlement but would be well related to the existing allocation at Blindwells if that site were developed.	
Accessibility	Blindwells is in an accessible location in regional terms, and there are opportunities to improve this. The site is generally not within 400m of a bus stop nor within 800m of a railway station. However, bus services do run along the A1 to the south of the site and the A198 to the north, as well as serving the Tranent/Meadowmill area to the west. The East Coast Main Line runs to the north of the site, and Prestonpans and Longniddry rail stations are relatively nearby. The site is therefore in an accessible location in regional terms, with significant opportunities to provide public transport and active travel options as part of a new settlement. The new settlement would allow for existing bus routes to be diverted/extended to serve the site and/or new routes to be provided. Existing bus services near the site provide access to a range of settlements including North Berwick, Longniddry, Prestonpans, Haddington, Dunbar, Musselburgh and Edinburgh. Some parts of the site have facilities within Macmerry within 1600m. However, development of a new settlement on the site would be large enough to support its own range of services and facilities, including a new town centre.	
Exposure	The site does not benefit from shelter from northerly winds through vegetation or topography.	
Aspect	The site is north facing.	
Suitability for	The site is generally suitable for the proposed use of housing and	

Proposed Use	some employment and would not generally result in conflict with the surrounding land uses, which are mainly agricultural land. The site's close proximity to the A1 and East Coast Main Line may result in some localised noise impacts but these could be mitigated through appropriate site design and/or other noise mitigation, including structural landscaping.	
Fit with local/ strategic policy objectives and direction	The site is within the Strategic Development Area identified in SESplan and is promoted as an expansion of one of the Council's current strategic housing allocations identified to meet the housing requirement of the now superseded Edinburgh and the Lothians Structure Plan. SESplan supports the delivery of the 1600-home allocated site and promotes a vision of a much larger new settlement. The site therefore aligns with SESplan's requirements, and its main aim to set out a strategy that will enable the delivery of housing requirements in order to support growth and meet housing need and demand in the most sustainable locations. The incorporation of employment use on the site would also align with SESplan's aim to enable economic growth and develop key economic sectors.	
Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works, which both have available capacity. A comprehensive transport strategy for development of the site would be required, in conjunction with the existing allocation. There are likely to be cumulative traffic impacts at Bankton interchange, and cumulative impacts on Old Craighall junction may be an issue.	
Service infrastructure capacity	Education capacity would be dependent on solutions for the adjacent allocated Blindwells site and/or any larger settlement expansion.	
Deliverability/ Effectiveness	Comprehensive solutions would be required in relation to infrastructure to serve the site in conjunction with the existing allocated site. Ground conditions in areas of previous opencast coal extraction may require investigation and/or remediation. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not certain at this stage whether potential contamination or ground conditions would pose any constraints to development on the wider site. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	





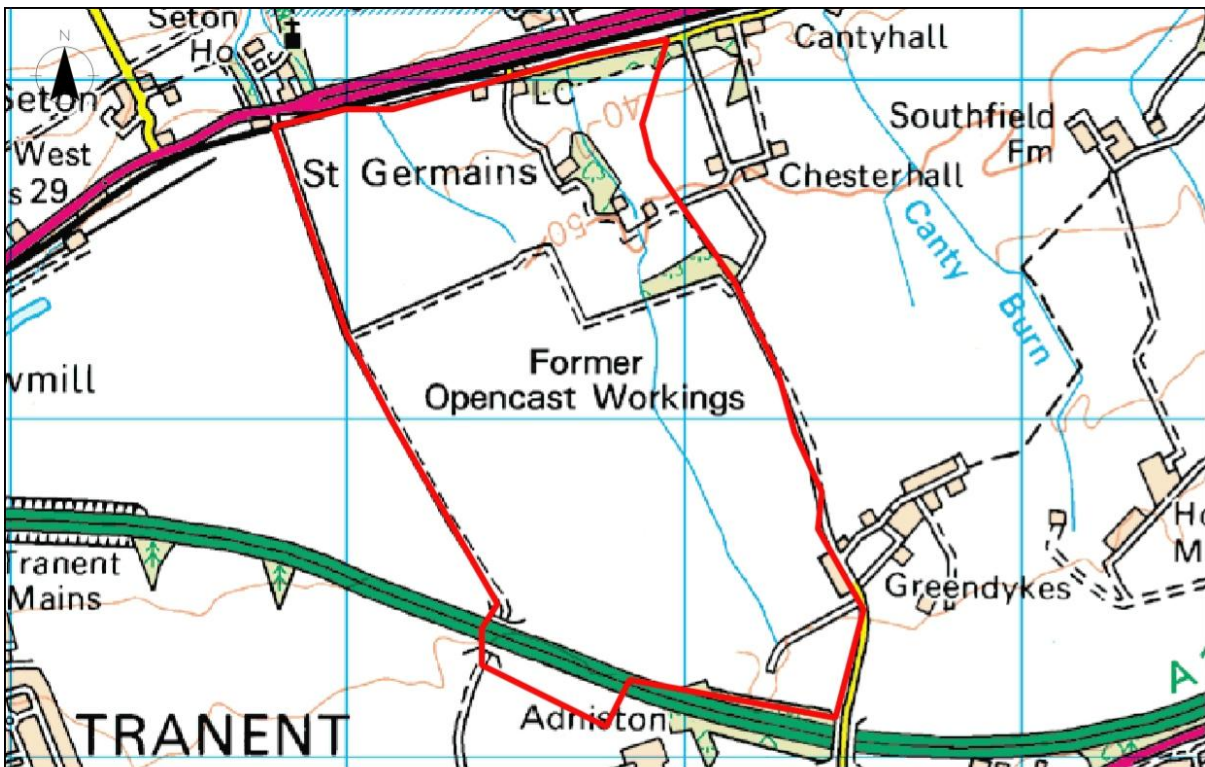
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area of International, National or Local nature conservation importance. However it is approximately 2km from the Firth of Forth SPA, SSSI, Ramsar site. The site is screened in to the HRA process at this stage. There may be opportunities to improve the site's biodiversity through new development, particularly the area of former opencast coal extraction.	o/+/?*
Population	The site's development would contribute housing, including affordable housing to help meet need. Dependent on the overall scale and nature of development, and its design, the site should have good access to its own facilities, services, and employment opportunities by active travel or public transport. The site could also provide additional employment opportunities in an accessible location from other settlements in East Lothian.	+/?
Human Health	There is a core path on the western site boundary, with links onto the wider network. Development of a new settlement presents significant opportunities to provide additional path routes with benefits for residents of the new settlement as well as residents of neighbouring settlements. There are a number of areas within the site with potential contamination from a range of sources, including former quarrying and mining, and a former mineral railway. Development within the site may present opportunities to mitigate this.	++
Soil	The development of the site would result in a significant loss of prime agricultural land (classes 1 and 2). However, the majority of the site has been restored following coal extraction and therefore this classification may no longer be accurate here, dependent on the quality of soil that was used for restoration. There are no rare or carbon rich soils on the site.	-/?
Water	Watercourses run through the site, and there are areas shown on SEPA's flood maps to be at risk of flooding. SEPA also advises that there are reports of flooding on the downstream 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. SEPA considers there may be serious downstream implications should there be any increase in flows. Therefore, a FRA is required which assesses the flood risk from the watercourses located within the site. Careful consideration should also be given to mine water discharges, groundwater flooding and culverts. The proposed development should have a neutral flood risk impact and there should be no increase in flows downstream as a result of the development. Any changes to the hydrology as a result of the	?/-

	<p>nearby mine workings should be considered. The East Coast Main Line runs along the northern boundary and therefore caution regarding culvert and SUDS design is stressed. The site is also 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. It is likely that enhanced SUDS may be required to ensure a high standard of run-off and maintain the quality of the bathing water. Buffer strips adjacent to watercourse would be required and these will also help protect bathing water quality by reducing run-off. An FRA may be required to assess flood risk.</p>	
Air	<p>Development on the site would not be affected by existing sources of air pollution. Subject to appropriate design and masterplanning, development of a new settlement on the site would be well served by local facilities, active travel routes and public transport accessibility so the need to travel by car would be minimised.</p>	o
Climatic Factors	<p>Blindwells is in an accessible location in regional terms, and there are opportunities to improve this. Development of a new settlement here would be focusing development towards the most accessible and sustainable locations. A new settlement of significant scale could provide housing, employment and facilities in close proximity and thereby minimise the need to travel. Realistically, however, development here would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The sites north facing aspect does not lend itself to development that would be energy and resource efficient i.e solar gain. The site's watercourses may be subject to effects of climate change and may be subject to flooding.</p>	o/-/?
Material Assets	<p>The site's development would make fairly efficient use of land and resources, being previously developed land (although it is classified as being prime agricultural quality).</p>	?/+
Cultural Heritage	<p>A large proportion of the site is within the designated Prestonpans battlefield. Historic Scotland considers that the site does not contribute strongly to understanding of the battlefield landscape and its development would not raise issues of national importance. It further advises that development of the north-western part of the site has the potential to adversely affect the setting of the A listed Seton Castle, and its associated A listed curtilage buildings and designated designed landscape. Suitable design may be able to avoid or mitigate these impacts. ELCAS advises that as the area is previously quarried there are no archaeological implications from its development.</p>	-/?
Landscape	<p>The site straddles two Landscape Character Areas; Coastal Margins (north) and Lowland Plains (south), as identified in the Lothians Landscape Character Assessment. It is located immediately to the east of the existing Blindwells allocation of 1600 homes, between the A1 to the south and the East Coast Main Line to the north. Its development in isolation would represent an isolated form of development in the countryside, however as an eastern extension to the originally allocated new settlement it would be logical in landscape terms and one that would still focus development on the</p>	-/?

	<p>degraded landscape of the former opencast area. Development of a new settlement in this area would inevitably represent a significant degree of landscape change. However, the site is outwith the Edinburgh Green Belt and there are no landscape designations within the site itself. There are a number of designated landscapes in the surrounding area, including the Longniddry to North Berwick Coastline 'Area of Great Landscape Value' and the Seton House Palace Designed Landscape, both to the north. Impacts on these designated areas are uncertain at this stage and would depend on site design and masterplanning, which should take them into account. The south of the site consists of unimproved grassland where it is predominantly flat, with a north easterly aspect. A post and wire fence form the eastern boundary, at the south east corner there is a copse of trees and a deep ditch that carries water away from the A1 draining into a collection pond in the centre of the site. At the south west corner there is a tunnel and a single track that leads from Adniston Farm in the south to Blindwells water pumping station in the north. This track forms the western boundary. From the western boundary there is a track that cuts across the site from west to east bounded by a natural stone wall, marking a dramatic change in the lands character and scale. To the north of the track there are mixed shelterbelts that form the boundaries of arable land that slopes down to a lower level area adjacent to the access track running parallel to the railway line. The northern section of the site is more sheltered and smaller in perceived scale due to the presence of mature mixed shelterbelts and hedgerow boundaries that help to break up views and create a more intimate landscape. The A1 forms the southern boundary of the site and there is clear inter-visibility between the site and this road, from which there are open views over the site towards the Firth of Forth and Cockenzie Power Station. Development is likely to have a significant impact on views from this route, dependent on provision of structural landscaping and/or noise mitigation measures. There are views from within the site north towards the Firth of Forth. From the path on the west of the site there are views of the Seton Gardens and the Collegiate Church designed landscape. There are further panoramic views to the east of the Hopetoun Monument and North Berwick Law. There are also overhead powerlines and communication masts throughout the site. Development of the site could lead to potential coalescence with Tranent and Macmerry as the A1 would be the only physical barrier between the site and these settlements. Appropriate design and masterplanning, including structural landscaping, may be able to avoid or mitigate these impacts. Development of a new settlement has significant potential to provide new areas of open space and contribute to the Green Network, including enhancement of existing landscape features.</p>	
--	--	--

SITE INFORMATION

Topic	Comments
Site Name	Blindwells New Settlement, Eastern expansion of allocated Blindwells
Site Ref	PM/TT/HSG004
Source of Site Suggestion	TMS Planning and Roy Mitchell Design Limited.
Site Size (ha)	204ha
Current Use	Partly greenfield agricultural land, partly former opencast coal workings (restored)
Proposed Use	Extension to Blindwells allocation – 1400 additional homes giving a total of 3000 with related infrastructure and facilities
Summary Description	Land in the countryside located immediately to the east of the existing 1600-home Blindwells new settlement allocation.



0 0.25 0.5 0.75 1 kilometres

Used by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and all rights reserved. Ordnance Survey license number 100023381.



0 100 200 400 Meters

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023381.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is not currently well related to any existing settlement but would be well related to the existing allocation at Blindwells if that site were developed.	
Accessibility	Blindwells is in an accessible location in regional terms, and there are opportunities to improve this. The site is generally not within 400m of a bus stop nor within 800m of a railway station. However, bus services do run along the A1 to the south of the site and the A198 to the north, as well as serving the Tranent/Meadowmill area to the west. The East Coast Main Line runs to the north of the site, and Prestonpans and Longniddry rail stations are relatively nearby. The site is therefore in an accessible location in regional terms, with significant opportunities to provide public transport and active travel options as part of a new settlement. The new settlement would allow for existing bus routes to be diverted/extended to serve the site and/or new routes to be provided. Existing bus services near the site provide access to a range of settlements including North Berwick, Longniddry, Prestonpans, Haddington, Dunbar, Musselburgh and Edinburgh. Some parts of the site have facilities within Macmerry within 1600m. However, development of a new settlement on the site would be large enough to support its own range of services and facilities, including a new town centre.	
Exposure	Vegetation provides some shelter from northerly winds in a few limited locations within the site but the majority of the site is open and exposed.	
Aspect	The site is north facing.	

Suitability for Proposed Use	The site is generally suitable for the proposed use of housing and some employment and would not generally result in conflict with the surrounding land uses, which are mainly agricultural land. The site's close proximity to the A1 and East Coast Main Line may result in some localised noise impacts but these could be mitigated through appropriate site design and/or other noise mitigation, including structural landscaping.	
Fit with local/ strategic policy objectives and direction	The site is within the Strategic Development Area identified in SESplan and is promoted as an expansion of one of the Council's current strategic housing allocations identified to meet the housing requirement of the now superseded Edinburgh and the Lothians Structure Plan. SESplan supports the delivery of the 1600-home allocated site and promotes a vision of a much larger new settlement. The site therefore aligns with SESplan's requirements, and its main aim to set out a strategy that will enable the delivery of housing requirements in order to support growth and meet housing need and demand in the most sustainable locations. The incorporation of employment use on the site would also align with SESplan's aim to enable economic growth and develop key economic sectors.	
Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works, which both have available capacity. A comprehensive transport strategy for development of the site would be required, in conjunction with the existing allocation. There are likely to be cumulative traffic impacts at Bankton Interchange, and cumulative impacts on Old Craighall junction may be an issue.	
Service infrastructure capacity	Education capacity would be dependent on solutions for the adjacent allocated Blindwells site and/or any larger settlement expansion.	
Deliverability/ Effectiveness	Comprehensive solutions would be required in relation to infrastructure to serve the site in conjunction with the existing allocated site. Ground conditions in areas of previous opencast coal extraction may require investigation and/or remediation. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not certain at this stage whether potential contamination or ground conditions would pose any constraints to development on the wider site. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	





POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area of International, National or Local nature conservation importance. However it is approximately 2km from the Firth of Forth SPA, SSSI, Ramsar site. The site is screened in to the HRA process at this stage. There may be opportunities to improve the site's biodiversity through new development, particularly the area of former opencast coal extraction.	o/+/?*
Population	The site's development would contribute housing, including affordable housing to help meet need. Dependent on the overall scale and nature of development, and its design, the site should have good access to its own facilities, services, and employment opportunities by active travel or public transport. The site could also provide additional employment opportunities in an accessible location from other settlements in East Lothian.	+/?
Human Health	There is a core path on the western site boundary, with links onto the wider network. Development of a new settlement presents significant opportunities to provide additional path routes with benefits for residents of the new settlement as well as residents of neighbouring settlements. There are a number of areas within the site with potential contamination from a range of sources, including former quarrying and mining, and a former mineral railway. Development within the site may present opportunities to mitigate this.	++
Soil	The development of the site would result in a significant loss of prime agricultural land (classes 1 and 2). However, the majority of the site has been restored following coal extraction and therefore this classification may no longer be accurate here, dependent on the quality of soil that was used for restoration. There are no rare or carbon rich soils on the site.	-/?
Water	Watercourses run through the site, and there are areas shown on SEPA's flood maps to be at risk of flooding. SEPA also advises that there are reports of river flooding on the downstream Seton Burn	?/-

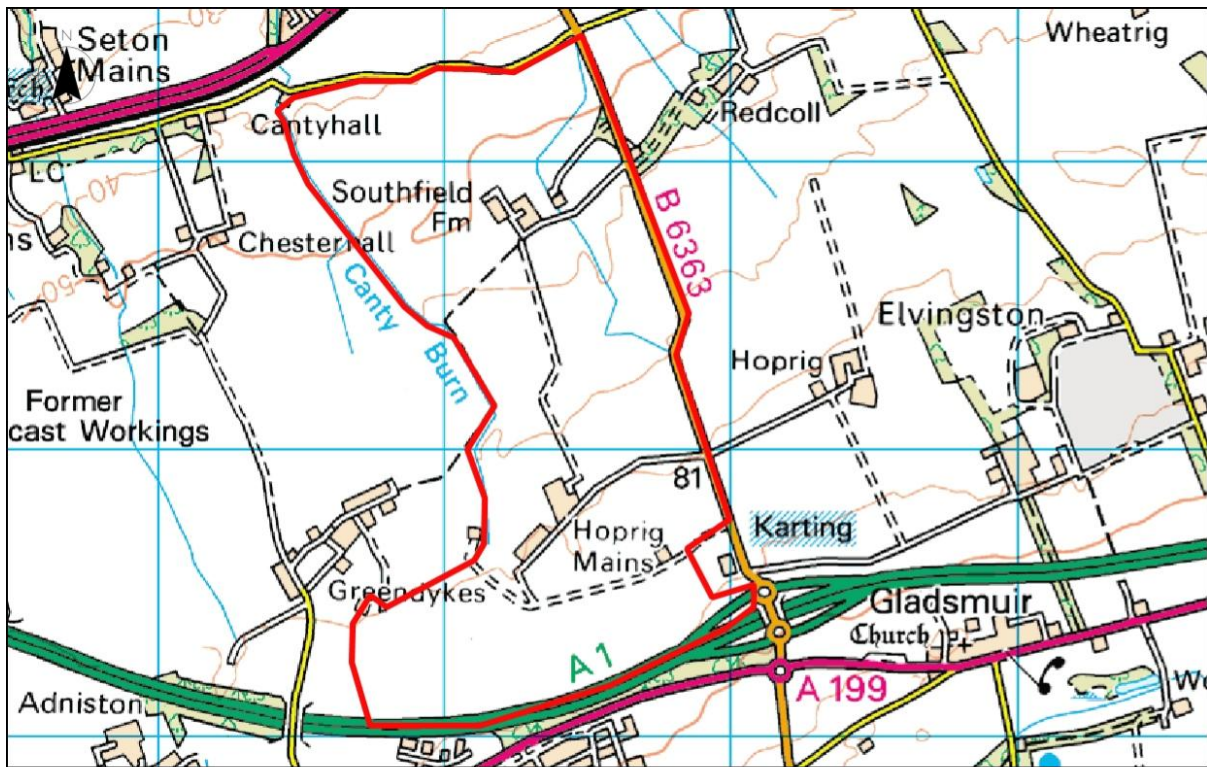
	<p>from additional flows from the minewater pumping at Blindwells. There are also issues on the Seton Dean Burn from poorly designed culverts. SEPA considers there may be serious downstream implications should there be any increase in flows. Therefore, a FRA is required which assesses the flood risk from the watercourses located within the site. Careful consideration should also be given to mine water discharges, groundwater flooding and culverts. The proposed development should have a neutral flood risk impact and 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. The East Coast Main Line runs along the northern boundary and therefore caution regarding culvert and SUDS design is stressed. The site is also 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. It is likely that enhanced SUDS may be required to ensure a high standard of run-off and maintain the quality of the bathing water. Buffer strips adjacent to watercourse would be required and these will also help protect bathing water quality by reducing run-off.</p>	
Air	<p>Development on the site would not be affected by existing sources of air pollution. Subject to appropriate design and masterplanning, development of a new settlement on the site would be well served by local facilities, active travel routes and public transport accessibility so the need to travel by car would be minimised.</p>	o
Climatic Factors	<p>Blindwells is in an accessible location in regional terms, and there are opportunities to improve this. Development of a new settlement here would be focusing development towards the most accessible and sustainable locations. A new settlement of significant scale could provide housing, employment and facilities in close proximity and thereby minimise the need to travel. Realistically, however, development here would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The sites north facing aspect does not lend itself to development that would be energy and resource efficient i.e solar gain. The site's watercourses may be subject to effects of climate change and may be subject to flooding.</p>	o/-/?
Material Assets	<p>The site's development would make fairly efficient use of land and resources, being largely previously developed land (although it is classified as being prime agricultural quality).</p>	?/+
Cultural Heritage	<p>The site is partially within the designated Prestonpans battlefield. Historic Scotland considers that the site does not contribute strongly to understanding of the battlefield landscape and its development would not raise issues of national importance. It further advises that development of the north-western part of the site has the potential to adversely affect the setting of the A listed Seton Castle, and its associated A listed curtilage buildings and designated landscape. Suitable design may be able to avoid or mitigate these impacts. There are also listed Category B and C buildings within the site associated with St Germain's House and farm, and a scheduled</p>	-/?

