



## MINUTES OF THE MEETING OF THE CABINET

TUESDAY 11 MARCH 2025  
VIA DIGITAL MEETING FACILITY

1

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### **Cabinet Members Present:**

Councillor S Akhtar	Councillor A Forrest
Councillor N Hampshire (Convener)	Councillor C McGinn
Councillor J McMillan	

### **Other Councillors Present:**

Councillor L Jardine	Councillor G McGuire
Councillor S McIntosh	Councillor C Yorkston

### **Council Officials Present:**

Ms L Brown, Interim Chief Executive/Executive Director for Education and Children's Services  
Ms S Fortune, Executive Director for Council Resources  
Ms N McDowell, Head of Education  
Ms H Barnett, Head of Corporate Support  
Mr T Reid, Head of Infrastructure  
Ms C Rodgers, Head of Communities & Partnerships  
Mr S Cooper, Service Manager - Communications  
Mr C Grilli, Service Manager – Governance  
Mr A Stubbs, Service Manager for Roads  
Mr P Forsyth, Project Manager – Growth & Sustainability  
Mr I King, Roads Asset & Regulatory Manager  
Ms M Haddow, Senior Roads Officer  
Ms L Hunter, Senior Roads Officer

### **Clerk:**

Ms F Currie  
Ms E Barclay (Meeting Administrator)

### **Apologies:**

Councillor F Dugdale

### **Declarations of Interest:**

None

The clerk advised that the meeting was being webcast live via the Council's website in order to allow the public access to the democratic process in East Lothian. East Lothian Council was the data controller under the Data Protection Act 2018. Data collected as part of the recording would be retained in accordance with the Council's policy on record retention, and a recording of this meeting would be publicly available for up to six months.

The clerk confirmed attendance by taking a roll call of Cabinet Members present.

Before moving into the business of the meeting, the Convener announced the death of former councillor, David Costello. Mr Costello had been a councillor between 1995 and 2002, had held the role of planning convener, where he had helped to deliver many different developments across East Lothian, and had also been Depute Provost for a time. He said that Mr Costello would be greatly missed by many in the community of Prestonpans.

## **1. MINUTES FOR APPROVAL: CABINET, 21 JANUARY 2025**

The minutes of the meeting of the Cabinet on 21 January 2025 were approved.

## **2. EAST LOTHIAN COUNCIL TRAVEL PLAN 2025-2030**

A report was submitted by the Executive Director for Place seeking Cabinet approval for a new Travel Plan for East Lothian Council.

The Service Manager for Roads, Alan Stubbs, presented the report outlining the background and purpose of the Travel Plan. He said that the plan had been influenced by factors including an increasing population, increased pressure on transport infrastructure and providing viable alternatives to motorised transport, particularly single occupancy car journeys. He advised that the Council had a statutory duty to report annually on carbon emissions, including emissions from workforce commutes, and that it was committed to reducing emissions by increasing the number of staff travelling to work sustainably. An annual travel survey was undertaken to calculate and monitor progress, and the plan provided the basis to support and encourage active and sustainable travel choices. He explained the development of the new Travel Plan for 2025-2030, in partnership with TravelKnowhow Scotland, and the use of digital tools to generate a more data driven approach to workforce travel planning and implementation.

Mr Stubbs and the Head of Infrastructure, Tom Reid, responded to questions from Councillor McIntosh on how to encourage behavioural change, issues around public transport and the use of data. Mr Stubbs provided some examples of improvements to facilities and the promotion of initiatives to support sustainable travel. Mr Reid advised that, if approved, the Travel Plan would be widely promoted to managers and staff. Data would be used to inform and promote to car sharing, and the Council would collaborate with transport partners to look at discount schemes for public transport. He explained that the software would allow them to see which parts of the plan were being adopted by staff and where changes or strengthening was required.

Mr Stubbs responded to a question on the salary sacrifice scheme for discounted bus travel. He explained that this had to be based on a set amount as the Payroll Team needed to know in advance the sum to deduct from monthly salary. There was no date yet for rollout and they were continuing to explore other options with providers. He confirmed that the Council did work closely with its bus and rail partners, and the Scottish Government, on these initiatives.

Addressing the recent announcement in changes to bus services, Mr Reid acknowledged the challenges that such changes brought. However, he said that the Council's travel partners had been hugely supportive during the pandemic, and they had continued to work with them to

support tenders and maintain the frequency of rural services. He pointed to the forthcoming initiatives for staff and said that the Council remained committed to doing what it could to support improvements to bus and rail networks in the future. He advised that the data provided by Cal Commuter would allow the Council to work more collegiately with partners and to feed information back to colleagues to effect further changes.

Officers responded to a further question from Councillor McIntosh regarding targets for a reduction in car mileage and commuting. Mr Stubbs outlined some of the initiatives in place to try to reduce the burden in making these behavioural changes. Peter Forsyth, Project Manager – Growth & Sustainability, explained that due to the level of growth and development in East Lothian the target of a 5% reduction in car mileage and commuting seemed more realistic within the context of what they were trying to achieve. He also noted that the 20% target was currently being reviewed by CoSLA and the Scottish Government, and they were awaiting further detail on what that would mean for targets going forward. Mr Reid added that radical change and investment was required at national level to change the way that people thought and to provide affordable, sustainable travel networks.

In response to a question from Councillor Akhtar, Mr Stubbs provided examples of initiatives to reduce single car occupancy, such as car clubs, utilising pool cars, introducing new policies like the car leasing scheme and a mechanism for supporting car sharing. He said that while that there had been some improvements, the Council was trying to do more to provide more staff with incentives to make behavioural changes.

Mr Reid replied to a question from the Convener. He advised that currently the level of funding within the capital plan was not sufficient to allow the Council to make the change to decarbonise the fleet. He said that another approach would be required, such as grant funding from government or a change to market conditions resulting in a significant drop in the price of alternative fuel vehicles.

Councillor McMillan thanked officers for the report the theme which was to achieve radical change by encouraging people to make changes to their behaviour. He said it was important to engage with all partners in looking for different ways to achieve decarbonisation and net zero targets, including providing information and services. He reflected on the improvements to bus and rail services since 2012 but acknowledged more needed to be done. He highlighted the work of the regional transport partnership and that there were likely to be changes coming forward through the work of Transport Scotland over the next year. He concluded that making the necessary changes was an individual ask and he exhorted everyone to think about their actions.

Councillor McGinn thanked officers for the report while reflecting on the positives and negatives. He commented on the irony of the timing in talking about collaboration with partners and communication flow when councillors had not had the opportunity to talk to their communities about the recent changes announced to bus routes. This was reflected in recent feedback he had received at community council meetings in the number of e-mails he had received about transport issues. Nevertheless, he commended the work outlined in the report which was supported by the diligent efforts of staff, and he praised the Council's determination to reduce its carbon footprint.

Councillor Forrest also thanked officers for their work and an excellent report. He welcomed the ongoing efforts and said he looked forward to working with partners to make further improvements.

The Convener commended efforts to reduce the carbon footprint of staff coming to work and of the plant machinery used to deliver services. He said that the challenging financial situation made it especially difficult to make changes to the fleet and reduce the impact on the environment. He said that public transport in the county was provided mainly by private sector

providers, and they delivered what he believed was a really good service. He pointed out that while the Council provided £1M to subsidise some bus routes, it could not cover every route across the county. He hoped that staff would consider how they travelled to work and, where possible, would change to more sustainable models. He said that going forward we must do all we could to reduce our carbon footprint.

The Convener moved to a roll call on the recommendations, which were approved unanimously.

### **Decision**

The Cabinet agreed unanimously, by roll call vote:

- i. To approve the targets and corresponding action plan contained within the new travel plan.
- ii. To commit to a data-led approach to workforce travel planning and Scope 3 emissions reporting for the duration of the plan (6 years). This would require annual subscription to the CalCommuter tool (or similar).
- iii. To Approve the Draft East Lothian Council Travel Plan 2025-2030 in Appendix A.

### **3. BELHAVEN MASTERPLAN REPORT**

A report was submitted by the Executive Director for Place allowing Members to review the Belhaven Masterplan 2024 report.