	<p>monument at Greendykes. Development on the site has the potential to fundamentally change the setting of these listed buildings at St Germain's, and ancillary buildings that retain their rural character, and to impact on the scheduled monument and its setting. Any allocation must provide a robust design strategy to avoid and mitigate impacts on the monuments and their settings. ELCAS advises there is a high potential for presently unknown archaeological remains within the area of the site that was not subject to opencast coal extraction.</p>	
Landscape	<p>The site straddles two Landscape Character Areas; Coastal Margins (north) and Lowland Plains (south), as identified in the Lothians Landscape Character Assessment. It is located immediately to the east of the existing Blindwells allocation of 1600 homes, between the A1 to the south and the East Coast Main Line to the north. Its development in isolation would represent an isolated form of development in the countryside, however as an eastern extension to the originally allocated new settlement it would be logical in landscape terms and one that would still focus development mainly on the degraded landscape of the former opencast area.</p> <p>Development of a new settlement in this area would inevitably represent a significant degree of landscape change. However, the site is outwith the Edinburgh Green Belt and there are no landscape designations within the site itself. There are a number of designated landscapes in the surrounding area, including the Longniddry to North Berwick Coastline 'Area of Great Landscape Value' and the Seton House Palace Designed Landscape, both to the north. Impacts on these designated areas are uncertain at this stage and would depend on site design and masterplanning, which should take them into account. The southern half of the site consists of exposed large scale fields bounded by a combination of mature defunct hedgerows, isolated copse of mixed mature trees, a row of mature veteran trees and post and wire fence which appear to be associated with the boundaries of St Germain's farm to the north east. St Germain's is surrounded by shelterbelts of mature trees and hedgerows that help to provide a mature landscape setting for the listed buildings and farm. There are mature trees in arable land that are protected by Tree Preservation Order 30. A B listed Dovecot is located in a field set against a backdrop of a mature stand of scots pine trees. There is a private access drive, via the B listed East Lodge which acts as the northern gateway to St Germain's with access over a railway crossing. The A1 forms the southern boundary of the site and there is clear inter-visibility between the site and this road, from which there are open views over the site towards the Firth of Forth and Cockenzie Power Station. Development is likely to have a significant impact on views from this route, dependent on provision of structural landscaping and/or noise mitigation measures. There are views from within the site north towards the Firth of Forth. From the path on the west of the site there are views of the Seton Gardens and the Collegiate Church designed landscape. There are further panoramic views to the east of the Hopetoun Monument and North Berwick Law. There are also overhead powerlines and</p>	-/?

	<p>communication masts throughout the site. Development of the site could lead to potential coalescence with Tranent and Macmerry as the A1 would be the only physical barrier between the site and these settlements. Appropriate design and masterplanning, including structural landscaping, may be able to avoid or mitigate these impacts. Development of a new settlement has significant potential to provide new areas of open space and contribute to the Green Network, including enhancement of existing landscape features.</p>	
--	---	--

SITE INFORMATION

Topic	Comments
Site Name	Blindwells East
Site Ref	PM/PP/OTH003
Source of Site Suggestion	Agent (Holder Planning) on behalf of developer (Taylor Wimpey)
Site Size (ha)	216ha
Current Use	Agricultural land
Proposed Use	Mixed use – housing, business, community etc
Summary Description	A large greenfield site to the north of the A1 between Macmerry and Longniddry and adjacent to the B6363 'coal road'.



0 0.25 0.5 0.75 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.



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023381.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outside any existing settlement boundaries and not well related to them. However, it is submitted on the basis of forming an eastern extension to the Blindwells allocation, which lies some way to the west. If that allocation were developed, along with land between this site and the current allocation, as part of a larger new settlement, then this site may form a logical extension to the new settlement at that time.	
Accessibility	The existing Blindwells allocation is in an accessible location in regional terms, and there are opportunities to improve this. However, this site is separated from the existing allocation by some distance and comprehensive solutions for a larger new settlement would be required if this site were to be integrated with the current allocation in terms of transport. The site is generally not within 400m of a bus stop nor within 800m of a railway station. However, bus services do run along the A1 to the south of the site and the A198 to the north. The East Coast Main Line runs to the north of the site, and Longniddry rail station is relatively nearby (approx 2km). Some parts of the site have facilities within Macmerry within 1600m. If developed as part of a comprehensively designed new settlement, this would be large enough to support its own range of services and facilities, including a new town centre.	
Exposure	Vegetation provides some shelter from northerly winds in a few limited locations within the site but the majority of the site is open and exposed.	

Aspect	The site is north facing.	
Suitability for Proposed Use	The site is generally suitable for the proposed use of housing and some employment and would not generally result in conflict with the surrounding land uses, which are mainly agricultural land. The site's close proximity to the A1 and East Coast Main Line may result in some localised noise impacts but these could be mitigated through appropriate site design and/or other noise mitigation, including structural landscaping. There is also a go-karting centre adjacent to the south-eastern corner but amenity conflicts could be avoided through appropriate design; the site submission proposes employment development in the southern part of the site.	
Fit with strategic policy objectives and direction	The site is within the Strategic Development Area identified in SESplan and is promoted as an expansion of one of the Council's current strategic housing allocations identified to meet the housing requirement of the now superseded Edinburgh and the Lothians Structure Plan. SESplan supports the delivery of the 1600-home allocated site and promotes a vision of a much larger new settlement. The site therefore aligns with SESplan's vision in broad terms. However, the site is separated from the existing allocation and no site submission has been made by the owner of intervening land, and it is therefore uncertain at this stage whether this site could form part of a comprehensively designed larger new settlement. If this cannot be achieved then the site would not align with SESplan's vision.	
Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works, which both have available capacity. A comprehensive transport strategy for development of the site would be required, in conjunction with the existing allocation and intervening land (for which no site submission has been received). This would include the operation of a town centre. There are likely to be cumulative traffic impacts at Bankton interchange, however these may be able to be mitigated by a comprehensive transport strategy that directed as much traffic as possible to the Gladsmuir interchange. Upgrades to the B6363 are likely to be required. Cumulative impacts on Old Craighall junction may be an issue.	
Service infrastructure capacity	Due to the scale of the proposed development new education facilities are likely to be required. Comprehensive solutions would be necessary for the wider Blindwells site.	
Deliverability/ Effectiveness	Comprehensive solutions would be required in relation to infrastructure to serve the site. The site is partly within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



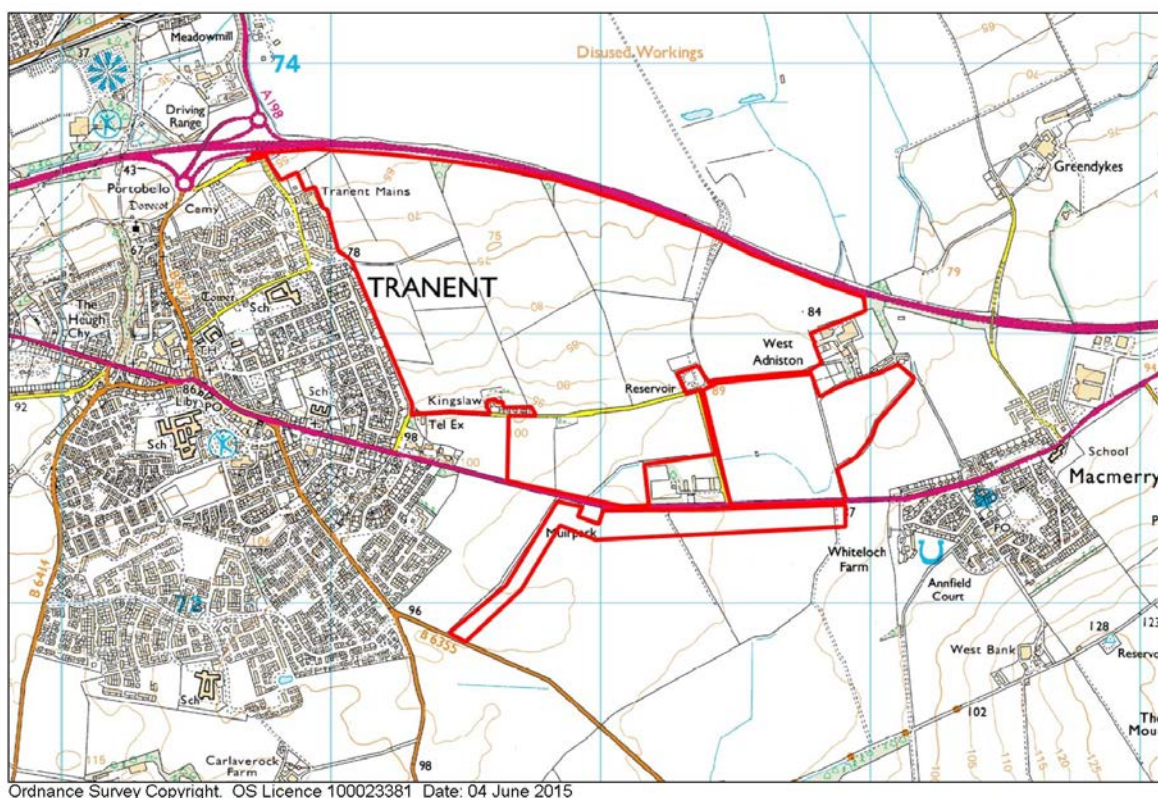
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area of International, National or Local nature conservation importance. However it is approximately 2km from the Firth of Forth SPA, SSSI and Ramsar site. The site is screened in to the HRA process at this stage. SNH has not raised any specific concerns with regards impact on biodiversity, flora and fauna. There are a number of areas of priority habitat within the site. Impacts on these areas could be avoided through sensitive design and masterplanning, and there may be opportunities to improve habitat connectivity and contribute towards Green Network objectives	o/?*
Population	The site's development could contribute a significant amount of housing, including affordable housing to help meet need. Dependent on the overall scale and nature of development of any new settlement, and its design, the site would have good access to its own facilities, services, and employment opportunities by active travel or public transport. This assumes that comprehensive solutions are found for delivery of the wider site, including this land. The site could also provide additional employment opportunities in an accessible location from other settlements in East Lothian.	+/?
Human Health	The site does not benefit from good access to the core path network, though its development may present opportunities to	o/?

	improve path linkages in the area, particularly if developed comprehensively along with land to the west as part of a wider new settlement. The southern part of the site includes an area of potential contaminated land associated with former military activities. Development may present opportunities to mitigate this.	
Soil	The development of the site would result in a significant loss of prime agricultural land (classes 2 and 3.1). There are no rare or carbon rich soils on the site.	-
Water	Watercourses run through the site, and there are areas shown on SEPA's flood maps to be at risk of flooding. SEPA also advises that there are reports of flooding on the downstream Seton Burn from additional flows from the minewater pumping at Blindwells. There are also issues on the Seton Dean Burn from poorly designed culverts. SEPA considers there may be serious downstream implications should there be any increase in flows. Therefore, a FRA is required which assesses the flood risk from the watercourses located within the site. Careful consideration should also be given to culverts. The proposed development should have a neutral flood risk impact and 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. The site is also 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. It is likely that enhanced SUDS may be required to ensure a high standard of run-off and maintain the quality of the bathing water. Buffer strips adjacent to watercourse would be required and these will also help protect bathing water quality by reducing run-off.	?/-
Air	Development on the site would not be affected by existing sources of air pollution. Subject to appropriate design and masterplanning, development of a new settlement including this site would be well served by local facilities, active travel routes and public transport accessibility so the need to travel by car would be minimised. If the site were developed in isolation, the resulting need to travel by car would be likely to be greater.	o/?
Climatic Factors	The existing Blindwells allocation is in an accessible location in regional terms, and there are opportunities to improve this. Development of a new comprehensively designed new settlement here would be focusing development towards the most accessible and sustainable locations. A new settlement of significant scale could provide housing, employment and facilities in close proximity and thereby minimise the need to travel. Realistically, however, development here would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. If this site were to be developed in isolation, i.e. not part of a comprehensively designed new settlement, then it would not benefit from the same opportunities and would be likely to result in increased greenhouse gas emissions. The sites north facing aspect does not lend itself to development that would be energy and resource efficient i.e solar gain. The site's watercourses may be subject to effects of climate	o/-/?

	change and may be subject to flooding.	
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	There are 2 scheduled monuments within the site, and a category B listed building at Southfield House & gates. There are several other listed buildings adjacent to or in proximity to the site, whose settings could be affected. Any development on the site would require a robust design strategy to avoid and mitigate impacts on these monuments and buildings and their settings. ELCAS advises that there is varying potential for unknown archaeological remains across the site ranging from moderate to high. Pre-determination work would be required and early consultation with ELCAS is advised.	-/?
Landscape	The site straddles two Landscape Character Areas; Coastal Margins (north) and Lowland Plains (south), as identified in the Lothians Landscape Character Assessment. It is located around 2km to the east of the existing Blindwells allocation of 1600 homes, to the north of the A1 and west of the B6363. Its development in isolation would represent an isolated form of development in the countryside that would not be logical in landscape terms. If the original 1600-home Blindwells allocation were to be developed along with further land between the original allocation and this site, then this site could form a further eastwards extension of the new settlement, and in this case it would be a fairly logical extension in landscape terms, although one that would be developing greenfield land of some landscape quality, rather than the original degraded landscape of the former opencast area. Development of a new settlement in this area of this scale would inevitably represent a significant degree of landscape change. However, the site is outwith the Edinburgh Green Belt and there are no landscape designations within the site itself. There are a number of designated landscapes in the surrounding area, including the Longniddry to North Berwick Coastline 'Area of Great Landscape Value' to the north. Impacts on these designated areas are uncertain at this stage and would depend on site design and masterplanning, which should take them into account. The site, although containing large arable fields, also includes important mature landscaping and field boundaries. Fields in the southern part of the site surrounding Hoprig Mains are predominantly of a larger scale compared to those in the north. There are views from within the site to the south towards Macmerry Industrial Estate, and to the north towards the Firth of Forth. There are further panoramic views to the east of the Hopetoun Monument and North Berwick Law. There are also overhead powerlines and communication masts throughout the site. There are two farms within the site, Hoprig Mains (located in the south) and Southfield Farm (located in the north east). Southfield Farm is surrounded by some mature trees and hedgerows which help to provide a mature landscape setting for the main house and large farm buildings, whereas Hoprig Mains is more exposed to surrounding arable land. A raised landscape mound is located to the south of Hoprig Mains and the go-karting business is situated in the southeast corner of the site, approximately 400m from Hoprig Mains. The northern boundary of the site is formed by a	-/--/?

	<p>minor road which acts as a barrier between the site and arable land beyond, the A198 and the East Coast Mainline. The Canty Burn forms much of the site's western boundary and there are mature trees and a natural stone wall which run adjacent to the river corridor. These contribute towards a mature landscape and boundary feature. At the southwest corner of the site there is a drain spur off the A1 that tapers off into a clump of mixed mature trees. Development of the site could lead to potential coalescence with Tranent and Macmerry as the A1 would be the only physical barrier between the site and these settlements. Appropriate design and masterplanning, including structural landscaping, may be able to avoid or mitigate these impacts. Development of a new settlement has significant potential to provide new areas of open space and contribute to the Green Network, including enhancement of existing landscape features such as the Canty Burn towards the east.</p>	
--	--	--

Topic	Comments
Site Name	Blindwells Expansion South of A1
Site Ref	MIR/TT/128, MIR/TT/OTH016 and MIR/TT/OTH017
Source of Site Suggestion	Roy Mitchell Design Ltd
Site Size (ha)	340.6 hectares
Current Use	Agricultural
Proposed Use	Housing (northwest section), Other (southeast section), Woodland planting (south of A199)
Summary Description and Planning History	The site is located between Tranent and Macmerry, from the western edge of Tranent along the Tranent ridge to Adniston. The western part of the site was presented as an Alternative site in the MIR. Coal was extracted by opencast from the central northern part of the area under 96/00044/HIS_P.





Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is located immediately to the east of Tranent, outside the settlement boundary but well related to it.	
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESPlans regional accessibility analysis. The centre of the site is more than 400m away from a bus stop but due to the size of the site that is almost inevitable. The southern part of the site is within 400m of the A199 which has regular buses to Edinburgh via Musselburgh and Haddington/Dunbar, there are also services to Prestonpans, Pencaitland and others from within 400m of parts of the site. No rail station is within 800m. Some of Tranent's facilities are within 1200m of the centre of the site, and parts of the site are also within 1200m of Macmerry's shop. The site is large enough that some facilities are likely to be provided on site.	
Exposure	The site is located on the Tranent Ridge and has little shelter from northern winds, although the southern parts of the site may get a little benefit from topography.	
Aspect	The majority of the site is north facing, though the southern parts mainly face south.	
Suitability for Proposed Use	Adjacent uses include transport (the A1 and A199 are both important roads), agricultural and residential. Potential amenity conflicts with existing residential use could be reduced through appropriate design and layout. The sites location adjacent to the A1	

	and potentially A199 would give rise to noise issues which would require to be mitigated. Development of the site would give rise to vehicle movements which could have adverse impacts on air quality at both Tranent and Musselburgh High Street. The site is generally suitable for the proposed use.	
Fit with strategic policy objectives and direction	The area is located within the East Lothian SDA as identified in SESPlan and is adjacent to a main settlement. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region.	
Physical infrastructure capacity	<p>There are currently traffic capacity constraints in the Tranent area, including at Tranent High Street. Access onto local roads should be achievable. A new Interchange may be required at Adniston. There are potential connections to Bankton Interchange, however capacity limitations are present on the Interchange due to Blindwells.</p> <p>A Tranent Eastern bypass may be constructed linking B6355, Pencaitland Road and the B6371 Ormiston Road linking to a New Adniston Interchange. This would be likely to reduce pressure on Tranent High Street, and Bankton and Dolphinstone Interchanges.</p> <p>A footway would be required along the development frontage on the A199 and speed limit reductions along site frontage would be necessary. Given the number of houses proposed in the area and the associated impacts on the Bankton interchange any additional vehicles on network as a result of housing development is likely to have a significant impact and therefore contributions should be sought accordingly to provide appropriate mitigation.</p> <p>The site is served by Castle Moffat Water Treatment Works and would Edinburgh PFI Waste Water Treatment Works.</p>	
Service infrastructure capacity	The site is within the catchment area of Sandersons Wynd Primary School which has limited capacity but may be able to expand, and at secondary level it is served by Ross High School. This school has no capacity but may be able to expand.	
Deliverability/ Effectiveness	Comprehensive solutions would be required in relation to infrastructure to serve this site. Ground conditions in areas of previous opencast coal extraction may require investigation and/or remediation. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not certain at this stage whether potential contamination or ground conditions would pose any constraints to development of parts of the site. It has not been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this. There are known groundwater issues in this general area to which a solution would be required. There may be some restriction on the area which could be developed due to Battlefield designation.	

POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within or adjacent to any sites designated for area of International, National or Local nature conservation. It is around 2.5 km from the Firth of Forth SPA, SSSI, Ramsar site. Lapwing and Pinkfooted goose have been recorded in the tetrad into which the eastern part of the site falls, and the site is therefore screened in to HRA. There are areas of broadleaved and yew, grassland and fen marsh swamp habitat networks and development of the site would bring the opportunity to enhance this especially in coordination with Blindwells. Most of the site is currently in arable use and development for residential use is likely to improve the variety of habitat. The woodland planting proposed south of the A199 could improve habitat value if suitable species are chosen.	?/+*
Population	Development of the site would be likely to benefit the population through provision of affordable housing. The site may also help contribute to the regeneration of parts of Tranent, which are in the lowest 20% of Scottish Index of Multiply Deprived areas. There would however be a loss of informal recreational space which may be particularly important for people on low incomes and/or without work.	+/-
Human Health	There are some very small areas of contaminated land (unknown filled ground, mineral railway and air shaft). The proposal could help mitigate this. The site is in a town with a swimming pool and other sports facilities, has good access to the Core Path Network and would provide opportunities to contribute to the Central Scotland Green Network. There are likely noise issues in some parts of the site but these should be capable of mitigation. Although the site is in a reasonably accessible location realistically its development is likely to lead to increased emissions, and this may have implications for air quality in both Tranent and Musselburgh High Streets.	+/-
Soil	The site consists of Grade 2 and Grade 3.1 agricultural land, and development would therefore result in the loss of a large area of this soil.	-
Water	SEPA comment that there is surface water flood risk on part of the site, and multiple watercourses through the site. There are reports of flooding on the nearby Seton Burn from additional flows from the minewater pumping at Blindwells. There are also issues on the Seton Dean Burn from poorly designed culverts. These are on-going issues yet to be resolved by the Coal Authority and the complainants. SEPA will require a Flood Risk Assessment to look at the risk from the small watercourses which are located on the perimeter of the site. In addition, there are known groundwater issues in the general area. They understand that currently there is a balance between maintain groundwater levels and not increasing the flood risk to downstream properties. The sustainability of development in the longer term should be considered and SEPA recommend a holistic approach for developing this area to ensure that suitable drainage (and waste water) can be treated without increasing flood risk elsewhere.	-/?
Air	The development of the site would be unconstrained by existing sources of air pollution. The site has reasonably good active travel	-

	accessibility and public transport accessibility so as to reduce the need to travel by car at a local level. However, it is still likely that development would lead to an increase in car travel in the area to access higher order services and wider employment opportunities.	
Climatic Factors	Tranent in a very accessible location in regional terms, and therefore development of this site would be focussing development towards the most accessible and sustainable locations. The site is well positioned to access public transport and active travel routes. Realistically, development on the site would still lead to some increase in car-based journeys and resultant greenhouse emissions. Most of the site is north facing so would not lend itself to solar gain. Some woodland planting is proposed however.	-/+
Material Assets	The site's development would result in the loss of greenfield land.	-
Cultural Heritage	The site is located within the Prestonpans Battlefield. Development of the whole area (HSG128) would raise issues of national significance for the battlefield designation. Historic Environment Scotland consider the landscape in this area to contribute to our understanding of the route and approach of the Jacobite march the night before battle. Development in this area would therefore have to make detailed assessment and provide appropriate design options for mitigation.	--
Landscape	<p>The site lies within the Agricultural Plain Landscape Character Area. The sites are arable land, bounded to the west by the eastern boundary of the settlement of Tranent, to the east by the western boundary of Macmerry, to the north by the A1 and to the south by arable land. The A199 typically follows the southern edge of the development sites. The sites are highly visible from the A1 to the north and the A199 to the south. The site slopes down to the north from the centre of the site increasing its visibility to the north. Development on the ridge line would be widely visible across the area.</p> <p>Development of these sites could result in the coalescence of Macmerry, Tranent and Blindwells.</p> <p>SNH note the choice of site and potential cumulative impact of that site selection in the Tranent, Macmerry and Blindwells area could raise a number of potentially significant natural heritage concerns, including possible adverse landscape and visual impacts of strategic importance. They highlight the likely adverse landscape and visual impacts that would arise from the development of the HSG0128 part of the site in particular. They advise that further assessment is required to understand the relationship of potential multiple allocations in this area against the need to maintain a high quality landscape setting and individual settlement identity.</p>	--

St Baldred's Craule

Tyne Mouth

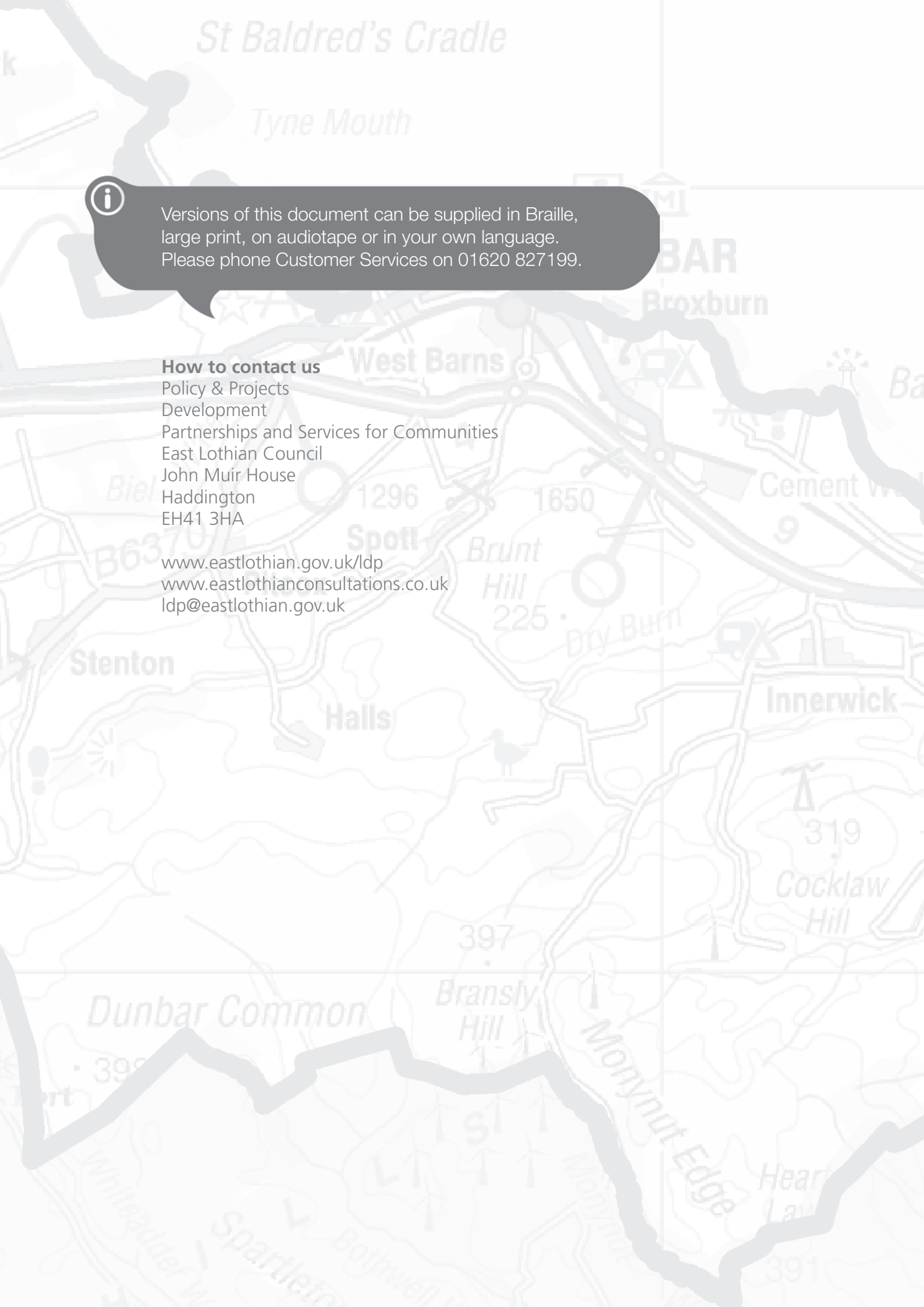


Versions of this document can be supplied in Braille, large print, on audiotape or in your own language. Please phone Customer Services on 01620 827199.

How to contact us

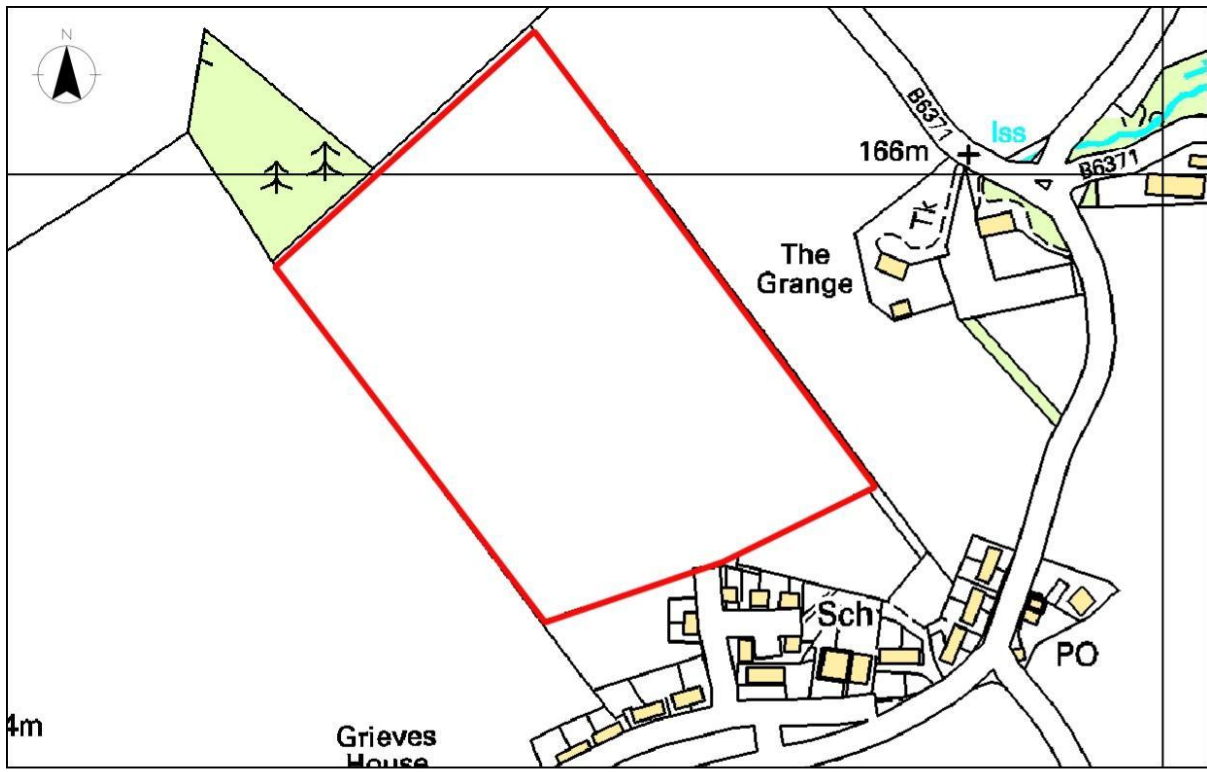
Policy & Projects
Development
Partnerships and Services for Communities
East Lothian Council
John Muir House
Haddington
EH41 3HA

www.eastlothian.gov.uk/ldp
www.eastlothianconsultations.co.uk
ldp@eastlothian.gov.uk



SITE INFORMATION

Topic	Comments
Site Name	Humbie 1
Site Ref	PM/TT/HSG061
Source of Site Suggestion	Savills (planning consultant) for Mr Hew Balfour (landowner)
Site Size (ha)	6.8ha
Current Use	Agricultural
Proposed Use	Housing
Summary Description	A large greenfield site to the north of Humbie, accessed via Kippithill.



Map data provided by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and all rights reserved. Ordnance Survey license number 100023381.



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023381.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is located to the north of Humbie. It is outwith the settlement boundary but is reasonably well related to it. Its development would represent a significant expansion of the village.	Yellow
Accessibility	The site is within 400m of the bus stop in Humbie, however there is currently no service at this stop. There is no rail station within 800m. There is a limited range of services and facilities within 1600m, including small shop and post office, primary school, and church.	Yellow
Exposure	The site benefits from little shelter from northerly winds.	Red
Aspect	The site is mainly north and east facing although its northern part faces south.	Yellow
Suitability for Proposed Use	The site is physically suitable for the proposed use. Adjacent land uses are residential and agricultural.	Green
Fit with local/strategic policy objectives and direction	The site is outwith the East Lothian SDA as identified within SESplan and outwith a main settlement. Its development would not align well with strategic and local policy objectives including meeting housing need and demand in the most sustainable locations that minimise the need to travel. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Red
Physical infrastructure capacity	Suitable access onto the local road network is achievable, however the site is not currently accessible by any public transport. The site is served by Rosebery Water Treatment Works and the Humbie Septic Tank. Rosebery WTW has available capacity, and Humbie septic tank has limited capacity.	Yellow

Service infrastructure capacity	The site is within the Humbie Primary School catchment which has very limited capacity and cannot expand. At secondary level the site would be served by Ross High School which has no capacity, but may be able to expand.	
Deliverability/ Effectiveness	Development on the site would be subject to infrastructure constraints, including education capacity.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interest.	o
Population	The site would provide housing, including an element of affordable housing to help meet local need. The site has poor access to facilities, services, and employment opportunities by active travel or public transport.	+/o
Human Health	There is no known contamination within the site. The core path network and open space is limited in this area, though new development may be able to contribute to improvements.	o
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There is a very small pocket of surface water flooding. The site will potentially require a drainage impact assessment. The site is not within a Potentially Vulnerable Area. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment but has pointed out that if a significant scale of development took place there may be issues with waste water treatment capacity; a private treatment option would not be supported.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with limited access to local facilities, active travel routes and public transport so the site's development would lead to increased travel by private car.	o

Climatic Factors	Humbie is in a rural location with poor accessibility and very limited access to facilities and services. Development of this site would not be focusing development in the most accessible and sustainable locations and it would lead to an increase in car-based journeys and resultant greenhouse gas emissions. The site's aspect in the north would lend itself well to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	--
Cultural Heritage	There are no cultural heritage designations affecting the site. The listed building of Hazyhill lies to the east but development of the site is unlikely to adversely affect its setting. ELCAS advises that the site is in an area of unknown archaeological potential.	o/?
Landscape	The site is currently arable land and is situated on the northern edge of Humbie. The site is of a significant scale in relation to the existing village, and development of a large proportion of it would represent a significant impact on the character and scale of the village. Development that was restricted to a small scale and in the southern part of the site would relate reasonably well to the existing village and would be a fairly logical expansion in landscape terms.	-/--/?

SITE INFORMATION

Topic	Comments
Site Name	Humbie - Kippithill
Site Ref	PM/TT/HSG095
Source of Site Suggestion	East Lothian Council
Site Size (ha)	1.7ha
Current Use	Arable
Proposed Use	Housing
Summary Description	A small greenfield site on the northern edge of Humbie, accessed from Kippithill.



0 0.025 0.05 0.075 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.



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.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is located on the northern edge of Humbie. It is outwith the existing settlement boundary but is well related to it.	Yellow
Accessibility	The site is within 400m of the bus stop in Humbie, however there is currently no service at this stop. There is no rail station within 800m. There is a limited range of services and facilities within 1600m, including small shop and post office, primary school, and church.	Yellow
Exposure	The site does not benefit from shelter from northerly winds by virtue of topography or vegetation.	Red
Aspect	The site is relatively level but the eastern part slopes off eastwards.	Yellow
Suitability for Proposed Use	The site is physically suitable for the proposed use. Adjacent land uses are residential and agricultural. There is also an informal recreation area to the south-west and the primary school and playground to the south-east.	Green
Fit with local/ strategic policy objectives and direction	The site is outwith the East Lothian SDA as identified within SESplan and outwith a main settlement. Its development would not align well with strategic and local policy objectives including meeting housing need and demand in the most sustainable locations that minimise the need to travel. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Red
Physical infrastructure capacity	Suitable access onto the local road network is achievable, however the site is not currently accessible by any public transport. The site is served by Rosebery Water Treatment Works and the Humbie Septic Tank. Rosebery WTW has available capacity, and Humbie	Yellow

	septic tank has limited capacity.	
Service infrastructure capacity	The site is within the Humble Primary School catchment which has very limited capacity and cannot expand. At secondary level the site would be served by Ross High School which has no capacity, but may be able to expand.	
Deliverability/ Effectiveness	Development on the site would be subject to infrastructure constraints, including education capacity.	



POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interest.	o
Population	The site would provide housing, including an element of affordable housing to help meet local need. The site has poor access to facilities, services, and employment opportunities by active travel or public transport.	+/o
Human Health	There is no known contamination within the site. The core path network and open space is limited in this area, though new development may be able to contribute to improvements.	o
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is not shown to be at risk of river, surface or coastal flooding on SEPA's flood map. The site is not within a Potentially Vulnerable Area. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment.	o
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with limited access to local facilities, active travel routes and public transport so the site's development would lead to increased travel by private car.	o
Climatic Factors	Humble is in a rural location with poor accessibility and very limited access to facilities and services. Development of this site would not be focusing development in the most accessible and sustainable locations and it would lead to an increase in car-based journeys and resultant greenhouse gas emissions. The site's aspect would not lend itself well to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	--

Cultural Heritage	There are no cultural heritage designations affecting the site. The listed building of Hazyhill lies to the east but development of the site is unlikely to adversely affect its setting. ELCAS considers there to be moderate potential for unknown archaeological remains in the area.	o/?
Landscape	The site is currently arable land and is situated on the northern edge of Humbie. Its development would relate reasonably well to the existing village and would be a fairly logical expansion in landscape terms, subject to appropriate landscape and suitable design.	o/?

SITE INFORMATION

Topic	Comments
Site Name	Humbie Site 2
Site Ref	PM/TT/HSG062
Source of Site Suggestion	Savills (planning consultant) for Mr Hew Balfour (landowner)
Site Size (ha)	0.3ha
Current Use	Agricultural/undeveloped
Proposed Use	Housing
Summary Description	A small greenfield site located between Humbie village and Upper Keith Farm.



0 0.010.020.030.04 kilometres

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



0 15 30 60 Meters

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023381.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith the settlement boundary of Humbie but is reasonably well related to it.	Yellow
Accessibility	The site is within 400m of the bus stop in Humbie, however there is currently no service at this stop. There is no rail station within 800m. There is a limited range of services and facilities within 1600m, including small shop and post office, primary school, and church.	Yellow
Exposure	The site benefits from little shelter from northerly winds.	Red
Aspect	The site faces north.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use. There may be potential conflict issues due to the proximity of proposed housing to a working steading. Mitigation measures may be required.	Yellow
Fit with local/ strategic policy objectives and direction	The site is outwith the East Lothian SDA as identified within SESplan and outwith a main settlement. Its development would not align well with strategic and local policy objectives including meeting housing need and demand in the most sustainable locations that minimise the need to travel. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Red
Physical infrastructure capacity	Suitable access onto the local road network is achievable, however the site is not currently accessible by any public transport. The site is served by Rosebery Water Treatment Works and the Humbie Septic Tank. Rosebery WTW has available capacity, and Humbie septic tank has limited capacity.	Yellow

Service infrastructure capacity	The site is within the Humble Primary School catchment which has very limited capacity and cannot expand. At secondary level the site would be served by Ross High School which has no capacity, but may be able to expand.	
Deliverability/ Effectiveness	Development on the site would be subject to infrastructure constraints, including education capacity.	

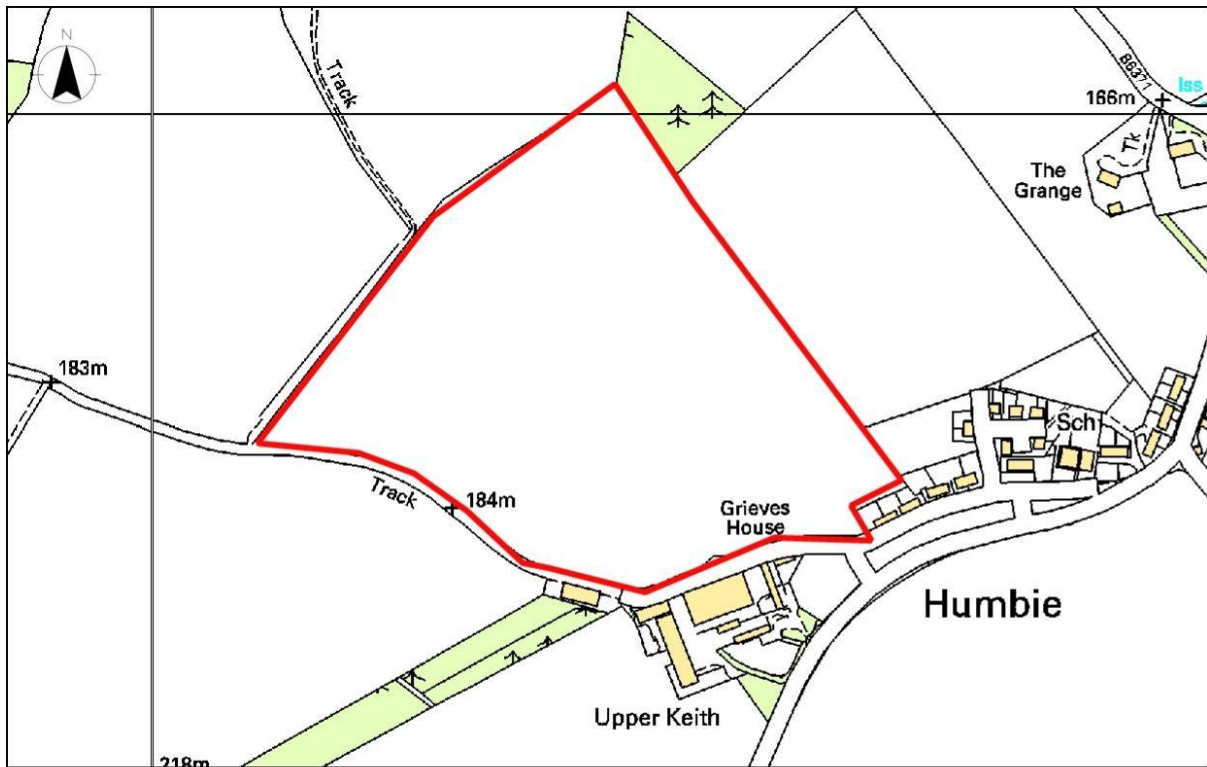


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interest.	o
Population	The site would provide housing, possible including an element of affordable housing to help meet local need. The site has poor access to facilities, services, and employment opportunities by active travel or public transport.	+/o
Human Health	There is no known contamination within the site. The core path network and open space is limited in this area, though new development may be able to contribute to improvements.	o
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is not shown to be at risk of river, surface or coastal flooding on SEPA's flood map and the site is not within a Potentially Vulnerable Area. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment but has pointed out that existing farm buildings are served by septic tanks but new development should connect to the public sewer. Existing buildings should ideally also be served by any new sewer connection.	o
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with limited access to local facilities, active travel routes and public transport so the site's development would lead to increased travel by private car.	o
Climatic Factors	Humble is in a rural location with poor accessibility and very limited access to facilities and services. Development of this site would not be focusing development in the most accessible and sustainable locations and it would lead to an increase in car-based journeys and resultant greenhouse gas emissions. The site's aspect would not lend itself well to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	--
Cultural	There are no cultural heritage designations affecting the site. ELCAS	o/?

Heritage	advises that the site is in an area of unknown archaeological potential.	
Landscape	The site is currently undeveloped land between the village of Humbie and the farm of Upper Keith. The site is prominent from the road and the village, with the mature sycamore trees in Upper Keith providing a natural boundary and backdrop to the site and village setting as a whole. Development would close the visual gap between the village and the farm, and disrupt their existing visual relationship. There are distant views towards the Lammermuirs but in wider landscape terms, development on the site would be of a small scale and unlikely to have significant impacts beyond the village.	o/-

SITE INFORMATION

Topic	Comments
Site Name	Humbie Site 3
Site Ref	PM/TT/HSG063
Source of Site Suggestion	Savills (planning consultant) for Mr Hew Balfour (landowner)
Site Size (ha)	13.2ha
Current Use	Agricultural
Proposed Use	Housing
Summary Description	A large greenfield site to the north-west of Humbie.



Map data provided by permission of Ordnance Survey on behalf of HMSO. (C) Crown Copyright and all rights reserved. Ordnance Survey license number 100023381.



SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is located to the west of Humbie. It is outwith the settlement boundary but is reasonably well related to it. Its development would represent a significant expansion of the village.	Yellow
Accessibility	The site is within 400m of the bus stop in Humbie, however there is currently no service at this stop. There is no rail station within 800m. There is a limited range of services and facilities within 1600m, including small shop and post office, and primary school.	Yellow
Exposure	The topography may provide a limited degree of shelter from northerly winds but otherwise the site is exposed.	Yellow
Aspect	The site mainly faces north and east apart from the northern part, which faces south.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use. Surrounding land uses are mainly agricultural and some housing at the south-eastern corner. Any amenity conflicts due to the proximity of the working farm steading to the southern boundary could be mitigated by design.	Yellow
Fit with local/strategic policy objectives and direction	The site is outwith the East Lothian SDA as identified within SESplan and outwith a main settlement. Its development would not align well with strategic and local policy objectives including meeting housing need and demand in the most sustainable locations that minimise the need to travel. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Red
Physical infrastructure	Suitable access onto the local road network is achievable, however the site is not currently accessible by any public transport. The site	Yellow

capacity	is served by Rosebery Water Treatment Works and the Humbie Septic Tank. Rosebery WTW has available capacity, and Humbie septic tank has limited capacity.	
Service infrastructure capacity	The site is within the Humbie Primary School catchment which has very limited capacity and cannot expand. At secondary level the site would be served by Ross High School which has no capacity, but may be able to expand.	
Deliverability/ Effectiveness	Development on the site would be subject to infrastructure constraints, including education capacity.	

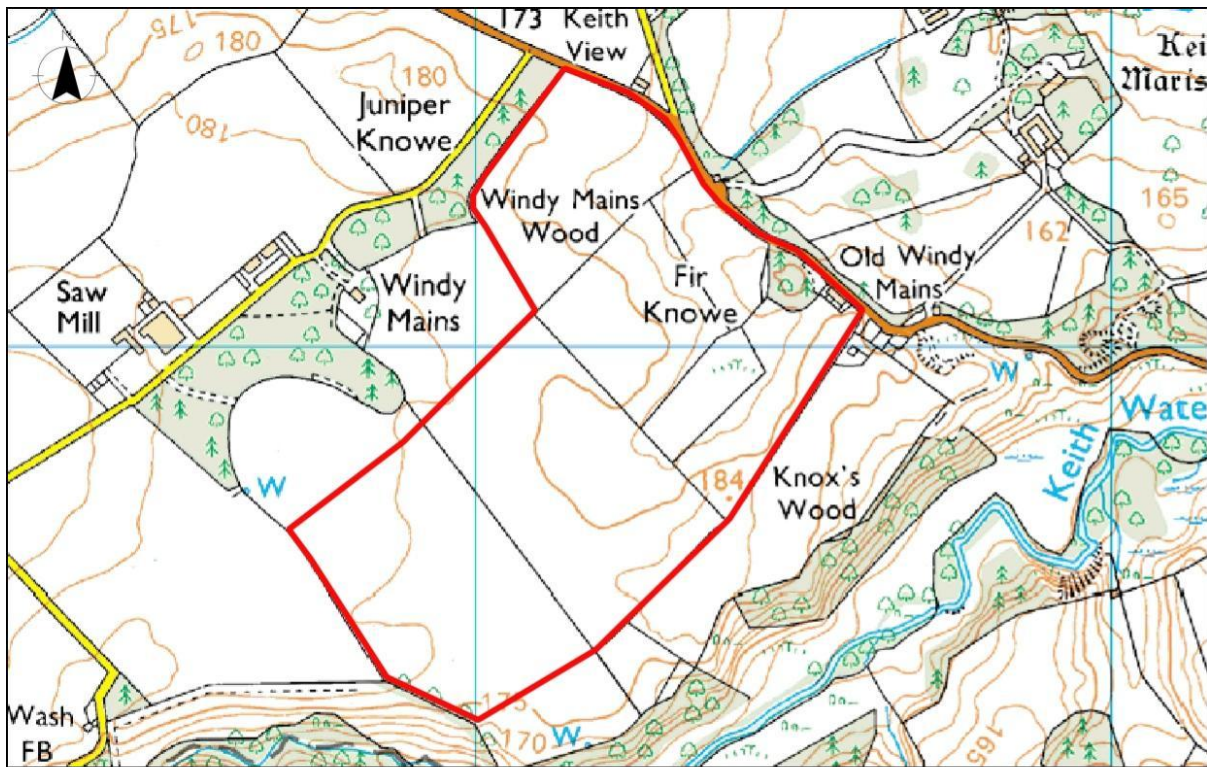


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interest.	o
Population	The site would provide housing, including an element of affordable housing to help meet local need. The site has poor access to facilities, services, and employment opportunities by active travel or public transport.	+/o
Human Health	There is no known contamination within the site. The core path network and open space is limited in this area, though new development may be able to contribute to improvements.	o/?
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There is a very small pocket of surface water flooding. The site will potentially require a drainage impact assessment. The site is not within a Potentially Vulnerable Area. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment but has pointed out that if a significant scale of development took place there may be issues with waste water treatment capacity; a private treatment option would not be supported.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with limited access to local facilities, active travel routes and public transport so the site's development would lead to increased travel by private car.	o
Climatic Factors	Humbie is in a rural location with poor accessibility and very limited access to facilities and services. Development of this site would not be focusing development in the most accessible and sustainable locations and it would lead to an increase in car-based journeys and resultant greenhouse gas emissions. The site's aspect would not lend itself well to development that is resource efficient through siting (i.e. solar gain).	-

Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	--
Cultural Heritage	There are no cultural heritage designations affecting the site. ELCAS advises that the site is in an area of unknown archaeological potential.	o/?
Landscape	The site is currently arable land and is situated on the north-western edge of Humble. The site is of a significant scale in relation to the existing village, and development of a large proportion of it would represent a significant impact on the character and scale of the village. Development that was restricted to a small scale and in the southern part of the site would relate reasonably well to the existing village and would be a more logical expansion in landscape terms.	-/-/?

SITE INFORMATION

Topic	Comments
Site Name	Windy Mains near Humberie
Site Ref	PM/TT/MIN001
Source of Site Suggestion	G J Mennie for A Hodge
Site Size (ha)	44ha
Current Use	Agricultural
Proposed Use	Mineral extraction (unspecified but presumed sand and gravel)
Summary Description	An area proposed for mineral extraction in a rural location to the north of Humberie.



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



SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site's location relative to settlement boundaries is not relevant to the proposed use for mineral extraction; minerals must be worked where they are found.	N/A
Accessibility	Accessibility in terms of public transport and local facilities and services is not directly relevant to the proposed use for mineral extraction.	N/A
Exposure	Shelter from northerly winds is not relevant to the proposed use for mineral extraction.	N/A
Aspect	Aspect is not relevant to the proposed use for mineral extraction.	N/A
Suitability for Proposed Use	The site is physically suitable for the proposed use. Surrounding land uses are mainly agricultural and some housing at the North-eastern corner.	
Fit with local/strategic policy objectives and direction	SESplan recognises that an adequate and steady supply of minerals is essential to support sustainable economic growth. This site could therefore potentially contribute towards delivering that goal, dependent upon economic viability.	
Physical infrastructure capacity	Access onto the local road network would be achievable subject to visibility splay requirements.	
Service infrastructure capacity	School catchments and other service infrastructure are not relevant to the proposed use for mineral extraction.	
Deliverability/Effectiveness	It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

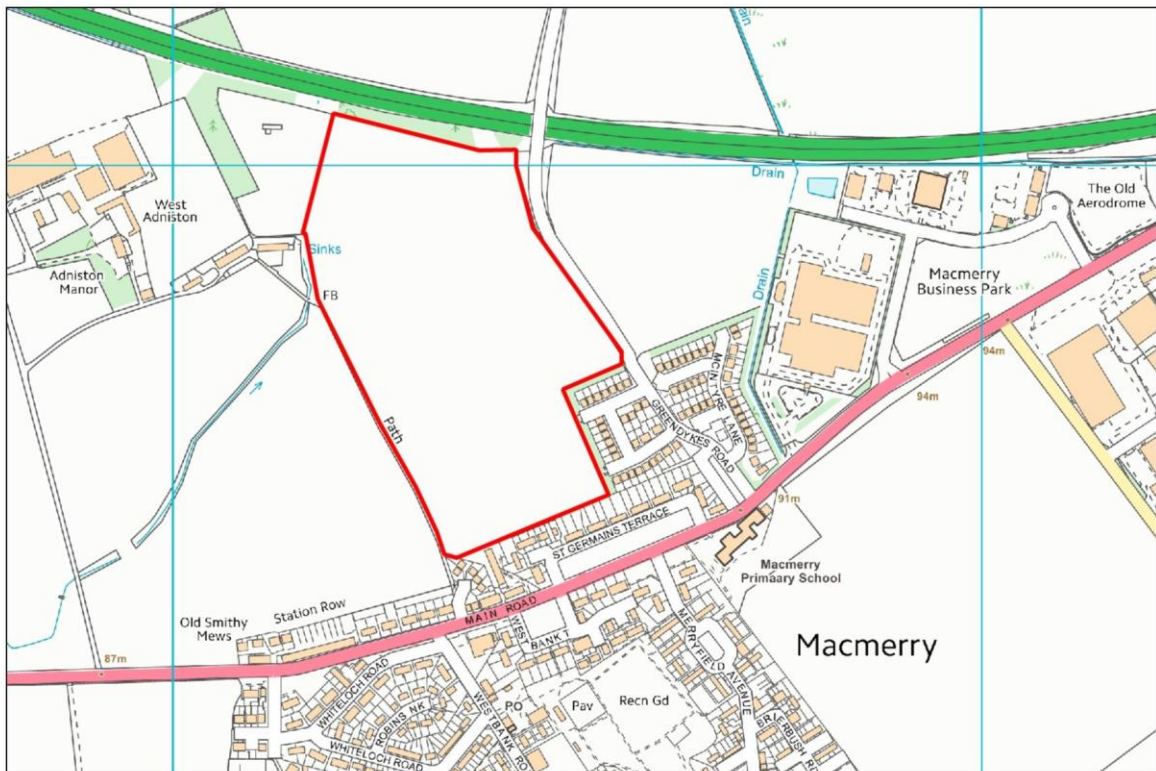


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation interest.	0
Population	The site's development is not likely to have any particular benefits or adverse effects on population.	
Human Health	There is no known contamination within the site. Extraction of minerals may have the potential for localised impacts on human health at nearby properties in terms of noise and/or dust but this is uncertain.	o/?
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on this site.	-
Water	SEPA advises that there are no water features within the site or on its boundaries but there is potential for dewatering or long-term pumping into a watercourse that may increase risks downstream without mitigation. It is therefore recommended the site be subject to a flood risk assessment. There is also a small amount of surface water flooding. More information on the type of extraction would be needed.	?
Air	It is possible that mineral extraction could have localised impacts on air quality though this is uncertain.	?
Climatic Factors	The proposal would not be likely to have any particular benefits or adverse effects on climatic factors.	0
Material Assets	The site is greenfield land of prime agricultural quality. However, minerals can only be extracted where they are present. If the site's use for mineral extraction were found to be acceptable in policy terms then this would represent a positive use of material assets.	?
Cultural Heritage	There is a scheduled monument (Windy Mains enclosures, index no. 5755) partially within the site boundary. Historic Scotland has strong concerns about this potential allocation as it would impact on the site and setting of the scheduled monument within the site boundary. While development may be possible within the majority of the proposed allocation area, if this site is allocated, a robust design strategy would be necessary to avoid impacts on the	?/-/--

	<p>monument and its setting in accordance with national and local policy. Additionally, any allocation must address the future management of the monument within the development area. Alternatively, the allocation boundary could be revised to exclude the monument. However, such a revision may still require mitigation to protect the setting and the physical integrity of the monument. ELCAS advises that there are significant known archaeological remains within the development area including burials and a high potential for currently unknown remains to be present. Pre-determination evaluation would be required.</p>	
Landscape	<p>The site is currently arable land in a rural setting, situated between Windy Mains Wood and Keith Water. The site is undulating and has panoramic views to the south and west. Windy Mains Wood provides an element of shelter and screening from views to the north. The Lammermuir Hills Area of Great Landscape Value (AGLV) is within view to the south of the site and mineral extraction on the site could impact on views from this area. The site is clearly visible from the B6371 to the east.</p>	-/-/?

SITE INFORMATION

Topic	Comments
Site Name	Land south of Greendykes Farm
Site Ref	MIR/TT/HSG135
Source of Site Suggestion	Mr M Steven (Agent: George F White)
Site Size (ha)	15 Ha
Current Use	Agriculture
Proposed Use	Housing
Summary Description and Planning History	An area of Greenfield land currently in agricultural use located on the northeast side of Macmerry and on the south side of the A1 junction.



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outside but adjacent to the settlement boundary of Macmerry.	Yellow
Accessibility	The site is within 400m of a number of bus stops located along Main Street, Macmerry. It is not within 800m of a rail station. It is within 1600m of local facilities and services which includes a local primary school and shops within Macmerry.	Yellow
Exposure	The site is predominantly flat or north facing. There is a low tree belt to the north of the site which may provide some very limited screening from northerly winds.	Yellow
Aspect	The site predominantly has a north-westerly aspect.	Red
Suitability for Proposed Use	The proposed housing development would not conflict with surrounding land uses which includes residential and agricultural developments. Parts of the site are close to the A1 which would mean mitigation for noise issues is likely to be required.	Yellow
Fit with strategic policy objectives and direction	The site is located within East Lothian's SDA as defined by SESplan and its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region.	Green
Physical infrastructure capacity	A new Interchange may be required at Adniston to which a link could be provided. A footway would be required along the development frontage on the A199. Given the number of houses proposed in the area and the associated impacts on Tranent High	Yellow

	<p>Street, Dolphinstone and Bankton interchanges any additional vehicles on network as a result of housing development is likely to have a significant impact and therefore contributions should be sought accordingly to provide appropriate mitigation. The site could give rise to approximately 300 houses which would connect on to Greendykes Road to gain access to the A199. Only 300 houses can be connected from a single access so another access would be required to the A198.</p> <p>The site would be served by Castle Moffat Water Treatment Works which has some available capacity. There is no waste water treatment infrastructure within the vicinity.</p>	
Service infrastructure capacity	The site is within the catchment area of Macmerry Primary School which has limited capacity and may be able to expand on current site. The site is within the catchment area of Ross High School which has no 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.	

PHOTOS

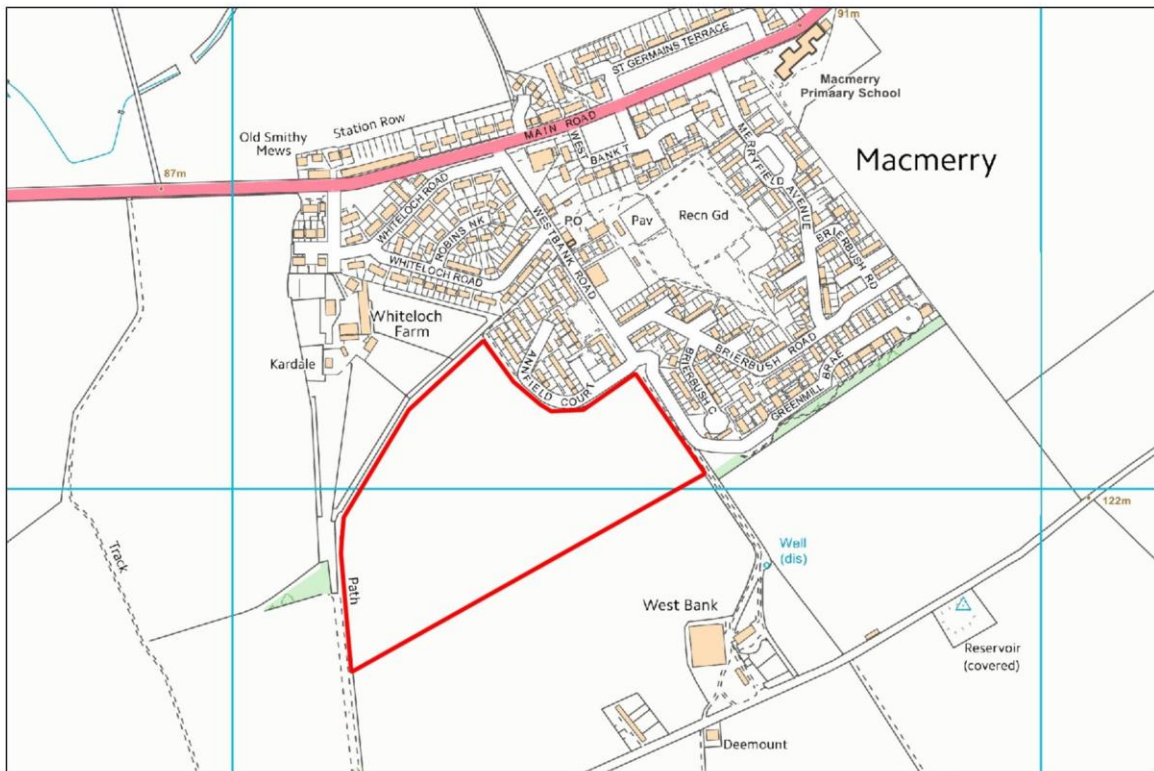


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation areas. Use as housing is likely to improve the variety of habitat over the sites current arable use. Some SPA species have been observed in the tetrad, and the site is just under 3km from the SPA, therefore it is screened into HRA.	+*
Population	The site would provide housing, including an element of affordable housing to help meet local need. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+
Human Health	The site has good access to the core path network, which runs along the east and west of the site and to open space within Macmerry. There may be an adverse impact on air quality in Tranent High Street due to increased vehicular travel through Tranent.	-/+
Soil	The development of the site would result in some loss of Class 2 prime agricultural land. It would not result in the loss of rare or carbon rich soils.	-
Water	The site is at medium risk of surface water flooding as there are pockets of surface water located in the south of the site and along the northeast boundary. SEPA states that a Flood Risk Assessment which assesses the risk from the small watercourse which flows along the western part of the site is required. There is the potential that there is a culverted watercourse through the site which should be investigated. PAN 69 states that "buildings must not be constructed over an existing drain (including a field drain) that is to remain active". Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues at this site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	o
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with moderate access to local facilities, active travel routes and public transport so the need to travel by car is reduced, though realistically increased car travel is likely to result. The site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	-
Climatic Factors	Macmerry and Tranent are in accessible locations 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 northwest facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	--

Cultural Heritage	<p>The site is not within a conservation area or within or adjacent to a scheduled and ancient monument or listed building.</p> <p>Historic Environment Scotland makes no comment on the site.</p>	o
Landscape	<p>The site is located within the Agricultural Plain Landscape Character Area. The land is relatively flat. The site is bounded to the north by an existing tree belt and beyond that the A1 trunk road. It is bounded to the south by residential development at Macmerry and to the east and west by arable land. It is well screened from the A1, other than to the northwest of the site, where there is gap in the tree line.</p> <p>If developed the site would be seen in relation to the existing housing at Macmerry and would be seen as a northern expansion of the settlement. There will be an issue of coalescence between Macmerry and Blindwells should this site be developed.</p> <p>SNH states that the choice of sites and potential cumulative impact site selection in the Tranent, Macmerry and Blindwells area could raise a number of potentially significant natural heritage concerns, including possible adverse landscape and visual impacts of strategic importance. They advise that further assessment is required to understand the relationship of potential multiple allocations in this area against the need to maintain a high-quality landscape setting and individual settlement identity.</p>	-

SITE INFORMATION

Topic	Comments
Site Name	Land to south of Westbank Road, Macmerry
Site Ref	MIR/TT/HSG119
Source of Site Suggestion	George F White
Site Size (ha)	10 Ha
Current Use	Agriculture
Proposed Use	Housing
Summary Description and Planning History	A Greenfield site on the southwest of Macmerry currently in agricultural use. It is proposed to develop up to 200 dwellings on the site.



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outside but adjacent to the settlement boundary of Macmerry.	Yellow
Accessibility	The site is within 400m of bus stops located along Main Street, Macmerry. The site is not within 800m of a rail station. The site is within 1600m of local facilities and services within Macmerry.	Yellow
Exposure	The site is relatively exposed to northerly winds although may have some shelter due to existing development to the north.	Yellow
Aspect	The site has a north-westerly aspect.	Red
Suitability for Proposed Use	There would not be land use conflict issues with surrounding uses (residential and agriculture) should the site be developed for housing.	Green
Fit with strategic policy objectives and direction	The site is located within East Lothian's SDA as defined by SESplan and its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region.	Green
Physical infrastructure capacity	Given the number of houses proposed in the area and the associated impacts on the Bankton and Gladsmuir interchange any additional vehicles on network as a result of housing development is likely to have a significant impact and therefore contributions should be sought accordingly to provide appropriate mitigation. The site could give rise to approximately 200 houses which would connect on to Westbank Road to gain access to the A198. Although	Yellow

	<p>there are other routes to the A198 these are more convoluted and this development is therefore likely to put a lot more pressure on Westbank Rd in terms of vehicle flows and road safety.</p> <p>The site would be served by Castle Moffat Water Treatment Works which has available capacity. There is no waste water treatment infrastructure within the vicinity.</p>	
Service infrastructure capacity	The site is within the catchment area of Macmerry Primary School which has limited capacity and may be able to expand on the current site. The site is within the catchment area of Ross High School 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.	

PHOTOS



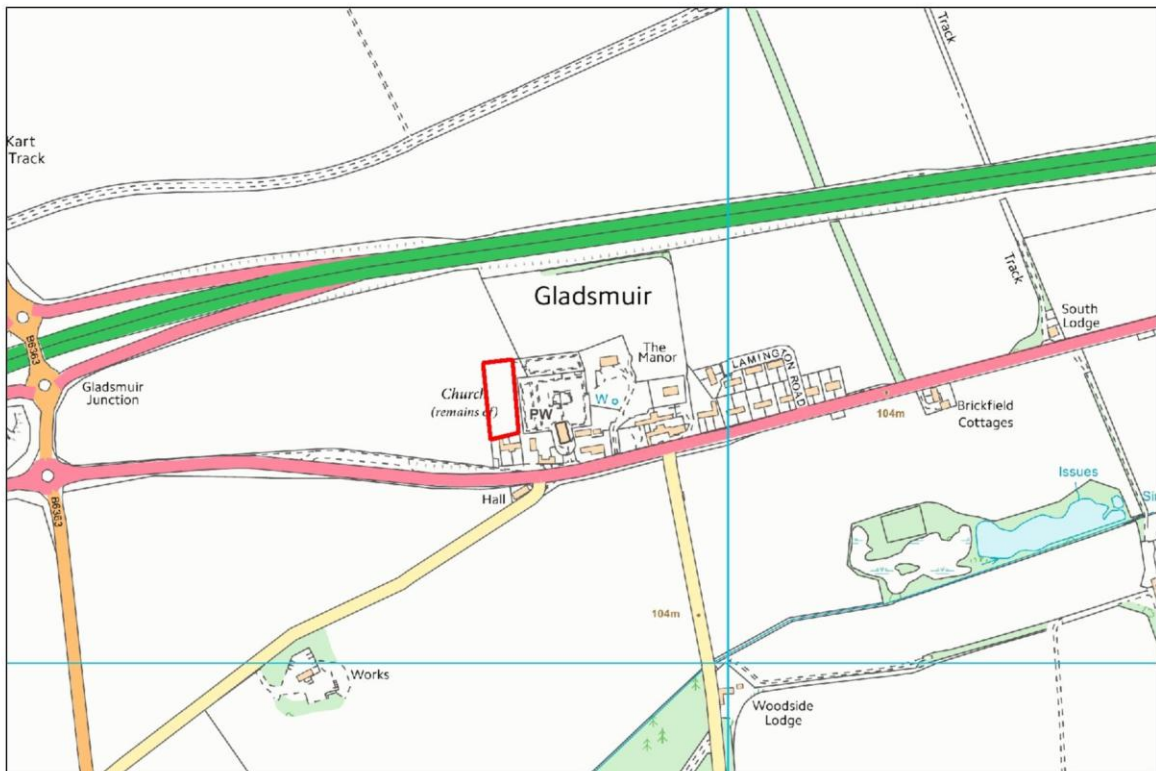
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	<p>The site is not within any areas designated for their international, national or local nature conservation importance. Use of the site for housing is likely to increase the variety of habitat over the current arable use.</p> <p>For the southern part of the site, no SPA birds have been recorded in the tetrad, but for tetrad containing the northern part of the site Lapwing and Pinkfooted Goose have been recorded. The site is just under 4km from the Firth of Forth SPA, and there is good access for recreational users to travel to the site. It is therefore screened in for</p>	+

	HRA.	
Population	The site would provide housing, including an element of affordable housing to help meet local need. Its development may make a contribution to the regeneration of Macmerry. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+
Human Health	The site has good access to the core path network, which runs along the north, east and west boundaries of the site, and is close to areas of open space within Macmerry. There may be an adverse impact on air quality in Tranent High Street due to increased vehicular travel through Tranent. Part of the site on around halfway along its western boundary is identified as contaminated due to its mining history as well as having some unknown filled ground.	-/+/?
Soil	The development of the site would result in loss of Class 2 prime agricultural land. It would not result in the loss of rare or carbon rich soils.	-
Water	The west and north boundaries of the site are shown to be at medium risk of surface water flooding. SEPA states that surface water flooding issues at this site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with moderate access to local facilities, active travel routes and public transport so the need to travel by car is reduced. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	-
Climatic Factors	Macmerry 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 northwest facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	--
Cultural Heritage	The site is not within a conservation area or within or adjacent to a scheduled and ancient monument or listed building. Historic Environment Scotland makes no comment on this site.	o
Landscape	The site is located within the Agricultural Plain landscape character area. It is existing arable land. It slopes down in a north-westerly direction and there are panoramic views to the north of the Firth of Forth coast from the southern area of the site. The site is bounded to the north and east by existing residential and built development of Macmerry and to the south and west by arable land. The north boundary of the site is formed by an existing hedgerow, tree line and wire fence, the east boundary of the site is formed by an	-

	<p>existing hedgerow, beyond which lies a gravel track. The western boundary is defined by a track. There is no defined southern boundary to the site.</p> <p>SNH state that the choice of sites and potential cumulative impact of site selection in the Tranent, Macmerry and Blindwells area could raise a number of potentially significant natural heritage concerns, including possible adverse landscape and visual impacts of strategic importance. They advise that further assessment is required to understand the relationship of potential multiple allocations in this area against the need to maintain a high-quality landscape setting and individual settlement identity.</p>	
--	---	--

SITE INFORMATION

Topic	Comments
Site Name	Gladsmuir burial provision
Site Ref	MIR/TT/OTH026
Source of Site Suggestion	ELC Amenity Services
Site Size (ha)	0.344 Ha
Current Use	Agriculture
Proposed Use	Burial Provision
Summary Description and Planning History	The site is an area of Greenfield land in agricultural use located on the northwest side of Gladsmuir.



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is located on the edge of Gladsmuir.	Yellow
Accessibility	The site is within 400m of bus stops located at Gladsmuir Farmhouse on the A199. The site is not within 800m of a rail station. The site is not within 1600m of local shops and services, there are limited services at Gladsmuir which includes a petrol station.	Yellow
Exposure	The site has some shelter from northerly winds owing to existing vegetation.	Yellow
Aspect	The site has a northerly aspect.	Red
Suitability for Proposed Use	The site is located next to an existing burial ground (located to the east of the site). The site would likely be compatible with this surrounding land use.	Green
Fit with strategic policy objectives and direction	The site is located within East Lothian's SDA as defined by SESplan and its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region.	Green
Physical infrastructure capacity	Visibility for traffic along this section of road is very good and therefore proposals are unlikely to have any adverse impact to existing operation. The site would be served by Castle Moffat Water Treatment Works which has some available capacity. There is no waste water treatment works within the vicinity however for the use proposed it	Green

	is unlikely to be required.	
Service infrastructure capacity	Questions of service infrastructure capacity are not relevant to the proposed use.	
Deliverability/ Effectiveness	The landowners willingness to sell the land is not known at this stage. The site is physically suitable for the proposed use subject to SEPA's views on potential for contamination of ground water.	