Senior Roads Officer, Morag Haddow, presented the report. She referred to the results of the consultation undertaken in 2019 which identified a number of deficiencies in walking and cycling infrastructure and the general amenity of the Belhaven area. Potential solutions were explored during a further period of consultation which took place over 6 weeks at the end of 2024 to prioritise these projects. The engagement work included an online survey, and drop-in sessions and workshops. A total of 360 responses were received providing valuable feedback and identifying the projects people most wanted to see move forward. Ms Haddow provided details of the projects, as set out in the report. She indicated that officers planned to take these forwards in order of priority, although projects 1, 2 and 3 could potentially be combined as a single project which would require planning permission. She also advised that the intention was to seek funding from Transport Scotland and all of the work would be dependent on that external funding coming forward.

Ms Haddow responded to questions from Councillor Jardine. She confirmed that the proposals that had been consulted on last year had come from the original 2019 report which itself had identified concerns without going any further. This most recent report was providing solutions to those issues. She stated that the main concerns raised by respondents to the consultation were around crossing the road at the junction with Shore Road and at Brewery Lane, as well as a desire to improve walking and cycling connections between Belhaven and Dunbar. She said that while officers had not explicitly consulted with people out with the local area, the survey had been available online. She explained that experimental Traffic Regulation Orders (TROs) could be set up to trial different options over a period of 6 to 18 months. In relation to the closure of Back Row, that there had been no monitoring of the previous closure, so a trial was required. She was concerned that too many different trials could be confusing and there was a cost involved. She did not rule out trialling other options, but these would have to be structured very carefully.

In reply to a question from the Convener, Ms Haddow confirmed that they would take on board responses to the consultation and the impact on surrounding streets before proceeding to the stage of seeking planning permission, and that people would also have the opportunity to comment on the planning application.

Mr Reid advised that the community council had submitted a late response to the consultation with some suggestions on the proposals. He confirmed that these would be taken into account should Cabinet support the recommendations in the report.

The Convener was pleased that matters had now reached the stage of trialling options to try to improve the movement of traffic and the safety of pedestrians in the Belhaven area. He said that during summer the area could become dangerous as a result of narrow roads and pavements and fast-moving traffic on the network. He did have concerns about how best to resolve the issues on Back Row and he was not convinced that a complete closure was the answer. He said that the Council would need to consider how to deliver this going forward but he welcomed the report as a move towards improving safety for residents and visitors.

Councillor McMillan echoed the Convener's remarks, particularly around the reasons for these proposals. He was delighted to hear about the consultation and Mr Reid's commitment to continuing to listen to local views. He said that engagement was important, and the recommendations were well worth supporting.

The Convener moved to a roll call on the recommendations, which were approved unanimously.

### **Decision**

The Cabinet agreed unanimously, by roll call vote, to take forward the tasks identified below in priority order and as opportunities arose, namely:

- i. Seek funding to signalise the junction of Beveridge Row/Edinburgh Road/ Shore Road
- ii. Conduct a trial restricting Back Road between Winterfield Place and Winterfield Golf Club to non-motorised vehicles only
- iii. Finalise designs for Shore Road path to incorporate feedback received, and apply for Planning Permission on this basis
- iv. Apply for Planning Permission for agreed improvements at Shore Road Car Park entrance, and seek funding to implement this
- v. Consult further on restricting beachfront parking at Belhaven to Blue Badge holders only
- vi. Undertake further design work to change alignment of crossing at Duke Street / Brewery Lane and seek funding for further consultation and subsequent implementation.

## **4. VARIOUS ROADS, MUSSELBURGH, INTRODUCTION AND AMENDMENTS TO TRAFFIC REGULATION ORDERS, MARCH 2025**

A report was submitted by the Executive Director for Place seeking Cabinet approval of the statutory procedures necessary to make and amend Traffic Regulation Orders to prohibit

waiting, loading and unloading, reduce an existing speed limit, and permit contra-flow cycles on an existing one-way street.

Mr Forsyth presented the report giving a brief summary of the background. He advised that the report sought approval to begin the statutory procedures and that the proposed interventions would improve routes for active travel through Musselburgh by providing a safer segregated space for users, reducing speed limits and prohibiting parking on specified streets.

There were no questions from Members.

Councillor Forrest welcomed the report and said that, when walking around the streets affected, it was clear to see why the proposals were being brought forward, especially those around parking. He praised the work already done and said he looked forward to the consultation stage.

Councillor McMillan also welcomed the proposals. He believed that they would encourage people to use the high streets, promote tourism and help people move around more easily and safely.

The Convener moved to a roll call on the recommendations, which were approved unanimously.

### **Decision**

The Cabinet agreed unanimously, by roll call vote, to approve the statutory procedure necessary to initiate, consider any objections and make or amend Traffic Regulation Orders in accordance with the relevant legislation in respect of locations and proposals listed in Appendices A, B, & C of the report.

Signed .....

Councillor Norman Hampshire  
Council Leader and Convener of Cabinet

**REPORT TO:** Cabinet

**MEETING DATE:** 13 May 2025

**BY:** Executive Director for Place

**SUBJECT:** Council House Allocations Targets for 2025/26

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**2**

## **1 PURPOSE**

- 1.1 To seek Cabinet approval for Council House Allocation Targets for the period 1 April 2025 to 31 March 2026.
- 1.2 To explain the context, legal position and rationale for the proposed targets.

## **2 RECOMMENDATIONS**

- 2.1 Cabinet is asked to approve the recommended targets detailed in Section 3.25 of this report.
- 2.2 Cabinet is asked to note that performance against these targets is reviewed on a regular basis and that such review forms part of the analysis in setting future targets in 2025/26 and beyond.
- 2.3 Cabinet is asked to note that ongoing regular monitoring of performance has been embedded within the Community Housing Performance Management Framework.

## **3 BACKGROUND**

- 3.1 The Council operates a Group and Points Allocations Policy, which has been operational since its introduction in July 2007. A review of the Policy took place in 2018/19 with full implementation on 1 May 2019.
- 3.2 The main objective of the Allocations Policy is to meet the Council's legal obligations specified in the Allocations and Homelessness legislation. The policy, along with other associated actions will also help the Council make best use of Council housing stock. In addition, the policy also assists the Council achieve, along with other complementary actions, balanced and sustainable communities through local lettings plans.

## **Legal Obligations**

- 3.3 In setting any targets against each group the Council must give reasonable preference to certain statutory groups when allocating Council houses. These include applicants living in unsatisfactory housing conditions, tenants in social housing who are under occupying their property and who have unmet housing needs, and those applicants who are homeless or threatened with homelessness.
- 3.4 Most of the statutory groups are found in the General Needs Group, although some applicants may fall into the Transfer Group, such as those who need re-housing because of overcrowding or whose health is being negatively impacted upon in their current accommodation.
- 3.5 The Homelessness etc. (Scotland) Act 2003, which took effect from 1 January 2013, has abolished the “priority need” test and now places a duty on local authorities to provide settled accommodation to anyone found to be unintentionally homeless.
- 3.6 The Homeless Persons (Unsuitable Accommodation) (Scotland) Order 2014 (amended) stipulated that no household comprising children, or a pregnant person be accommodated in ‘unsuitable accommodation for more than seven days.’ The Order has since been extended and from 1 October 2021 no homeless households are permitted to remain in ‘unsuitable accommodation’ for more than seven days, or this will constitute a breach of duties under the extended Order. All homeless households require to be accommodated in ‘suitable accommodation’, in accordance with Guidance, after seven days.
- 3.7 The Children and Young People (Scotland) Act 2014 specifically impacts the provision of accommodation to young people leaving the care system. The Council “Starter Flat” approach, which allocates these tenancies within the General Needs Group has already helped the Council deliver its corporate parenting objectives and has recently been complemented by the My Place project, which provides shared accommodation for care experienced young people.
- 3.8 The Homeless Persons (Suspension of Referrals between Local Authorities) (Scotland) Order 2022, which came into effect from 29 November 2022, suspends all Scottish local authorities’ powers to refer a person/household who is homeless or threatened with homelessness to another local authority in Scotland on the grounds of their local connection. The impact of changes regarding local connection is being closely monitored and we continue to highlight our concerns to the Scottish Government.

## **Target Principles**

- 3.9 The Scottish Government’s Legal Framework for Allocations (2019) states that all targets should contain sufficient flexibilities to allow the landlord to continue to meet significant need when a target has been reached. The



functionality to review targets against changing housing demand forms part of a responsive allocations policy.

- 3.10 With this in mind, the allocations targets will be reviewed within three months to ensure that they continue to reflect the greatest housing demand. If, after analysis, a change to the targets is deemed necessary, a paper outlining the change will be submitted to Cabinet for approval.

### **Making Best Use of Stock**

- 3.11 Significant effort has been made in the last few years to encourage transfer activity in order to make best use of stock, i.e. by creating vacancy chains, which free up additional houses to those initially let to transfer applicants.
- 3.12 To help facilitate this, the Council has also 'incentivised' transfers for existing tenants in larger family-sized properties to move to smaller and more appropriately sized accommodation by awarding downsizing grants.
- 3.13 Housing benefit changes with effect from April 2013 affected those who have a "spare" bedroom deemed to be under occupying. This has led to some tenants wanting to downsize, in turn creating greater demand for smaller-sized accommodation.
- 3.14 Full mitigation of the Housing Benefit under occupancy reduction through Discretionary Housing Payments has helped ease this pressure but this may not continue to be a long-term solution and is the subject of various committee reports.
- 3.15 In March 2022, March 2023 and March 2024, Cabinet continued to approve allocations targets that broadly align to overall housing list demand where most of the reasonable preference groups' applicants can be found; not least those who are homeless. As previously, it is proposed that the targets remain set at this level going forward.
- 3.16 At the end of March 2025, circa 73% of all allocations for 2024/25 have gone to the General Needs group against a target of 70% and circa 22% of allocations have gone to the Transfer group (against a target of 25%). The remaining 5% have gone to the Sustainable Communities (against a target of 5%).

### **Sustainable Communities**

- 3.17 Good practice states that landlords should not exclude any prospective tenants from accessing housing.
- 3.18 Good practice also dictates that Local Lettings Plans can only be used where there is demonstrably good reason to do so, e.g. high turnover, anti-social behaviour etc., and to promote and enable balanced and sustainable communities.
- 3.19 The Council must set appropriate targets for those with low housing need at such a level that make sufficient material and positive impact to Local Lettings Plans, but at the same time continue to allow the Council to meet

its overriding legal obligations to the reasonable preference groups as defined in housing legislation. As such, this flexibility within the lettings targets to positively and materially impact on housing allocations should be retained.

- 3.20 Each local housing team has brought forward local lettings plans, with support from their respective Local Housing Partnerships, to help achieve balanced and sustainable communities. Currently, we have four local lettings plans in operation within the Musselburgh, Prestonpans, North Berwick and Tranent areas; all of which are being kept under continuous review.
- 3.21 In the Tranent area, it is proposed to end the Coop Buildings Local Lettings Plan, which has successfully met its outcomes and replace this with a new plan for Kings Road from May 2025. This has been discussed and agreed with the Local Housing Partnership and the report will shortly be lodged in the Members' Library.
- 3.22 On support from their respective LHPs, existing and future Local Lettings Plans will be reviewed and submitted to the Members Library. It is anticipated that the total target for Sustainable Communities will not exceed 5% but again will be subject to strict monitoring.

#### **2024/25 Allocations Against Reported Groups**

- 3.23 There were a total of 662 allocations from 1 April 2024 to 31 March 2025 (v 664 in 2023/24) which represents a higher number of allocations for the second year running since the introduction of the Annual Report on the Charter in 2013/14. The table shows the numbers and percentages of allocations for the following groups for this period:

<b>Type</b>	<b>Number</b>	<b>Percentage</b>	<b>Targets 2024/25</b>
General Needs	482	72.81%	70%
Transfers	146	22.05%	25%
Sustainable Communities	34	5.14%	5%
Total	662	100%	100%

- 3.24 Taking account of the 2024/25 data, legal obligations (such as the recent changes to the Homeless Persons (Unsuitable Accommodation) (Scotland) Order 2014), the introduction of Rapid Re-housing policy and associated requirement for annual Plans, backlogs in and increasing pressure on the provision of temporary accommodation, optimum stock utilisation and sustainability objectives, senior management within Housing propose the following percentage targets for 2025/26:

<b>Group</b>	<b>Proposed Targets</b>
General Needs	<b>70%</b>
Transfers	<b>25%</b>
Sustainable Communities	<b>5%</b>

- 3.25 These targets should be seen in the context of a range of measures required by the Council and its partners to increase the supply of affordable housing, and to address homelessness and comply with statutory and regulatory requirements.

#### **4 POLICY IMPLICATIONS**

- 4.1 The proposed allocations targets will assist the Council to meet its legal obligations under the Housing (Scotland) Act 2001, the Homeless Persons (Unsuitable Accommodation) (Scotland) Order 2014 (as amended) and the Homelessness etc. (Scotland) Act 2003

#### **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 The subject of this report has been through the Integrated Impact Assessment process and no negative impacts have been identified.

#### **6 RESOURCE IMPLICATIONS**

- 6.1 Financial – Continuing to set targets at this level will help reduce the overall financial strains on the provision of temporary accommodation by assisting throughput of all forms of temporary accommodation to settled accommodation.
- 6.2 Personnel – None.
- 6.3 Other – None.

#### **7 BACKGROUND PAPERS**

- 7.1 Cabinet Report – Council Housing Allocations Review 2019 – March 2019
- 7.2 Cabinet Report – Council House Allocations Targets for 2024/25 – March 2024
- 7.3 Members' Library – Local Lettings Plans – February 2020
- 7.4 Local Lettings Plan for Kings Road – May 2025

<b>AUTHOR'S NAME</b>	Wendy McGuire
<b>DESIGNATION</b>	Head of Housing
<b>CONTACT INFO</b>	Stephanie Irvine
<b>DATE</b>	May 2025

**REPORT TO:** Cabinet

**MEETING DATE:** 13 May 2025

**BY:** Executive Director for Place

**SUBJECT:** Homelessness Action Plan Update

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3

## **1 PURPOSE**

- 1.1 To update Cabinet on progress regarding the East Lothian Homelessness Action Plan 2024-26 and associated interim amendments to the Council's Housing Allocations Policy that were approved on 10 September 2024.

## **2 RECOMMENDATIONS**

- 2.1 Cabinet is asked to approve the updated East Lothian Homelessness Action Plan.
- 2.2 Cabinet is also asked to continue to support the interim amendments to the Council's Housing Allocations Policy, to assist with identified homelessness pressures. Interim amendments will continue to be monitored closely and considered as part of a wider Housing Allocations Policy Review as identified in the LHS for 2026/27.

## **3 BACKGROUND**

- 3.1 On 15 May 2024, the Scottish Parliament declared a national Housing Emergency<sup>1</sup>, following five of Scotland's 32 local authorities declaring housing emergencies in their area since June 2023. This figure has since increased to 13 local authorities, with East Lothian Council declaring an 'Affordable Housing Emergency' on 12 November 2024.
- 3.2 There is no standard definition of what constitutes a housing emergency and while the reasons for this are complex and varied, common themes include pressures on homelessness services, high levels of people in temporary accommodation, significant need and demand for affordable housing, and a lack of affordable homes.

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<sup>1</sup> [https://spice-spotlight.scot/2024/06/27/scotlands-housing-emergency/#:~:text=The%20national%20housing%20emergency%20follows,and%20Bute%20\(12%20June%202023\)](https://spice-spotlight.scot/2024/06/27/scotlands-housing-emergency/#:~:text=The%20national%20housing%20emergency%20follows,and%20Bute%20(12%20June%202023))

- 3.3 In April 2024, the Scottish Housing Regulator named eight local authorities as being at heightened risk of systemic failure regarding the delivery of homelessness services. It is recognised that some local authorities are now at, or are approaching, the limits of their capacity to do more, and the demands on some local authorities could shortly exceed their capacity to respond. East Lothian Council is one of the local authorities named, with a particular focus on high levels of breaches in respect of the Unsuitable Accommodation Order and use of temporary accommodation.
- 3.4 The Council is committed to working closely with the Scottish Government and Scottish Housing Regulator to discuss its homelessness service and monitor and assess risks, to ensure we continue to do all we can to prevent, tackle and mitigate homelessness pressures. The Action Plan prepared for 2024-2026, and approved by Cabinet in September 2024, has been updated and is attached at Appendix 1.