PHOTOS

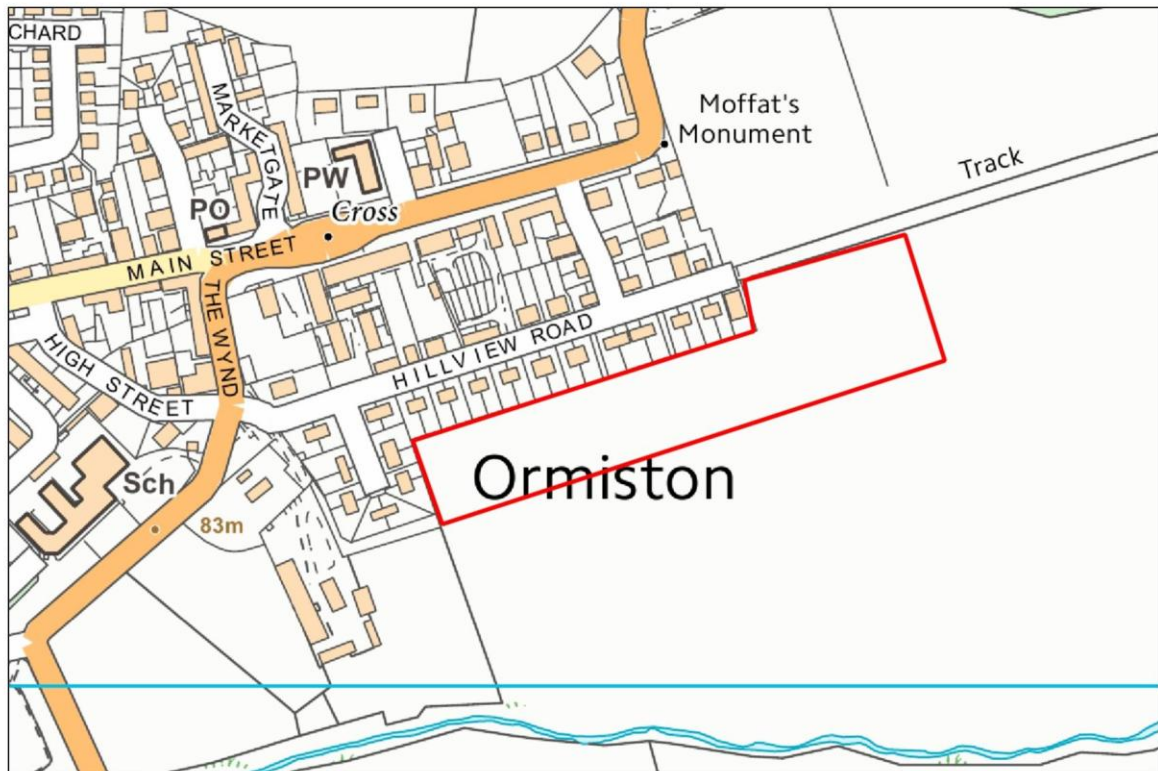


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for international, national or local nature conservation importance. The site's development would not result in the loss of protected trees or woodland, or priority habitat, and is likely to improve biodiversity through more varied planting and undisturbed stone as habitat for lichen. SPA species Lapwing and Pinkfooted goose have been recorded in the tetrad, so the site is screened into HRA.	+*

	SNH have not commented on this site.	
Population	Development of the site would benefit the local population in that burial in the local area would remain an option.	+
Human Health	Development of the site is likely to lead to benefits to mental health by giving a greater choice of site for those wishing to bury their loved ones, and by its relatively peaceful, scenic location could aid the grieving process. Emissions to air associated with cremation would be avoided.	+
Soil	The development of the site would not result in the loss of prime agricultural land or the loss of rare or carbon rich soils. There may be some contamination of soil from use as a burial ground.	-
Water	The site is not shown to be within or adjacent to an area at risk of flooding from any sources on SEPA's flood map. Proposals for new cemeteries or cemetery extensions will be assessed on their merits and in particular with regard to the impact of such use on the Water Environment, in accordance with SEPA Guidance on Assessing the Impacts of Cemeteries on Groundwater - Land Use Planning System: Guidance Note 32.	-
Air	The development of the site would be unconstrained by existing sources of air pollution, though this is not particularly relevant for this use. The site has good access by public transport and active travel. Provision of burial ground avoids emissions to air from cremation.	+
Climatic Factors	Burial avoids the energy use of cremation. Availability of burial land is likely to increase journeys associated with bereavement and consumption of cut flowers, with associated CO2 emissions.	?
Material Assets	The site's development would not result in an efficient use of land as it is an area of greenfield land, however it is not of prime agricultural quality or a site of rare or carbon rich soils.	--
Cultural Heritage	The site is not within a conservation area or within or adjacent to a scheduled and ancient monument. It is adjacent to the C listed Old School House and Joleen Cottage and the B listed Parish Church & graveyard and Old Parish and Walls. The Gladsmuir Old Parish Church and Walls are listed as being of special architectural and historic interest (category B). Historic Environment Scotland makes no comment on this site.	o
Landscape	The site is located in the Haddington plain landscape character area and gently slopes down in a northerly direction. The site is bounded to the north and west by arable land. It is bounded to the east by Gladsmuir Parish Church and burial grounds. The site is bounded to the south by Old School House and Joleen Cottage. The development of the site would be a natural expansion of the existing cemetery to its east.	o

SITE INFORMATION

Topic	Comments
Site Name	Hillview Road, Ormiston
Site Ref	MIR/TT/HSG132
Source of Site Suggestion	David Slight (Agent: Clarendon Planning & Department)
Site Size (ha)	2 Ha
Current Use	Agriculture
Proposed Use	Housing
Summary Description and Planning History	An area of Greenfield land currently in agricultural use located on the southeast side of Ormiston. It is proposed to develop some 50 units on the site.



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is located outside the Ormiston settlement boundary but is well related to it.	Yellow
Accessibility	The site is within 400m of bus stops located at Main Street. It is not within 800m of a rail station. The site is within 1600m of local services and facilities within Ormiston.	Yellow
Exposure	The site benefits from some shelter from northerly winds due to existing built up development.	Yellow
Aspect	The site generally has an eastern aspect.	Yellow
Suitability for Proposed Use	The proposed housing development would be unlikely to conflict with surrounding land uses (residential and agriculture).	Green
Fit with strategic policy objectives and direction	The site is located within East Lothian's SDA as defined by SESplan and its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region.	Green
Physical infrastructure capacity	Hillview Road would need extended to accommodate the two way movement of vehicles and to accommodate pedestrian provision. Hillview Road is traffic calmed and should have sufficient capacity for 60 houses. It is however likely to add additional vehicle trips onto Cross Loan which currently has no pedestrian facilities as people gravitate towards Tranent. Given the number of houses proposed in the area and the associated impacts on Tranent High Street, Dolphinstone and Bankton interchanges any additional	Yellow

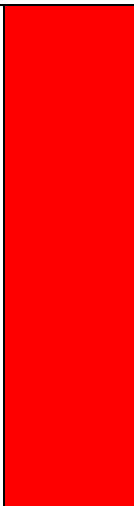
	vehicles on network as a result of housing development is likely to have a significant impact and therefore contributions should be sought accordingly to provide appropriate mitigation; The site would be served by Rosebery Water Treatment Works which has available capacity. There is no waste water treatment infrastructure within the vicinity.	
Service infrastructure capacity	The site is within the catchment area of Ormiston Primary School which has no capacity and is landlocked but very limited expansion on current site may be possible. The site is within the catchment area of Ross High School which has no 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.	

PHOTOS



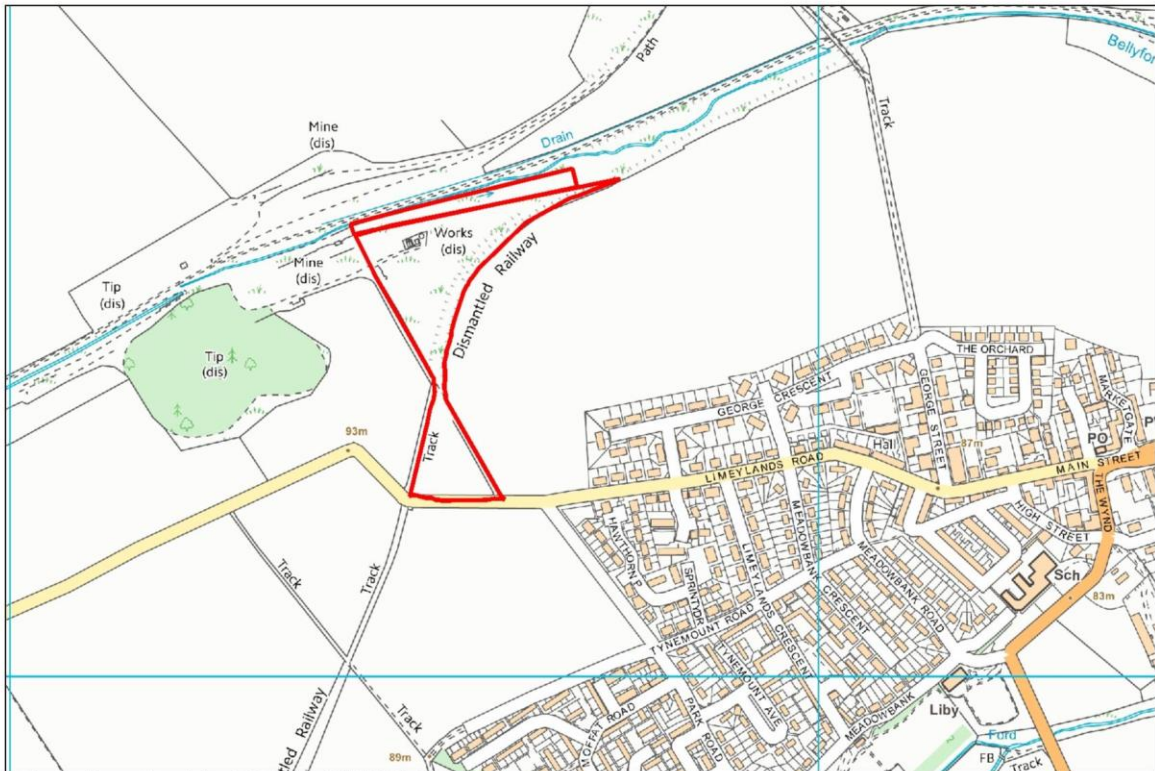
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation areas. Use of the site for housing is likely to increase the variety of habitat over the current agricultural use. Song Thrush, a notable species, has been recorded within 100m of the site. This species may benefit from housing development. No SPA bird species were recorded in the tetrad in which it sits. The site is around 6.5 km from the Firth of Forth SPA and is small. It is therefore screened out of the HRA.	+
Population	The site would provide housing, including an element of affordable housing to help meet local need. Its development may make a	+

	contribution to the regeneration of Ormiston, parts of which are the comparatively disadvantaged. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	
Human Health	The site has some access to the core path network, which is located to the east and west of the site. Traffic in through Tranent is likely to increase, with potential adverse impacts on air quality.	+/-
Soil	The development of the site would result in some loss of Class 2 prime agricultural land. It would not result in the loss of rare or carbon rich soils.	-
Water	The site is not shown to be at risk of flooding however to the east and south of the site there are large areas at medium risk of river flooding. SEPA states that various approaches to the village of Ormiston can be quite difficult to navigate due to the River Tyne flooding and local run-off to low-lying parts of the villages. The River Tyne runs along the south side of Ormiston and the low-lying land either side of the river are flood plains that often flood when the water level rises. A Flood Risk Assessment is needed to assess the risk from the Tyne Water. Consideration should be given to culvert and bridge structures which may exacerbate flooding near the site.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with moderate access to local facilities, active travel routes and public transport so the need to travel by car is reduced. Yet, the site's development would realistically result in an increase use in cars, and could exacerbate air quality issues in Tranent High Street.	-
Climatic Factors	Ormiston is not one of East Lothian's most accessible settlements in regional terms, though is in close proximity to Tranent. It has a moderate range of local facilities and services and limited public transport accessibility. Development of this site would not be focusing development in the most accessible and sustainable locations and it would lead to an increase in car-based journeys and resultant greenhouse gas emissions. The site's aspect does not lend itself well to development that is resource efficient (i.e. solar gain) through its eastern aspect.	-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	--
Cultural Heritage	The site is not located within a conservation area and is not located adjacent to or within a scheduled and ancient monument. There are no listed buildings within the site. Historic Environment Scotland makes no comment on this site.	o
Landscape	The site is located within the Haddington Plain landscape character area to the southeast of Ormiston. It is arable land sloping to the south. The site is bounded by existing residential development to the west end and a large section of the northern boundary. A track forms the remaining section of the northern boundary which links to the Ormiston Railway Walk core path route 72. There are no defined boundaries to the south and east of the site.	--/-

	<p>Its development as a housing site would extend the settlement boundary of Ormiston out in to the undeveloped countryside and would impact significantly on the setting of the historic heart of Ormiston and the quality of the Main Street when viewed southbound along the B6371 and from the core path to the east.</p> <p>Limiting the development to the section of site directly south of Hillview Road would minimise adverse landscape impact and contain the development within the existing settlement pattern.</p> <p>SNH state that although relatively small in scale, this site could present locally important adverse landscape and visual impacts. We also highlight the potential impact on the setting of the old Pencaitland railway route.</p>	
--	--	---

SITE INFORMATION

Topic	Comments
Site Name	Land North of Limeylands Road, Ormiston
Site Ref	MIR/TT/HSG134
Source of Site Suggestion	PPCA Ltd - The Leadmills Trust
Site Size (ha)	2.5 Ha
Current Use	Rough grassland
Proposed Use	Housing
Summary Description and Planning History	An area of rough grassland located to the west of Ormiston.



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith the settlement of Ormiston and is not currently well related to it, though if development comes forward at the site to the south (planning reference 14/00431/PPM) the site would be better related.	Yellow
Accessibility	The south of the site is within 400m of bus stops located at Limeylands Road. It is not within 800m of a rail station. It is within 1600m of local services and facilities within Ormiston.	Yellow
Exposure	Existing trees and vegetation provides some shelter from northerly winds.	Yellow
Aspect	The site generally has a northerly aspect.	Red
Suitability for Proposed Use	There would not be land use conflicts with the surrounding uses (agriculture and residential) should the site be developed for housing. There is some contamination on the site.	Green
Fit with strategic policy objectives and direction	The site is outwith the East Lothian SDA as identified within SESplan and its development would therefore note align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region.	Yellow
Physical infrastructure capacity	Limeylands Road would need extended to accommodate the two way movement of vehicles and to accommodate pedestrian provision. This road is traffic calmed and should have sufficient capacity for 60 houses. Given the number of houses proposed in the area and the associated impacts on Tranent High Street,	Yellow

	Dolphinstone and Bankton interchanges any additional vehicles on network as a result of housing development is likely to have a significant impact and therefore contributions should be sought accordingly to provide appropriate mitigation. The site would be served by Castle Moffat Water Treatment Works which has available capacity. There is no waste water treatment infrastructure within the vicinity.	
Service infrastructure capacity	The site is within the catchment area of Ormiston Primary School which has no capacity and landlocked but very limited expansion on current site may be possible. The site is within the catchment area of Ross High School which has no 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.	

PHOTOS



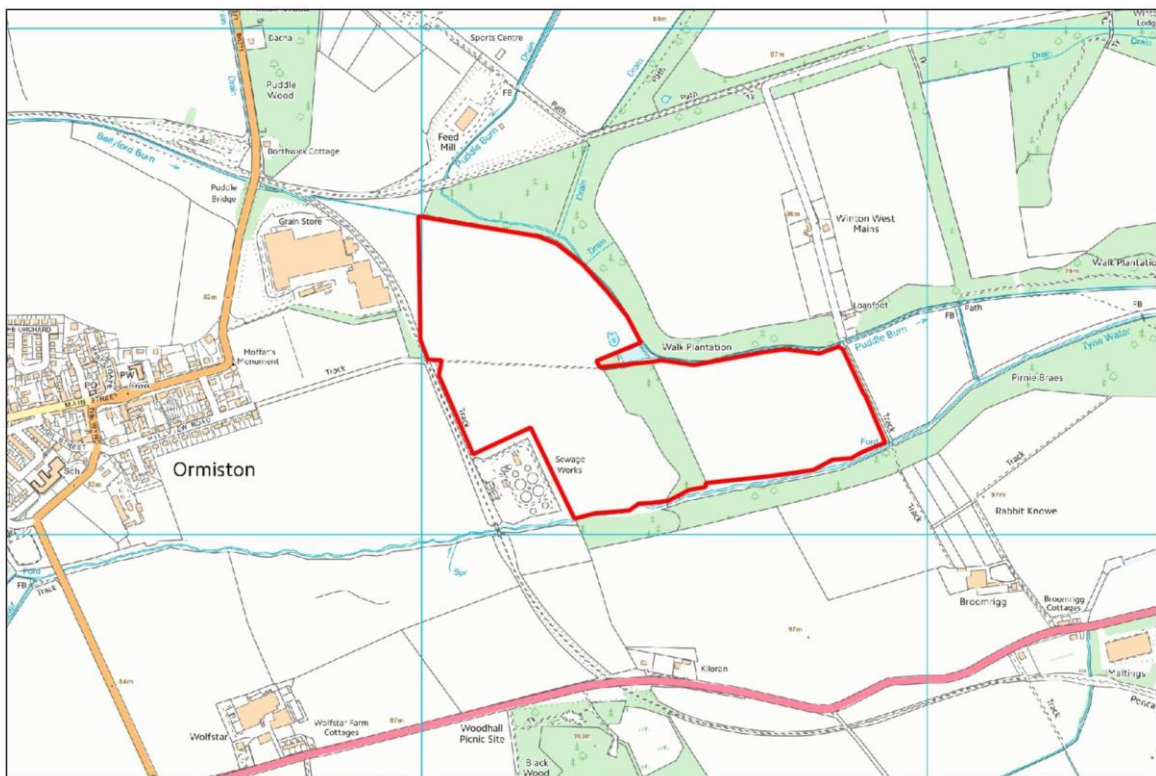
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. There are no recorded notable species on or within 100m of the site. Broadleaved trees and yew generalist and specialist and specialist network can be found across the site. The site is adjacent to a Listed Wildlife Site while the northern part of the site is within the proposed Pencaitland Railway Walk Local Biodiversity Site.	-
Population	The site would provide housing, including an element of affordable housing to help meet local need. The site has moderate access to facilities, services, and employment opportunities by active travel or public transport.	+

Human Health	The north and south of the site are shown to be at risk of contamination due to historic mining and quarrying activity. The north of the site is also shown to be affected by radon gas. The site is adjacent to the Pencaitland Railway Walk, a core path.	-/+
Soil	The site is not an area of prime agricultural land or rare and carbon rich soils.	o
Water	<p>SEPA states that 'The Great Borders Flood of 1948' (Wood, 2002) mentions "In a field in Ormiston, occupied by gardener James Dickson, the workings of the old meadow pit gave way beneath the water. A hole about forty yards long and ten yards wide was created and through this the water rushed into the old workings from the fields flooded by the overflowing Tyne and Bellyford Burn. 'It was an amazing sight to see the cataract of water rushing into the hole at the far end of this fall,' he said. Danger to the adjoining fields was feared as the water, now in the old mine workings, may have swept away the supports underneath. The waters rushed into the old Limeylands Pit..."</p> <p>A Flood Risk Assessment is required which assesses the risk from the Bellyford Burn which flows along the northern boundary of the site. Consideration will need to be given to bridge and culvert structures near to the site. Flood risk to site likely to be complicated by topography, e.g. the dismantled railway, and the site may be constrained as a result. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues at this site. This should be investigated further and it is recommended that contact is made with the flood prevention officer. The site is a greenfield site immediately adjacent to a watercourse. We would be unlikely to support any built development in this allocation due to its proximity to the watercourse. Any modifications to existing ground levels would likely result in floodplain conveyance and storage loss which could result in the increase risk of flooding elsewhere on the River Tyne. It is worth stressing that Ormiston and Pencaitland are downstream of this site.</p>	--
Air	The site is in a location with some access to local facilities, active travel routes and public transport so the need to travel by car may be reduced. However, the site's development would realistically result in an increase of vehicular traffic and this could exacerbate air quality issues at Tranent High Street.	-
Climatic Factors	The site is located near to Ormiston. Ormiston is not one of East Lothian's most accessible locations in regional terms although is in fairly close proximity to Tranent. Development of this site would not be focusing development in the most accessible and sustainable locations but Ormiston does have a reasonable range of local facilities and services. The site is also well positioned to access public transport, active travel routes, as well as local facilities and services. Development on the site would lead to some increase in car-based journeys and resultant greenhouse gas emissions. The southern part of the site would not particularly lend itself well to development that is resource efficient (i.e. solar gain) due to its northern aspect.	-
Material Assets	The site's development would make efficient use of land and	+

	resources, as it is an area of rough grassland that is not of prime agricultural quality though it does have value for wildlife especially in the northern part.	
Cultural Heritage	The site is not located within or adjacent to a conservation area, a scheduled or ancient monument and any listed buildings. Historic Environment Scotland has not commented on the site.	o
Landscape	<p>The site is in the Haddington Plain landscape character area and is an area of rough grassland / mineral workings located to the northwest of Ormiston, situated adjacent to a dismantled railway. The northern section of the site is identified as contaminated land. The site is bounded to the east by arable land, to the north by the Bellyford Burn, which is a listed wildlife site, core path route 72 and rough grassland of historic railway sidings, to the west by rough grassland and to the south by Limeylands Road.</p> <p>The site is remote and dislocated from the existing settlement of Ormiston. The development of the land as a housing site would extend the settlement boundary of Ormiston out in to the undeveloped countryside.</p> <p>The development of this site would have a detrimental visual and landscape impact on the local area.</p> <p>SNH states that although relatively small in scale, this site including in combination with other nearby sites could present locally important adverse landscape and visual impacts. They also highlight the potential impact on the setting of the old Pencaitland railway route.</p>	--

SITE INFORMATION

Topic	Comments
Site Name	Land at Wester Pencaitland
Site Ref	MIR/TT/MIN010
Source of Site Suggestion	Winton Estate
Site Size (ha)	29 Ha
Current Use	Agriculture
Proposed Use	Mineral Extraction
Summary Description and Planning History	An area of Greenfield land proposed for mineral extraction located to the east of Ormiston and to the west of Pencaitland currently in agricultural use.