### **Council Housing Allocations Policy**

- 3.5 The Council operates a Group and Points Allocations Policy, which has been operational since its introduction in July 2007. A review of the Policy took place in 2018/19 with full implementation on 1 May 2019. The Policy has been highlighted for a further review in the LHS for 2026/27.
- 3.6 The main objective of the Allocations Policy is to meet the Council's legal obligations specified in Allocations and Homelessness legislation. The policy assists the Council to make best use of Council housing stock and achieve balanced and sustainable communities via local lettings plans.
- 3.7 Notwithstanding these positive outcomes, the level of homelessness generally <sup>2</sup>(726 homeless applications in 2024-2025 and 795 applications in 2023/24, compared with 695 in 2022/23), and associated demand for temporary accommodation, remains high.
- 3.8 Waiting times for single homeless applicants for rehousing continues to remain high, with a concomitant length of time a single homeless applicant spends in temporary accommodation<sup>3</sup> (average length of time in temporary accommodation for single homeless households was 383 days in 2023-2024, compared with the Scottish average of 204 days).
- 3.9 To mitigate against the significant length of time single homeless households spend in temporary accommodation and homelessness pressures more generally, in September 2024 Cabinet agreed, as an interim measure, to change the bedroom entitlement for qualifying single homeless households in order that they can access two-bedroomed (3apt) properties. This would significantly increase their opportunities for an offer of permanent housing and reduce time spent in temporary accommodation.
- 3.10 To date 23 qualifying single homeless households have been offered permanent accommodation from the Council, with 17 having accepted. A

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<sup>2</sup> Housing Options Team, April 2025

<sup>3</sup> Homelessness in Scotland Report 2023-24

further 5 households have been nominated for an offer of permanent housing from our RSL partners, with 4 having accepted. All households have settled well into their permanent homes and housing staff have reported no housing management issues or concerns. All households are subject to sensitive let criteria in accordance with the existing Allocations Policy, with police checks, anti-social behaviour checks, and rent arrears checks carried out, alongside consideration of vulnerabilities.

- 3.11 Approval was also given by Cabinet in September 2024, to allow an interim measure to remove the six-month policy in terms of a homeless household's areas of choice and house types. It was considered that the previous policy position, which permitted a narrow area of choice and limited house types (i.e. double storey only in one village), delayed the applicant's opportunities for housing during this time, when homeless households should be maximising their choices. It is critical that the Council meets its statutory duties and provides permanent housing for homeless households as quickly as possible. Housing staff have reported that this is working well, and the action has enabled improved flow through the system.
- 3.12 Both interim measures received the support of the East Lothian Tenants & Resident's Panel. These measures will continue to be closely monitored and will become part of the wider Housing Allocations Policy review, where they will be subject to full public consultation.

### **Homeless Action Plan Update**

- 3.13 The other measures in the action plan are centred around:
- Working with RSL partners to allow nomination of single households to two-bedroom properties in line with the proposed interim allocations policy changes described above – To date, discussions have taken place with two RSLs and 5 homeless households have been nominated for an offer of permanent housing.
  - Implement a programme of tenancy conversions from temporary to permanent – To date, 35 homeless households have had their temporary accommodation converted to a permanent offer since October 2023, including 3 during the period 01 October 2024 to 31 March 2025.
  - Reviewing the voids process and implementing a performance framework to reduce the relet times for our void properties
  - Reducing use of temporary accommodation generally and unsuitable accommodation specifically, whilst aiming to get homeless households into secure accommodation more swiftly and without the need to enter temporary accommodation where it can be avoided. On 31 March 2024, the Council had 211 self-contained temporary units, and this had reduced to 165 by 31 March 2025. This included a reduction of 19 units between 1 October 2024 and 31 March 2025, comprising 16 returned to RSLs and 3 conversions. Regarding emergency accommodation, the Council had circa 125 units on 31 March 2024, and this had reduced to circa 100 by 31

March 2025, including 20 units during the period 1 October 2024 to 31 March 2025.

#### **4 POLICY IMPLICATIONS**

- 4.1 The proposed Action Plan and associated amendments to the Council's Allocations Policy will assist the Council to meet its legal obligations under the Housing (Scotland) Act 2001, the Homeless Persons (Unsuitable Accommodation) (Scotland) Order 2014 (as amended) and the Homelessness etc. (Scotland) Act 2003.

#### **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 The subject of this report has been through the Integrated Impact Assessment process and no negative impacts have been identified.

#### **6 RESOURCE IMPLICATIONS**

- 6.1 Financial – Ongoing implementation of the Action Plan and associated changes to the Council's Allocations Policy will assist with reducing the overall financial strains on the provision of temporary accommodation, by assisting throughput of all forms of temporary accommodation to settled accommodation.
- 6.2 Personnel - None.
- 6.3 Other – None.

#### **7 BACKGROUND PAPERS**

- 7.1 None

#### **Appendix 1: Updated Homelessness Action Plan 2024-26**

<b>AUTHOR'S NAME</b>	Wendy McGuire
<b>DESIGNATION</b>	Head of Housing
<b>CONTACT INFO</b>	Nicky Sandford
<b>DATE</b>	29 April 2025



## Appendix 1 – Updated Homelessness Action Plan 2024-26

Action	Baseline position	Agencies	Outcome	Timescale	Update
Change bedroom entitlement re Council's Allocations Policy for qualifying single homeless households	Bedroom entitlement as agreed 2019	Community Housing & Housing Options Team	Increase flow through housing system	Commence 01 Oct 2024 for new applicants, review Mar, 2025	23 qualifying single homeless households offered permanent accommodation, with 17 having accepted
Remove six-month policy re Council's Allocations Policy for all homeless households	Policy as agreed 2019	Community Housing & Housing Options Team	Increase flow through housing system	Commence 01 Oct 2024 for new applicants, review Mar 2025	Working well
Explore potential changes to nominations with RSL partners	Informal discussions ongoing	RSLs & Housing Options Team	Increase flow through housing system	Formal meetings held by 31 Oct 2024	Discussions with 2 RSL partners and in-principal agreement to allocate on basis of revised approach. 5 households nominated for an offer of permanent housing, with 4 having accepted
Return 15 units of temporary accommodation to RSLs	38	RSLs and Housing Options Team	Reduction in temporary accommodation stock	31 March 2025	Complete – 16 units returned to RSLs at 31 March 2025

Convert a maximum of 15 temporary accommodation units	142	Community Housing and Housing Options Team	Reduction in temporary accommodation stock	31 March 2025	Complete – 3 converted
Return 5 units of PSL temporary accommodation to private landlords	12	Housing Options Team and private landlord	Reduction in temporary accommodation stock	31 March 2025	Complete – 10 units returned (of 150 units available on 31 March 2020, 2 remain in place on 31 March 2025)
Cease use of 10 emergency accommodation units	10	Housing Options Team and providers	Reduction in temporary accommodation stock	31 March 2025	Complete – ceased use of 20 units
Roll out new case management system to Accommodation Officers		Housing Options Team	More efficient ways of working and alleviate staff pressures	31 March 2025	Complete – rolled out by 31 January 2025

**REPORT TO:** Cabinet

**MEETING DATE:** 13 May 2025

**BY:** Executive Director for Place

**SUBJECT:** East Lothian Local Housing Strategy Annual Update 2024/25

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**4**

## **1 PURPOSE**

1.1 The purpose of this report is threefold:

- To provide an update on progress of the delivery of actions within the LHS 2024-2029.
- To update on relevant changes to the national policy and planning context for the development and delivery of the East Lothian LHS.
- To outline the key priorities for 2025/26.

## **2 RECOMMENDATIONS**

- 2.1 Cabinet is asked to note the progress which has been made during 2024/25 on the actions set out in the 2024-2029 LHS.
- 2.2 Cabinet is asked to note the key priorities for 2025/26.

## **3 BACKGROUND**

- 3.1 The Housing (Scotland) Act 2001 requires local authorities to prepare a Local Housing Strategy (LHS) for their area, supported by an assessment of housing need and demand. The Act also states that the LHS must be supported by an assessment of housing provision and related services, that it must be submitted to Scottish Ministers and that local authorities must keep their LHS under review.
- 3.2 The LHS is the sole strategic document for housing, bringing together a wide range of housing related priorities into one place and enabling a co-

ordinated response in terms of action. The LHS plays a number of important roles, including:

- Setting out the strategic direction of the Council and its partners to delivering high quality housing and related services, to meet identified need across the county.
- Outlining the Council's approach to meeting its statutory housing responsibilities, i.e. in relation to fuel poverty, house condition and homelessness.
- Summarising the response to national housing priorities, i.e. the Scottish Housing Quality Standard; town centre living; reduction in carbon emissions and supporting the development of sustainable communities, while also reflecting the needs and priorities of the local area.
- Demonstrating how housing can contribute to improvements in health and wellbeing and influence the effective integration of health and social care.

3.3 The current LHS approved at Cabinet in January 2024, and brought into policy in April 2024, sets out the strategy, priorities and plans for the delivery of housing and related services across East Lothian from 2024-2029.

3.4 Officers are required to provide annual updates on the progress of the LHS and submit these to Cabinet and to the Scottish Government. This is the first annual update of the current LHS and covers the period April 2024-March 2025.

#### **2024/25 East Lothian LHS Annual Review**

3.5 The LHS Update does not seek to re-align the LHS with any new or forthcoming document, given the scale of change proposed in Housing to 2040 and the close proximity of LHS 2023-2028. Instead, the Update has taken a light touch approach and highlights progress on existing actions.

3.6 Covid-19 has impacted on the delivery of a number of actions within the LHS. As the local authority remains in business continuity mode, and a significant proportion of strategic works includes strong partnership working, non-statutory requirements have been delayed.

3.7 Despite the pressures on East Lothian Council and EL H&SCP due to Covid-19 pandemic, Brexit, and the care at home crisis, a number of significant developments have been made, including those which require intensive partnership working.

3.8 **Highlights of our Key Achievements** in meeting targets identified within the LHS action plan include:

- The delivery of 126 units of affordable housing during 2024/25 including 38 council properties for social rent, 5 open market

acquisitions and 83 housing association properties for social rent.<sup>1</sup> This also included the provision of 7 core and cluster properties, in partnership with East Lothian HSCP.

- The number of homeless live cases has decreased significantly between January 2024 and March 2025, from 667 to 463. The number of breaches of the Unsuitable Accommodation (Scotland) Order has also declined from 140 breaches as of January 2024 to 75 breaches in March 2025.
- Several measures put in place in early 2024/25 to address high void levels, have resulted in a reduction by over 25% year on year.
- Delivery of over 200 energy efficiency measures to fuel poor households in the private sector through Scottish Government EES: ABS funding.
- A range of tenant, owner and landlord events focusing on tenement building repairs in partnership with Dunbar CARS and Under One Roof.
- 19 grants totalling £459k delivered under Dunbar CARS to help properties in serious states of decay, enabling owners to carry out extensive repairs using appropriate traditional skills and materials.

### **National Legislative and Policy Context**

3.9 The LHS Annual Review provides an opportunity to bring the LHS in line with changes to the national legislative and policy context. During 2024/25, there have been six key features of legislation and policy which have and will affect housing:

- Scottish Budget 2024-25
- National Housing Emergency
- Improving the Lives of Gypsy/Travellers 2: Action Plan 2024-26
- Prisoners (Early Release) (Scotland) Act 2025
- Scottish Budget 2025/26

### **Local Policy Update**

3.10 The LHS Annual Review takes account of the following changes to the local policy landscape:

- East Lothian Economy Strategy 2024-34
- Homelessness Action Plan 2024-26

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<sup>1</sup> Reporting on completions differ between the Scottish Government and Local Authority with the Scottish Government reporting a total of 201 completions, including 141 Council and 56 Housing Association.

- Affordable Housing Emergency
- East Lothian Poverty Plan 2024-28
- East Lothian Community Wealth Building Charter
- Local Heat and Energy Efficiency Strategy & Delivery Plan
- Strategic Housing Investment Plan 2025/26-2029/30

### **Key Priorities for 2025/26**

- 3.11 The Key Priorities set out on page 8 of the annual report reflect the need to try to balance the housing system in East Lothian and address the National Housing Emergency. The priorities are monitored quarterly and agreed upon annually by the East Lothian Housing Partners Board.

The Key Priorities are structured under the LHS chapter headings, as follows:

#### **Vibrant & Connected Communities**

- Prepare a Local Investment Framework (LIF) with communities, to direct strategic investment in and around homes. (1.1)
- Implement a new East Lothian Council Management IT System. (1.4)

#### **Housing Supply & Affordability**

- Maximising the delivery of affordable housing to meet the Housing Supply Target (HST) of 891 homes between 2025-29. (2.1)
- Update the Affordable Housing Supplementary Planning Guidance for Local Development Plan 2 (LDP2) and associated documents. (2.7)
- Develop an Empty Homes Strategy. (2.11)
- Develop a 30-year Housing Revenue Account (HRA) Business Plan. (2.14)
- Undertake a review of rent setting for East Lothian Council housing properties. (2.15)
- Develop an Acquisitions and Disposals Strategy (2.16)

#### **Preventing & Responding to Homelessness**

- Review the current provision of Supported Accommodation for Adults and Young People in East Lothian to ensure it meets identified need. (3.7)
- Delivery of the Homelessness Action Plan. (3.9)

#### **Suitable Housing & Support**

- Develop up to 12 units of core and cluster housing provision per annum. (4.10)
- 10% of the total supply of affordable housing will be wheelchair accessible, with a minimum of 100 units delivered over the five years. (4.12)

- Through LDP2, East Lothian Council will establish mechanisms to ensure a target of 5% of new build market housing is built to wheelchair accessible standards. (4.13)
- Prepare an all-tenure review of major adaptations. (4.15)

### **High Quality & Sustainable Homes**

- Develop an Interim Energy Efficiency Policy. (5.4)
- Develop an Integrated Asset Management Strategy. (5.6)
- Review & implement a range of Private Sector Housing Policies

## **4 POLICY IMPLICATIONS**

- 4.1 There are no policy implications arising from this report.

## **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 An integrated impact assessment was carried out alongside a Health Impact Assessment and a Children's Rights and Wellbeing Impact Assessment of the LHS when it was published in January 2024. This can be found [here](#).

## **6 RESOURCE IMPLICATIONS**

- 6.1 Financial – There are no financial implications arising from this report.
- 6.2 Personnel - Significant staff time will be required to complete, monitor and oversee the development of the LHS.

## **7 BACKGROUND PAPERS**

- 7.1 [East Lothian Local Housing Strategy 2024-2029 and associated documents](#)
- 7.2 [Local Housing Strategy Guidance \(2019\)](#) Scottish Government
- 7.3 [Housing to 2040](#) Scottish Government

## **Appendix A - LHS Annual Review 2024-25**

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<b>DATE</b>	22 <sup>nd</sup> April 2025





## **Local Housing Strategy 2024-29**

### **Annual Update 2024/25**

# Contents

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- Introduction ..... 3
- 1. Legislative and Policy Change ..... 3
- 2. Key Achievements 2024-25..... 6
- 3. Key Priorities 2025-26..... 8
- 4. Review of Action Plan ..... 8

## Introduction

East Lothian's Local Housing Strategy (LHS) covers the period 2024-2029 and provides the strategic direction to tackle housing need and demand to inform future investment in housing and related services across the local authority areas. In keeping with Scottish Government best practice, this is the first annual update of the LHS, covering the period 2024-25.

The LHS is the sole strategic document for housing in East Lothian. It outlines the housing system in East Lothian, including key trends, local pressures and challenges. The LHS sets out a proposed vision for East Lothian across all tenures with a range of outcomes which enable the Council and partners to meet the vision over a five-year period. The LHS brings together a wide range of housing related priorities into one place and enables a co-ordinated response.

As far as possible the LHS was aligned with other key strategic documents both nationally and locally such as Housing to 2040, the East Lothian Council Plan, and the IJB Strategic Plan. The annual update allows for us to re-align the LHS with any new (published after the LHS, during 2024 or early 2025) or forthcoming strategic and policy directions. The result of which may include revisions to actions or new actions.