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The sites location relative to settlement boundaries is not particularly well related to the settlement of Ormiston in that it is only around 400m away; however minerals must be worked where they are found.	
Accessibility	Accessibility is relevant because employees will arrive at the site and may access local facilities. The site is over 400m from a bus stop, and 800m from a railway however it is within 1200m of local services.	
Exposure	Shelter from northerly winds is not relevant to the proposed use for mineral extraction.	n/a
Aspect	Aspect is not relevant to the proposed use for mineral extraction.	n/a
Suitability for Proposed Use	The site is physically suitable for the proposed use. Surrounding land uses are agricultural, areas of woodland and a sewage works.	
Fit with strategic policy objectives and direction	SESplan recognises that an adequate and steady supply of minerals is essential to support sustainable economic growth. This site could therefore potentially contribute towards delivering that goal, dependent upon economic viability.	
Physical infrastructure capacity	An important part of any mineral extraction from this site would be HGV routes to and from the site and it would be undesirable for HGV's to be routed through Ormiston and Tranent so this would be an important consideration in taking the site forward. A haul road directly to the A6093 would be a good option to avoid Ormiston and	

	Tranent. This would require crossing the Tyne. Hillview Road In Ormiston would be an unsuitable connection point.	
Service infrastructure capacity	School catchments and other service infrastructure are not relevant to the proposed use for mineral extraction.	n/a
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.	

PHOTOS



From west side of site on core path route 72



Wetland and woodland area in centre of site. Core path route 266.

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. Parts of the site are within the specialist and generalist range of broadleaved and yew habitat. There are no notable species recorded on or within 100m of the site. The Pencaitland Railway Walk Listed Wildlife Site runs along the north eastern boundary of the site, while part of the Proposed Pencaitland Railway Walk Local Biodiversity site is within	-

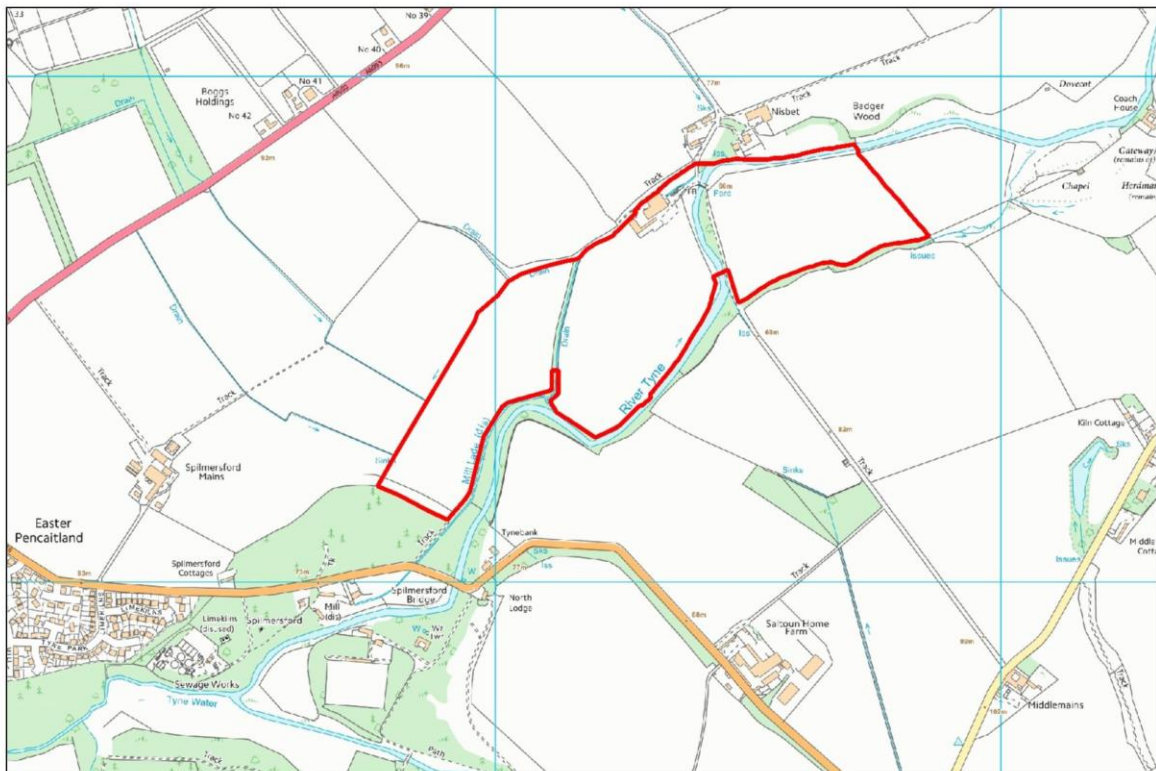
	<p>the site. No SPA species are recorded for the tetrad in which the site sites from SNH data. The Firth of Forth SPA is about 6km away, and extraction at this site is unlikely would to generate recreational use of it. The site is screened out of HRA.</p> <p>SNH states that mineral extraction presents a wide range of natural heritage issues which establish a need to better co-ordinate phased implementation and restoration objectives between developments. Including potential impacts on the riparian habitats of the Tyne Water and Puddle Burn. They advise that further assessment is required. At present, they do not have sufficient information on proposals for the site to identify specific requirements.</p>	
Population	The sites development is not likely to have any particular benefits or adverse effects on population.	o
Human Health	The site is not known to be contaminated. Extraction of minerals may have the potential for localised impacts on human health at nearby properties in terms of noise and/or dust but this is uncertain. Development would also affect the stretch of core path which runs through the site.	-
Soil	The development of the site would result in some loss of Class 2 prime agricultural land. It would not result in the loss of rare or carbon rich soils. SNH states that the potential role of this site in maintaining a landbank should include an overview of the geological or geomorphological interests within the region, as well as a range of other considerations such as potential loss of prime agricultural soil resource in this area. They advise that further assessment is required. At present, they do not have sufficient information on proposals for the site to identify specific requirements.	-
Water	<p>The water quality status of the River Tyne is moderate and the Puddle Burn status is poor. SEPA cannot see how mineral extraction could lead to them achieving good status by 2021.</p> <p>SEPA have a shared duty with Scottish Ministers and other responsible authorities under the Flood Risk Management (Scotland) Act 2009 to reduce overall flood risk and promote sustainable flood risk management. The cornerstone of sustainable flood risk management is the avoidance of flood risk in the first instance. We recommend, therefore, that this site is removed.</p> <p>The majority of the application site lies within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding. Based on the information shown on this map, there is a risk to the site from the Tyne Water and the Puddle Burn. The flooding here will be complicated by structures and the interaction between the two watercourses.</p> <p>Anecdotal evidence describes “Various approaches to the villages of Pencaitland and Ormiston are generally quite difficult to navigate due to the River Tyne flooding and local run-off to low-lying parts of the villages. The River Tyne runs along the south side of Ormiston and the low-lying land either side of the river are flood plains that often flood when the water level rises. In Pencaitland, most of the flood water lies in the Winton estate when the river bursts its banks”.</p>	--

	The site is greenfield and relatively flat. Mineral extraction would require the modification to existing ground levels and potentially significant piles of spoil on site. Any modifications to existing ground levels would likely result in floodplain conveyance and storage loss which could result in the increase risk of flooding elsewhere on the River Tyne. It is worth stressing that Pencaitland and Haddington, which have historically been vulnerable to flooding, are downstream of this site. Should an application be submitted for mineral extraction at this site SEPA would be unlikely to support it.	
Air	It is possible that mineral extraction could have localised impacts on air quality though this is uncertain.	?
Climatic Factors	There are adverse climate impacts from extraction of sand and gravel extraction however if the aim is to keep a landbank of a certain size if it is not extracted here then it will be extracted elsewhere and so it is this policy rather than allocation of any particular site which causes this impact. Climate impacts will be reduced by extraction close to the place of use.	?
Material Assets	The site is greenfield land of prime agricultural quality. However, minerals can only be extracted where they are present. Extraction of mineral resources at this site would only be positive for material assets if there are no other sites within the same market area where extraction does not result in the loss of prime agricultural land.	?
Cultural Heritage	<p>The site is not located within or adjacent to a conservation area, ancient and scheduled monument or any listed buildings. The eastern part of the site is however located within Winton House Gardens and Designed Landscape.</p> <p>Historic Environment Scotland state that the eastern part of this proposed quarry is located within the Winton House GDL. They have concerns that this development proposal will have a direct impact on the GDL, which may have the potential to raises strong concerns for our interests. We would therefore prefer this site not to be allocated for mineral extraction in the proposed plan.</p>	--
Landscape	<p>The site lies within the Haddington Plain landscape character area and is also partly within the inventory garden and designed landscape of Winton House. It is currently arable land. The site is bounded by the Ormiston railway walk core path route 72 and listed wildlife site of the Ormiston to Gifford Railway. It is bounded by established tree belts of the Winton House designed landscape to the north and east and to the south by the River Tyne and the listed wildlife site of the River Tyne. Core path route 266 runs through the site. An established woodland belt splits the site, with a wetland area that has significant visual amenity value when using the core path network in the area.</p> <p>The site is visible from Ormiston to the west.</p> <p>The Tyne valley is an attractive, rural, peaceful area, teeming with wildlife and a popular walking route. The change to mineral extraction in this area will significantly detract from the inherent qualities of this area.</p>	--

	<p>Mineral extraction of this site will change the landscape form of this area permanently. Mineral extraction on the site will impact on the established woodland edges</p> <p>SNH states there are a wide range of natural heritage issues which establish a need to better co-ordinate phased implementation and restoration objectives between developments. These include landscape character and visual amenity; they advise that further assessment is required. At present, they do not have sufficient information on proposals for the site to identify specific requirements.</p>	
--	--	--

SITE INFORMATION

Topic	Comments
Site Name	Land at Easter Pencaitland
Site Ref	MIR/TT/MIN010
Source of Site Suggestion	Winton Estate
Site Size (ha)	27 Ha
Current Use	Agriculture
Proposed Use	Mineral Extraction
Summary Description and Planning History	An area proposed for mineral extraction in a rural location to the east of Pencaitland currently in agricultural use.



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The sites location relative to settlement boundaries is not particularly well related to the settlement of Pencaitland in that it is only around 450m away; however there is some intervening woodland; minerals must be worked where they are found.	
Accessibility	Accessibility is relevant as workers may travel by public transport or use local facilities. The site is under 400m from a bus stop which serves the 113; this bus goes to Edinburgh and the Western Hospital. It is over 800m from a railway station and 1200m to local services.	
Exposure	Shelter from northerly winds is not relevant to the proposed use for mineral extraction.	n/a
Aspect	Aspect is not relevant to the proposed use for mineral extraction.	n/a
Suitability for Proposed Use	The site is physically suitable for the proposed use. Surrounding land uses are mainly agriculture, woodland and some residential properties.	
Fit with strategic policy objectives and direction	SESplan recognises that an adequate and steady supply of minerals is essential to support sustainable economic growth. This site could therefore potentially contribute towards delivering that goal, dependent upon economic viability.	
Physical infrastructure capacity	Access to the Site could be taken from Nisbet Farm although improvements would be required at the junction to the A6093 in terms of visibility and junction standard. The road down to the farm is one way with passing places and therefore may require upgrading	

	<p>to 2 way movement or additional passing place dependant on trip generation ;</p> <p>Access could also be potentially taken to the site via the B6355 in close proximity to the Tyne Bridge. However junction improvements in terms of road standard would be required;</p> <p>An important part of any mineral extraction from this site would be HGV routes to and from the site and it would be undesirable for HGV's to be routed through Pencaitland and Tranent so this would be an important consideration in taking the site forward;</p> <p>Access onto the local road network would be required.</p> <p>The site would be served by Rosebery Water Treatment Works.</p> <p>There is no waste water treatment works within the vicinity.</p>	
Service infrastructure capacity	School catchments and other service infrastructure are not relevant to the proposed use for mineral extraction.	n/a
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.	

PHOTOS



Eastern third of site across Tyne



Central section of site from southwest corner



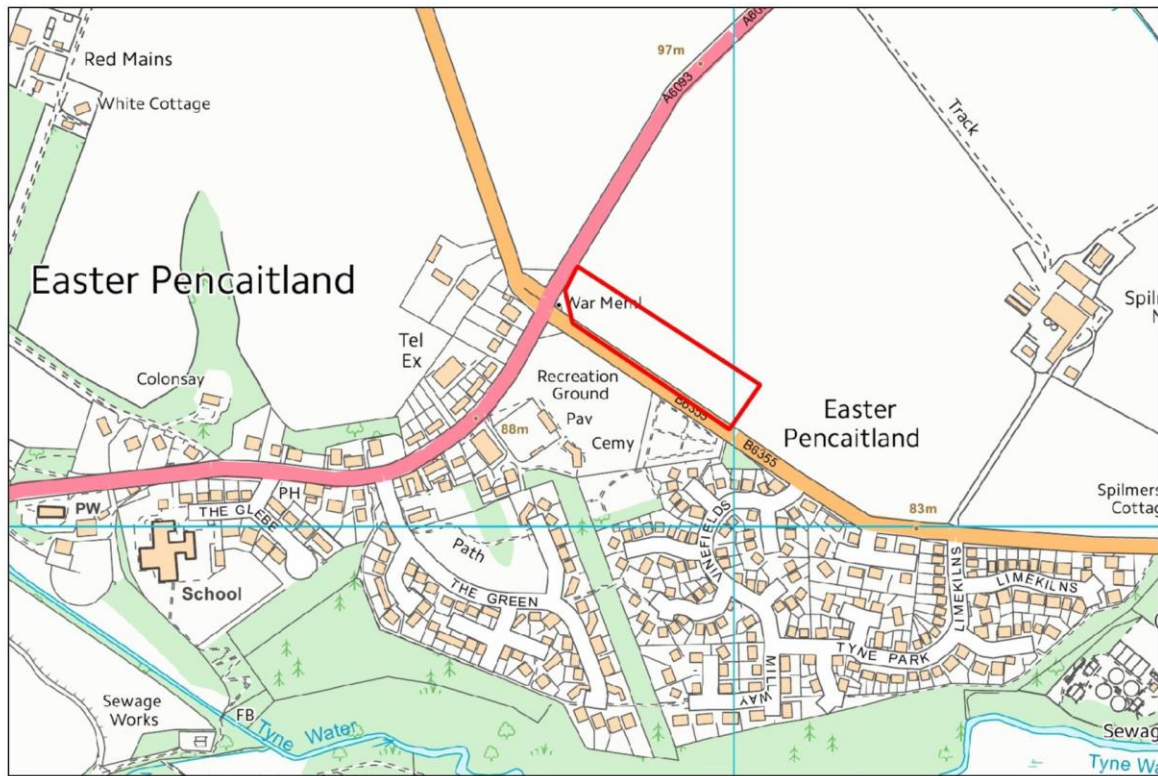
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation. There are no SPA bird species recorded in the tetrads in which it sits, and it is around 7km from the Firth of Forth SPA. Broadleaved and yew and fen marsh swamp networks can be found across the site. SNH states that mineral extraction presents a wide range of natural heritage issues which establish a need to better co-ordinate phased implementation and restoration objectives between developments, including potential impacts on the riparian habitats of the Tyne. They advise that further assessment is required. At present, they do not have sufficient information on proposals for the site to identify specific requirements.	-
Population	The site's development is not likely to have any particular benefits or adverse effects on population.	o
Human Health	The site is not known to be contaminated. Extraction of minerals may have the potential for localised impacts on human health at nearby properties in terms of noise and/or dust but this is uncertain.	?
Soil	The development of the site would result in some loss of Class 2 prime agricultural land. It would not result in the loss of rare or carbon rich soils. SNH states that the potential role of this site in maintaining a landbank should include an overview of the geological or geomorphological interests within the region, as well as a range of other considerations such as potential loss of prime agricultural soil resource in this area. They advise that further assessment is required. At present, they do not have sufficient information on proposals for the site to identify specific requirements.	-
Water	SEPA notes they have a shared duty with Scottish Ministers and	--