The LHS is governed via the East Lothian Housing Partners Board which reports direction to Cabinet or Council.

As a reminder, the 2024-25 LHS strategic vision for housing over the next 5 years is that by 2029:

**People in East Lothian have access to warm, high quality, affordable homes which meet their needs and enables them to live in communities with the support and services they require.**

Five priority outcomes help achieve the vision and contribute to the Council's wider policies of improving equalities and eradicating poverty:

Communities are supported to flourish, be distinctive and well connected.	Housing supply is accessible, affordable and provides a range of choices to meet the needs of households.	Homelessness is prevented as far as possible, where unavoidable a rapid response with the appropriate support is provided.	Housing and support services are effective, accessible to, and will meet the needs of those most vulnerable in the community.	All homes are maintained to a high standard, are energy efficient and contribute to meeting climate change targets.
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## 1. Legislative and Policy Change

### National Legislative and Policy Change 2024-25

#### Scottish Budget 2024-25

2024-25 Scottish Budget saw an almost £200m cut to the affordable housing budget. The outcome of the cuts, saw decreases in the number of affordable homes able to be delivered across Scotland, and 13 local authorities during 2024-25 declared housing emergencies. The Affordable Housing Supply Programme continues to be allocated to local authorities on an annual basis, with 2025-26 budget seeing a reversal of the budget cuts.

### **National Housing Emergency**

In May 2024, the Scottish Government declared a National Housing Emergency after five local authorities declared housing emergencies in their areas, this has now risen to 13. Common themes amongst these local authorities include pressures on homelessness services, high levels of people in temporary accommodation, high need and demand for affordable housing and a lack of affordable homes.

### **Improving the Lives of Gypsy/Travellers 2: Action Plan 2024-26**

This document outlines the Scottish Government's commitment to improving the lives of Scotland's Gypsy/Traveller community. It sets out a range of actions which should ensure that Gypsy/Travellers are supported to thrive in every aspect of life, including:

- Accommodation and planning.
- Education.
- Health
- Social security, work and combatting poverty.
- Empower communities, improve representation and tackle racism and discrimination.

### **Prisoners (Early Release) (Scotland) Act 2025**

The 2025 Act will see the automatic early release of prisoner's serving sentences of less than four years after serving 40% of their sentence (not including perpetrators of sexual or domestic abuse). This follows initial releases from individuals of short-term prison services in June 2024.

### **Empty Homes**

The Scottish Government announced £2million of funding for 2025-26 to accelerate the pace that privately owned empty homes come back into use. This will extend match funding available for more empty homes

officer posts, deliver local and national initiatives and boost capacity for Scottish Empty Homes Partnership (SEHP) to facilitate the work. SEHP and the Scottish Government are exploring ways to support local authorities to actively pursue Compulsory Purchase Orders (CPOs), a process which has proved to be time and resource intensive for local authorities.

### **Local Strategic and Policy Change 2024-25**

#### **East Lothian Local Economy Strategy 2024-2034**

The Strategy is built around five key principles that the council and its partners consider fundamental to the area's economic future: fairness, enterprising, thriving and resilient, community wealth building and, green and sustainable. The strategy was developed to support the delivery of the national and regional economic development goals and aspirations contained within the UK Growth Plan and Levelling Up agenda, National Strategy for Economic Transformation (NSET), and Regional Prosperity Framework. The concept of Community Wealth Building (CWB) has also been embedded through the strategy. The Scottish Government has adopted the internationally recognised CWB approach to economic development as a practical means by which progress can be made towards realising their wellbeing economy vision.

#### **Homelessness Action Plan 2024-26**

In response to the National Housing Emergency declared by the Scottish Government and the Scottish Housing Regulator report naming East Lothian Council as one of eight local authorities being at heightened risk of systematic failure regarding the delivery of homelessness services, East Lothian published a Homelessness Action Plan 2024-26. The actions were:

- Interim changes to the allocations policy to allow single person homeless applicants to access two-bedroom properties as well as;

- ensuring that selected areas and house types are as wide as possible for all homeless households.
- Working with social landlord partners to allow nomination of single households to two-bedroom properties.
- Reviewing the voids process and implementing a performance framework to reduce the re-let times for our void properties.
- Reducing use of temporary accommodation generally, and unsuitable accommodation specifically, whilst aiming to get homeless households into secure accommodation more swiftly and without the need to enter temporary accommodation where it can be avoided.
- Reviewing and transforming the Housing Options Service to improve processes and procedures.
- Exploring all options to help maximise the supply of new affordable housing.

**East Lothian Poverty Plan 2024-28** was published in August 2024. The plan aligns with the LHS, prioritising actions that will ensure:

- A supply of good quality jobs that pay fairly and supporting people to gain the skills and training needed to find and maintain work, in secure, flexible jobs.
- Residents get enough money from benefits, supporting people to claim the income that they are entitled to and provide support with the cost of living.
- Residents have a good life with access to the essentials – housing, good health, quality food and a resilient community. This will prioritise a preventative approach to homelessness, hunger and health inequalities caused by poverty.

- East Lothian is climate change ready by taking preventative action to protect and support communities from the effect of climate change.

### **East Lothian Community Wealth Building Charter**

The East Lothian Community Wealth Building Charter set out the commitment to long-term collaboration between East Lothian anchor institutions supporting shared CWB goals to improve collective wellbeing and create a strong, resilient and inclusive local and regional economy. The charter sets out six “pillar purposes” alongside objectives and pledges. These cover six key areas:

- Procurement: We commit to using our spend to support a diverse local business base.
- Fair Employment: We commit to being a fair employer.
- Land and Assets: We commit to the productive use of our land and assets to support communities and enterprises.
- Plural Ownership: We commit to supporting plural ownership of the local economy.
- Financial Power: We commit to harnessing and growing local wealth.
- Climate Change: We commit to tackling the climate and nature emergency.

### **Local Heat and Energy Efficiency Strategy & Delivery Plan**

The Local Heat and Energy Efficiency Strategy (LHEES) sets out East Lothian Council’s long-term vision for improving energy efficiency and decarbonising heat in both domestic and non-domestic buildings. LHEES sets out the vision for all properties in East Lothian to have access to

affordable, reliable and low carbon heat. To achieve this vision, the following priority outcomes were identified:

1. East Lothian's communities and property decision makers are engaged and empowered to deliver net zero heating targets.
2. Every property owner will be supported to make a decision on their Net Zero heating solution.
3. East Lothian's homes and buildings are as energy efficient as possible.
4. Heat solutions are delivered to tackle fuel poverty and meet the 2045 net zero target.
5. A significant proportion of the benefits of Net Zero investment remain within the East Lothian economy.

### **Strategic Housing Investment Plan 2025/26-2029/30**

Following the submission of Strategic Housing Investment Plan 2025/26-2029/30 which set out the Scottish Government allocation of £7million per annum, a reduction of £5million from the previous 5 years' allocation and a potential loss of 1,226 affordable housing units over the period, East Lothian Council declared an Affordable Housing Emergency.

## **2. Key Achievements 2024-25**

### **Delivery of Affordable Housing**

Despite the reduction in the allocation of Affordable Housing Supply Programme funding from Scottish Government, a total of 126 affordable properties were delivered in East Lothian during 2024/25. This included:

- 38 of Council properties for.
- 5 Open Market Acquisitions.
- 83 of housing association for social rent.

Within the 126 properties, 7 core and cluster properties were created in partnership with East Lothian Health & Social Care Partnership, allowing those with social care packages to live independently. Our target of 10% of new affordable housing to be delivered as wheelchair accessible was also surpassed.

### **Homelessness**

The total number of live homelessness cases in January 2024 was 667, this has decreased to 463 as of March 2025. This has been the result of a number of changes made in the delivery of homelessness services in East Lothian. This includes:

- Introduction of a case management system
- Programme of tenancy conversions
- Joint working with RSL partners
- Interim Allocations Policy measures allowing single households to qualify for two-bedroom properties.

Since the introduction of the Unsuitable Accommodation Order in October 2021, East Lothian has recorded significant levels of breaches. However, since the introduction of the actions listed above and the Council being able to reduce its reliance on unsuitable emergency accommodation, the number of breaches has declined from 140 in January 2024 to 75 in March 2025.

### **Reduction in Voids**

Following the post pandemic backdrop of severe external and internal labour supply issues, we have continued to tackle an unprecedented backlog of voids built up over several years. Several measures were put in place early in 2024/25 to address void levels, including an enhanced cross-service Void Monitoring Group, a new dedicated resource for major projects and a period of craft worker overtime. Despite the sustained

levels of properties becoming empty during the period, these measures brought a reduction in overall void numbers by over 25% in the financial year 2024/25.

### **Energy Efficiency Measures in the Private Sector**

During 2024/25, energy efficiency measures were delivered via our EES: ABS schemes to private sector properties and mixed tenure blocks across East Lothian. This included: 44 loft top ups, 82 CWI, 79 Solar PV & Battery installations and 4 battery-only installations.

### **Dunbar Conservation Area Regeneration (CARS) Project**

Dunbar CARS began in 2023 and has now offered over 19 grants to properties in the target area under the repair grant schemes. The grants have helped properties in serious states of decay, enabling owners to carry out extensive repairs using appropriate traditional skills and materials. The repairs will regenerate the area by securing and enhancing Dunbar's historic buildings and in doing so preserve the distinctiveness of Dunbar's built environment.

- 1 grant has been provided to a property on the Building at Risk Register.
- 4 grants provided to a building that has been served a Dangerous Building Notice due to structural instability.
- 10 grants have been provided to deal with defective buildings deemed a potential risk to the public due to structural defects.
- 4 grants provided that will directly improve energy efficiency through sash and case window repair or replacement.

- Two empty properties have been identified through the scheme, with work now underway working to try and bring them back in to use.

As of March 2025, Dunbar CARS has awarded £459,000 to repair grants, which is matched with owner investment totalling £330,700, providing a direct investment in the repair and improvement of the building fabric within Dunbar town centre of nearly £800,000. A further funding round is scheduled to take place in April 2025.

### **Tenant, Owner and Landlord Events**

During 2024/25 East Lothian Council in conjunction with Under One Roof hosted two free events. The first of these, "Navigating tenement building repairs with East Lothian Council" was held in Musselburgh. The event featured a presentation from Under One Roof providing an overview of tenemental repairs with a focus on mixed tenure repairs, roofing repairs, and gutters. There was also a presentation from an East Lothian Council officer discussing the approach the Council take to mixed tenure repairs. A second event "Preserving our tenements with East Lothian Council and Dunbar CARS" took place in Dunbar, covering essential topics for tenement maintenance and repair management, such as understanding relevant legislation and the steps to take when organising common repairs, there was also a presentation from a Conservation Accredited Architect who spoke with attendees. Both events were well attended, and advice given at the events provided attendees with a starting point to begin the process of working with owners in their blocks towards making communal repairs.

East Lothian Council have led meetings with energy advice providers in September 2024 and January 2025. The meetings discussed referral pathways between organisations including Changeworks, CAB Bureaux, BeGreen Dunbar, East Lothian Council and local Registered Social

Landlords (RSLs). The intention of the group is to ensure a more joined up approach to energy advice, so that those in need can access the advice they require, as well as sharing best practice and improving knowledge across organisations. The Council hosted an energy advice event in Musselburgh during December, attended by advice providers, vulnerable residents were able to access ongoing support.

### 3. Key Priorities 2025-26

The following actions are key priorities for delivery during 2025-26. Each action is set out under the priority outcome and its action number is given in brackets to allow for cross referencing with section 4 of this report.

#### Vibrant & Connected Communities

- Prepare a Local Investment Framework (LIF) with communities, to direct strategic investment in and around homes. (1.1)
- Implement a new East Lothian Council Management IT System. (1.4)

#### Housing Supply & Affordability

- Maximising the delivery of affordable housing to meet the Housing Supply Target (HST) of 891 homes between 2025-29. (2.1)
- Update the Affordable Housing Supplementary Planning Guidance for Local Development Plan 2 (LDP2) and associated documents. (2.7)
- Develop an Empty Homes Strategy. (2.11)
- Develop a 30-year Housing Revenue Account (HRA) Business Plan. (2.14)
- Undertake a review of rent setting for East Lothian Council housing properties. (2.15)
- Develop an Acquisitions and Disposals Strategy (2.16)

#### Preventing & Responding to Homelessness

- Review the current provision of Supported Accommodation for Adults and Young People in East Lothian to ensure it meets identified need. (3.7)
- Delivery of the Homelessness Action Plan. (3.9)

#### Suitable Housing & Support

- Develop up to 12 units of core and cluster housing provision per annum. (4.10)
- 10% of the total supply of affordable housing will be wheelchair accessible, with a minimum of 100 units delivered over the five years. (4.12)
- Through LDP2, East Lothian Council will establish mechanisms to ensure a target of 5% of new build market housing is built to wheelchair accessible standards. (4.13)
- Prepare an all-tenure review of major adaptations. (4.15)

#### High Quality & Sustainable Homes

- Develop an Interim Energy Efficiency Policy. (5.4)
- Develop an Integrated Asset Management Strategy. (5.6)
- Review & implement a range of Private Sector Housing Policies including:

Housing Renewal Area

Below Tolerable Standard Strategy

Scheme of Assistance

Missing Shares (5.9)

### 4. Action Plan



The East Lothian Housing Partners Board reviewed and agreed to the updated actions below. This includes a number of reprioritisations and new actions.

Vibrant and Connected Communities						
Ref	Action	Baseline	Indicator	Timeline	Co-ordinator	2024/25 Update
1.1	Prepare a Local Investment Framework with communities, building on Area Plans, to direct strategic investment in and around homes.	No Local Investment Framework in place.	<p>Prepare Project Initiation Document (PID) with timelines.</p> <p>Members library report submitted for each phase of LIF.</p> <p>Primary Research Commissioned.</p>	2024/25-2025/26	Housing Strategy	<p>-PID &amp; timelines approved</p> <p>-Primary research will have a contractor mid-March.</p> <p>-Secondary research is completed for Musselburgh area and work is ongoing with Census Scotland to enable more efficient data collection.</p> <p>The end date has been revised to 2025/26.</p>
1.2	Build on existing links with other organisations and be open to engaging with organisations who have an interest in improving housing and housing services in East Lothian.	Existing ties with various organisations and groups.	Maintain a list of existing contacts which is up to date, adding each year to the range of contacts.	2024/25-2028/29	Housing	Housing continues to engage with partners and stakeholders.

1.3	Support private landlords and tenants, through ongoing and meaningful engagement on current reforms.	Private Rented Sector study completed in 2023.	Number of landlord engagement letters and events held.	2024/25-2028/29	Housing Strategy	Quarterly newsletters have continued to go out from licencing. 2 x fuel poverty events were held – one in Dunbar and one in Musselburgh. 2 x Under One Roof events were also held in Dunbar and Musselburgh.
1.4	Implement a new East Lothian Council Management IT System	Need to replace existing IT solutions with modern, integrated, customer-friendly digital solution.	New Housing Management System (HMS) IT solution implemented.	2025/26	Housing - Service Development	-HMS Project Board meets regularly. -New supplier is working on a key requirement which won't be ready until June 2025. -New implementation date of September 2025 -End date was revised to 2025/26.