	<p>other responsible authorities under the Flood Risk Management (Scotland) Act 2009 to reduce overall flood risk and promote sustainable flood risk management. The cornerstone of sustainable flood risk management is the avoidance of flood risk in the first instance. They recommend that this site is removed from consideration.</p> <p>The majority of the application site lies within the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding. Based on the information shown on this map, there is a risk to the site from the River Tyne. In addition, there are small watercourses which flow through and adjacent to the site which are <3km² and hence not modelled using the SEPA Flood Map methodology.</p> <p>The 'Great Borders Flood of 1948' (Wood, 2002) mentions that bridges that were down or impassable included Spilmersford Bridge which is upstream of the site. The haugh land that surrounds Pencaitland is described as frequently flooding.</p> <p>The site is greenfield and relatively flat. Mineral extraction would require the modification to existing ground levels and potentially significant piles of spoil on site. Any modifications to existing ground levels would likely result in floodplain conveyance and storage loss which could result in the increase risk of flooding elsewhere on the River Tyne. Scottish Planning Policy (2014), paragraph 256: "Piecemeal reduction of the functional floodplain should be avoided given the cumulative effects of reducing storage capacity". It should be stressed that Haddington, which has historically been vulnerable to flooding, is downstream of this site. SEPA would be unlikely to support it an application for mineral extraction at this site.</p>	
Air	It is possible that mineral extraction could have localised impacts on air quality though this is uncertain.	?
Climatic Factors	There are adverse climate impacts from extraction of sand and gravel extraction however if the aim is to keep a landbank of a certain size if it is not extracted here then it will be extracted elsewhere and so it is this policy rather than allocation of any particular site which causes this impact. Climate impacts will be reduced by extraction close to the place of use.	o
Material Assets	The site is greenfield land of prime agricultural quality. However, minerals can only be extracted where they are present. Extraction of mineral resources at this site would only be positive for material assets if there are no other sites within the same market area where extraction does not result in the loss of prime agricultural land.	-
Cultural Heritage	<p>The site is not located within or adjacent to a conservation area, scheduled or ancient monument or any listed buildings. The Saltoun Hall Gardens and Designed Landscape is located to the south of the site on the south side of the River Tyne.</p> <p>Historic Environment Scotland makes no comment on the site.</p>	o
Landscape	The site is in the Haddington Plain landscape character area and is	--

	<p>currently arable land that forms the valley of the River Tyne. The site is divided into three sections by both the River Tyne and a drain/mill lade to Nisbet Farm. The Core Path routes 119 and 337 follow the River Tyne through the site linking Haddington to Pencaitland. The southern boundary is defined by the riparian zone of the River Tyne.</p> <p>The Tyne valley is an attractive, rural, peaceful area, teeming with wildlife and a popular walking route. The change to mineral extraction in this area will significantly detract from the rural, peaceful nature of this area.</p> <p>There is visibility of the site from the surrounding road network to the north and south, however this visibility is intermittently reduced by the roadside hedges and trees and the landform to the north and trees along the river. Mineral extraction of this site will change the landscape form of this area permanently. Mineral extraction on the site will impact on the established woodland edges.</p> <p>SNH states there are a wide range of natural heritage issues which establish a need to better co-ordinate phased implementation and restoration objectives between developments. These include landscape character and visual amenity; they advise that further assessment is required. At present, they do not have sufficient information on proposals for the site to identify specific requirements.</p>
--	---

SITE INFORMATION

Topic	Comments
Site Name	Pencaitland burial provision
Site Ref	MIR/TT/OTH027
Source of Site Suggestion	ELC Amenity Services
Site Size (ha)	1.1 Ha
Current Use	Agriculture
Proposed Use	Burial provision
Summary Description and Planning History	An area of Greenfield land currently in agricultural use on the north of Easter Pencaitland.



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

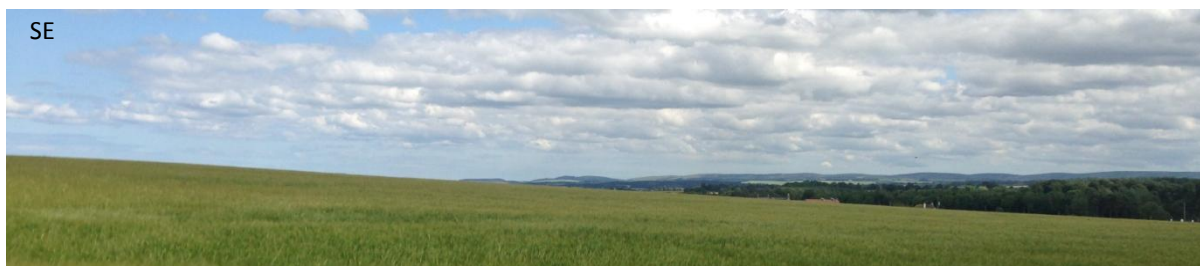
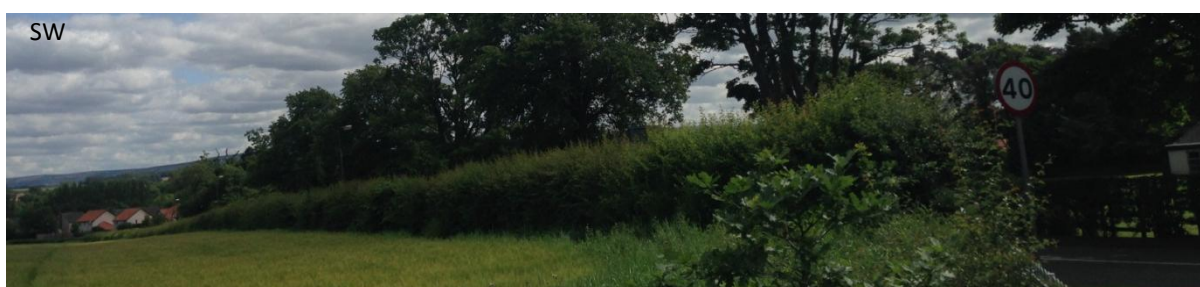
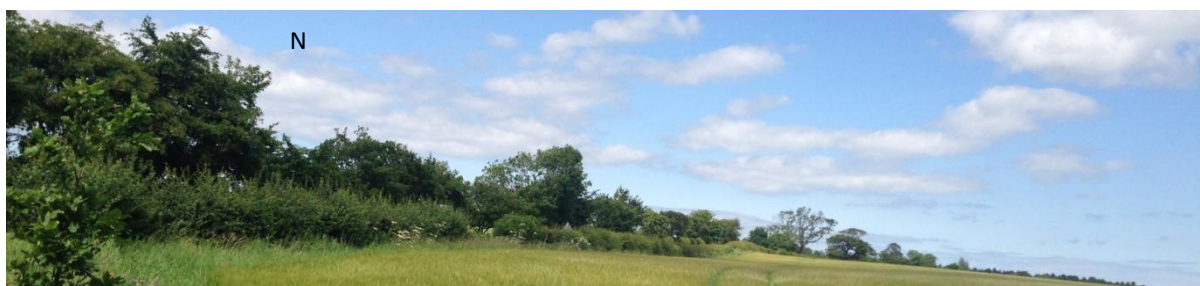


Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

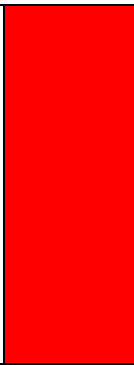
SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outside but well related to the Easter Pencaitland settlement boundary.	
Accessibility	The site is within 400m of bus stops located at the A6093 and B6355. The site is not within 800m of a rail station. The site is within 1600m of local services and facilities in Easter Pencaitland.	
Exposure	The site is relatively exposed and has little shelter from northerly winds as there is not existing built development or vegetation boundary treatments however this is not relevant for burial site use as exposure will not increase energy use.	n/a
Aspect	The site generally has a southern aspect however this is not relevant for burial site use as aspect will not affect energy use.	n/a
Suitability for Proposed Use	There would not be land use conflict issues with surrounding uses (agricultural, residential, open space) should the site be developed.	
Fit with strategic policy objectives and direction	The site is outwith the East Lothian SDA as identified within SESplan and its development would therefore not align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. However it is adjacent to a settlement and would provide for an existing local need so would fit with other SESplan objectives such as reducing travel.	
Physical infrastructure capacity	Access to the existing cemetery is taken from the B6355 and is for pedestrians only. The new cemetery is proposed to be adjacent on the eastern side of the B6355 which has no footway provision. Given	

	the lack of existing provision for vehicles visiting the site and given the nature of the B6355 parking should be made available on the eastern side of the B6355 in the form of a lay-by with footway provision. The site would be served by Rosebery Water Treatment Works which has available capacity. There is no waste water treatment works within the vicinity however this is unlikely to be required for the proposed use.	
Service infrastructure capacity	Questions of service infrastructure capacity are not relevant to the proposed use.	n/a
Deliverability/ Effectiveness	The landowners willingness to sell the land is not known at this stage. The site is physically suitable for the proposed use subject to SEPA's views on potential for contamination of ground water.	

PHOTOS



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. There were no SPA bird species recorded within the tetrad in which it sits, and it is some 7km from the Firth of Forth SPA. There is no pathway for an effect on Firth of Forth or any other Natura 2000 site and it is therefore screened out of HRA. In the western and southern parts of the site Broadleaved and yew can be found. Use as a cemetery is likely to provide more varied habitat than the current agricultural use. SNH have not commented on this site.	+
Population	Development of the site would benefit the local population in that burial at Pencaitland would remain an option.	+
Human Health	Development of the site is likely to lead to benefits to mental health by allowing people who wish to do so to bury their loved ones in a site in Pencaitland, and by its scenic location could aid the grieving process. Emissions to air associated with cremation would be avoided.	+
Soil	The development of the site would result in some loss of Class 2 prime agricultural land (in the south-easternmost corner). It would not result in the loss of rare or carbon rich soils. There may be some contamination of soil from use as a burial ground.	-
Water	The site is not shown to be at risk of surface or river flooding on SEPA's flood maps. Proposals for new cemeteries or cemetery extensions will be assessed on their merits and in particular with regard to the impact of such use on the Water Environment, in accordance with SEPA Guidance on Assessing the Impacts of Cemeteries on Groundwater - Land Use Planning System: Guidance Note 32.	0
Air	The development of the site would be unconstrained by existing sources of air pollution, though this is not particularly relevant for this use. The site has good access by public transport and active travel. Provision of burial ground avoids emissions to air from cremation.	+
Climatic Factors	Burial avoids the energy use of cremation. Availability of burial land is likely to increase journeys associated with bereavement and consumption of cut flowers, with associated CO2 emissions.	?
Material Assets	The development of the site would not make an efficient use of land, being Greenfield land of prime agricultural quality.	--
Cultural Heritage	The site is located within Pencaitland conservation area and is adjacent to C Listed Pencaitland War Memorial. Use as a cemetery is likely to accord with this though. It is not located within or adjacent to any scheduled or ancient monuments.	0
Landscape	The site is located in the Haddington Plain landscape character area and within the Pencaitland Conservation Area. It is currently arable land. The site is located on the north-eastern side of Easter Pencaitland and gently slopes down in a southerly direction. It is bounded by the A6093 to the northwest and the B6355 to the southwest. It has no defined boundaries to the northeast or	-

	<p>southeast and has an open aspect. It is visible from the surrounding road network, although there are elements of screening from roadside hedges. There are open views across the site to the Lammermuirs to the south and along the Tyne river valley to the east.</p> <p>The site is dislocated from the existing settlement of Pencaitland. The development of the land as a cemetery would extend the settlement boundary of Pencaitland beyond the existing enclosing road network out in to the undeveloped countryside.</p>	
--	---	---

SITE INFORMATION	
Topic	Comments
Site Name	East Saltoun burial provision
Site Ref	MIR/TT/OTH025
Source of Site Suggestion	ELC Amenity Services
Site Size (ha)	0.7 Ha
Current Use	Agriculture
Proposed Use	Burial Provision
Summary Description and Planning History	A Greenfield site currently in agricultural use located on the northwest side of East Saltoun.



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

- Access would be taken from the existing cemetery. There would be no intensification of use and therefore no additional parking or access arrangements would be required.



Ordnance Survey Copyright. OS Licence 100023381 Date: 04 June 2015

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outside the East Saltoun settlement boundary but is well related to it.	
Accessibility	The site is within 400m of bus stops located on Main Street, East Saltoun. The site is not within 800m of a rail station. The site is within 1600m of local facilities and services in East Saltoun.	
Exposure	The site has little shelter from northerly winds however this is not relevant for burial site use as exposure will not increase energy use.	n/a
Aspect	The site has a northerly aspect however this is not relevant for burial site use as aspect will not affect energy use.	n/a
Suitability for Proposed Use	Land use conflicts would not arise from the development of the site for burial ground with the surrounding agricultural, housing land and burial ground.	
Fit with strategic policy objectives and direction	The site is outwith the East Lothian SDA as identified within SESplan and its development would therefore not align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. However it is adjacent to a settlement and would provide for an existing local need so would fit with other SESplan objectives such as reducing travel.	
Physical infrastructure capacity	The site would be served by Hopes Water Treatment Works which has available capacity. There is no waste water treatment infrastructure within the vicinity, however the use is unlikely to require waste water treatment.	

	Access would be taken from the existing cemetery. There would be no intensification of use and therefore no additional parking or access arrangements would be required.	
Service infrastructure capacity	Service infrastructure capacity is not relevant to the proposed use.	n/a
Deliverability/ Effectiveness	The landowners willingness to sell the land is not known at this stage. The site is physically suitable for the proposed use subject to SEPA's views on potential for contamination of ground water.	

PHOTOS

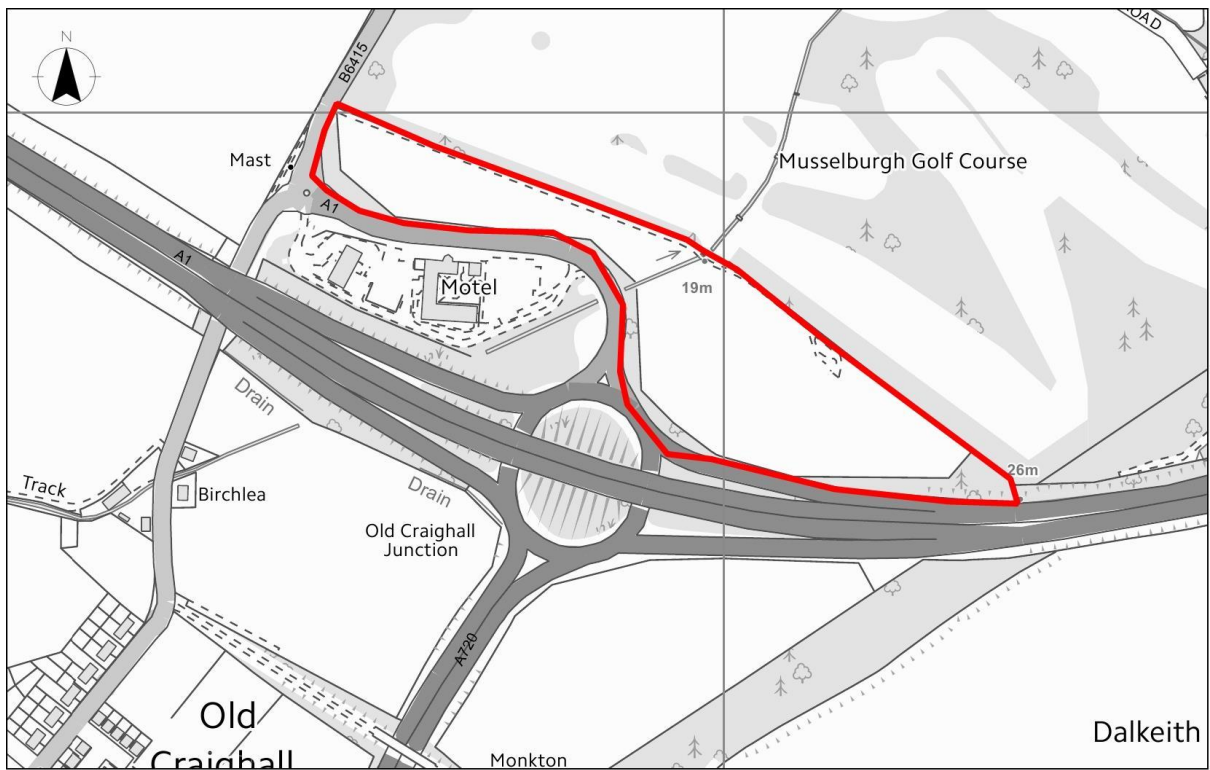


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not located within any areas designated for their international, national or local nature conservation. There are no records of SPA bird species in the tetrad in which the site sits and it is 9km from the Firth of Forth SPA. There is no pathway for it to	+*

	affect this or any other Natura 2000 site and it is therefore screened out of HRA. Use as a cemetery is likely to provide more varied habitat than the current agricultural use.	
Population	Development of the site would benefit the local population in that burial at East Saltoun would remain an option.	+
Human Health	Development of the site is likely to lead to benefits to mental health by allowing people who wish to do so to bury their loved ones in a site in East Saltoun, and by its peaceful, scenic location could aid the grieving process. Emissions to air associated with cremation would be avoided.	+
Soil	The development of the site would result in the loss of prime agricultural land, although a small area. There are no rare or carbon rich soils on site.	-
Water	The site is not shown as being at risk of river or surface flooding. Proposals for new cemeteries or cemetery extensions will be assessed on their merits and in particular with regard to the impact of such use on the Water Environment, in accordance with SEPA Guidance on Assessing the Impacts of Cemeteries on Groundwater - Land Use Planning System: Guidance Note 32	0
Air	The development of the site would be unconstrained by existing sources of air pollution, though this is not particularly relevant for this use. The site has good access by public transport and active travel. Provision of burial ground avoids emissions to air from cremation.	+
Climatic Factors	Burial avoids the energy use of cremation. Availability of burial land is likely to increase journeys associated with bereavement and consumption of cut flowers, with associated CO2 emissions.	?
Material Assets	The development of the site would not make efficient resource of the land as it is a Greenfield site of prime agricultural quality.	--
Cultural Heritage	The site is located within East Saltoun conservation area. It is within close proximity to the A listed Church graveyard and walls at East Saltoun and any potential impacts must be assessed,. It is not within or adjacent to any scheduled or ancient monuments.	?
Landscape	The site is located in the Haddington Plain landscape character area, on the northwest side of East Saltoun adjacent to the Saltoun Parish Church in the East Saltoun Conservation Area. It is a small component of a larger arable field with mature trees forming the western boundary. The field slopes down in a northern direction and is visible upon approach to East Saltoun from the north (B6355/Main Street). A stone wall forms the eastern boundary between the site and Saltoun Parish Church and existing burial grounds. This site forms a natural extension to the existing burial ground.	0

SITE INFORMATION

Topic	Comments
Site Name	Land at Old Craighall Junction Musselburgh
Site Ref	PM/MH/BUS003
Source of Site Suggestion	
Site Size (ha)	5ha
Current Use	Agricultural
Proposed Use	Business
Summary Description	A greenfield site located immediately adjacent to Old Craighall junction, where the A720 Edinburgh City Bypass meets the A1. The site is to the north of Old Craighall Junction.



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.

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

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





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

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

St Baldred's Craule

Tyne Mouth



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
www.eastlothianconsultations.co.uk
ldp@eastlothian.gov.uk