1.5	Maximise Opportunities for area-based regeneration.	Dunbar CARS commenced in 2023.	Successful applications to HES and other relevant organisations. Meeting outcomes of Dunbar CARS project.	2024/25-2028/29	Economic Development & Regeneration	<ul style="list-style-type: none"> <li>-Delivery of Dunbar CARS is ongoing (23/24 – 26/27).</li> <li>-Funded by Historic Environment Scotland (HES) with a focus on Traditional Building Repairs in a defined town centre area. Links to the wider community being made through engagement activity, and facilitation by CARS Officers of the formation of a community led Town Centre Action Group.</li> <li>- Potential future area-based regeneration schemes to be explored to follow on from Dunbar CARS.</li> </ul>
1.6	Complete the review of the Anti-Social Behaviour (ASB) Strategy & prepare a revised draft.	Existing ASB Strategy out of date.	<p>Engagement &amp; Consultation sessions held.</p> <p>New ASB Strategy approved by Council.</p>	2025/26	Protective Services	<ul style="list-style-type: none"> <li>-A consultant has been commissioned to undertake this work set to complete September 2025. This is a joint piece of work with Protective Services.</li> <li>-End date has been revised to 2025/26.</li> </ul>

Housing Supply & Affordability						
Ref	Action	Baseline	Indicator	Timeline	Co-ordinator	2024/25 Update
2.1	Deliver 891 affordable homes over the period of the LHS.	Over 1,000 homes delivered over the period 2018-2023.	The number of affordable housing units supplied year on year.	2024/25 - 2028/29	Housing Strategy & Housing Assets	200 affordable homes for social rent were delivered in 2024/25. This is above HST, which on average would determine a delivery of around 178 per annum to reach a total of 891 affordable homes over the lifetime of the LHS.
2.2	Explore the effects of the cost-of-living crisis on households in East Lothian with regards to housing options, more specifically examining multigenerational households across all tenures.	No local research exists.	PID completed Project Team established MLR submitted	2026/27-2027/28	Housing Strategy	Start date 2026/27
2.3	Carry out a review of the Council's Allocations Policy.	Allocations Review last took place in xxx	To align with outcomes of action 2.15.	2027/28 - 2028/29	Housing Strategy & Service Development	Start date 2027/28
2.4	Develop a voids performance management framework.	Void policy last reviewed in 2019.	Review submitted to Members Library.  Recommended changes approved and implemented.	2025/26	Performance (Housing)	Not yet complete – various reports associated with voids have been developed but key information needs to be subsumed into integrated scorecard to allow more effective monitoring. End date was revised to 2025/26.

2.5	Increase the supply of mid-market housing.	There are currently 301 Mid-Market Rent (MMR) properties within East Lothian.	The number of mid-market rent properties has increased within the county.	2024/25 - 2028/29	Housing Strategy	No MMR homes have been delivered in 2024/25.
2.6	Continue to monitor the viability of delivering affordable home ownership options within East Lothian including investigating whether schemes such as OMSE and NSSE can be more widely utilised.	Current Open Market Shared Equity (OMSE) thresholds mean the number of qualifying homes on the market is low. New Supply Shared Equity (NSSE) has not been utilised since 2018.	Number of affordable home ownership options delivered year on year is monitored.	2024/25 - 2028/29	Housing Strategy	No new Low-Cost Home Ownership (LCHO) properties came forward in 2024/25. However, 5 LCHO owners moved on from their LCHO properties in 2024/25, therefore, allowing new owners to benefit from the program.
2.7	Update the Affordable Housing Supplementary Planning Guidance (SPG) for LDP2 and associated documents.	The current Affordable Housing SPG is out of date.	Members Library Report. Approved Affordable Housing SPG.	2024/25 – 2025/26	Housing Strategy	PID has been completed and signed off. Working Group has been formed and initial writing began. This action relies heavily on completion of the LIF.
2.8	Explore the need for a Build to Rent Policy	No policy currently exists	PID. Research. MLR submitted.	2025/26	Housing Strategy	Work to begin in third quarter of 2025/26.

2.9	Explore the Scottish Government's Rural Housing Fund to see where it could allow for innovative rural developments to take place.	No uptake within East Lothian of the Rural Housing Fund for affordable housing.	Rural Housing Fund utilised. Feed into LDP2 on need for small scale affordable housing developments.	2024/25 - 2028/29	Housing Strategy	Rural Housing Fund is limited in its ability to support developments in East Lothian, a recent FOI has shown that only 2 local authorities have been successful in accessing the fund.
2.10	Explore innovative methods of delivery including utilizing second homes council tax income.	Currently no detailed information exists in terms of the viability of innovative and alternative forms of financing housing within the county.	Innovative financing and delivery models investigated, and report prepared into their viability within East Lothian.	2024/25 - 2028/29	Housing Strategy	An initial options appraisal has begun to look into effective ways to use second homes council tax income including part funding an empty homes officer and boosting the affordable housing supply program.
2.11	Develop an Empty Homes Strategy.	Previous 2018 Empty Homes Strategy in draft.	PID developed. Project Team established. Engagement with owners complete Report submitted to MLR.	2025/26-2026/27	Housing Strategy	An initial Empty Homes briefing paper has been prepared to give an overview of Empty Homes in East Lothian. Deeper analysis will now be conducted within North Berwick Coastal and Musselburgh, as the two area partnerships with the highest number of empty properties.
2.12	Continue to monitor Short Term Lets to investigate if they negatively impact the PRS and wider housing system.	Initial monitoring difficult without licensing fully in place.	Monthly tracking. Report to Housing Partners Board annually.	2024/25 - 2028/29	Housing Strategy	This action has been slightly altered to allow for an additional action to be developed.

2.13 (NEW)	Investigate whether Short Term Let Control Areas are necessary in areas where Local Place Plans recommend them.	No short term let control areas in place.	Project Group Formed. Research undertaken. Policy decision made.	2027/28-2028/29	Planning Policy	NEW
2.14 (NEW)	Develop a 30-year HRA Business Plan.	No long-term business plan in place.	Project Plan completed. Working Groups formed. Plan approved.	2025/26-2028/29	Head of Housing & Housing Strategy	NEW
2.15 (NEW)	Undertake a review of rent setting for East Lothian Council properties.	Rents out of date and unequal.	Project Plan completed. Work commissioned. Working group formed Review approved.	2025/26-2028/29	Housing Strategy & Service Development	NEW
2.16 (NEW)	Develop an Acquisitions and Disposals Strategy.	No Strategy in place.	Project Plan agreed. Short life working group formed. Approved Strategy in place.	2025/26-2028/29	Housing Strategy & Service Development	NEW



Preventing & Responding to Homelessness						
Ref	Action	Baseline	Indicator	Timeline	Co-ordinator	2024/25 Update
3.1	Update and roll-out Housing Workshops within high schools and extend to primary schools across East Lothian.	Material and resources used for Housing Workshops within high schools due updating.  Housing Workshops not delivered within primary schools.	Review of resources and material for Housing Workshops completed and approved.  Number of primary schools who receive Housing Workshops.	2025/26	Housing Service Development	This has been reprioritized due to capacity within the team and will now be undertaken during 2025/26.
3.2	Prepare and implement a service transformation plan to enable compliance with the new Prevention Duty.	Prevention duties not in place.	Awareness of new duties.  Short life working group formed.  Service transformation complete	2025/26-28/29	Community Housing & Housing Options	The Housing Options Team is awaiting clarity around the detail of the prevention duties, resources available etc., prior to development of the transformation plan. The Housing Bill is currently at stage 1, with stage 2 anticipated to complete by 29 May 2025.
3.3	Carry out training and awareness raising sessions ensuring expectations are managed appropriately regarding pressurised housing system.	No training and awareness session regarding the pressurised housing system.	Number of training and awareness sessions conducted.  Number of departments/services who have received training and awareness sessions.	2024/25-2028/29	Community Housing & Housing Options	Awaiting details of prevention duty. Identify appropriate agencies. Identify resources from Community Housing & Homelessness to develop materials, deliver sessions etc.

3.4	Make formal consideration of the wellbeing needs of accompanying children (with a focus on domestic abuse) using a trauma informed approach and implement recommendation.	No specific policy approach which recognises the role of children	Domestic Abuse Policy & Protocol in place.	2025/26	Community Housing & Housing Options	The number of households with dependent children in temporary accommodation reduced significantly in 2024 to circa 50 households (levels not seen for 20 years). A range of measures has led to households with children moving quickly into permanent housing and in some instances, temporary accommodation has been bypassed completely. Initial discussions are ongoing regarding the development of a Domestic Abuse Protocol, to include a focus on children.
3.5	Implement a rolling programme to re-designate temporary accommodation as permanent tenancies.	Number of households in temporary accommodation. Length of time spent in temporary accommodation.	The number of temporary accommodation re-designated as permanent tenancies.	2024/25-2028/29	Community Housing & Housing Options	Qualifying households who had been in temporary accommodation for significant periods were offered the opportunity to have the property converted to a permanent Scottish Secure Tenancy. 29 conversions took place in 2023/24 and 5 in 2024/25.

3.6	Explore flat-share arrangements for single people in emergency accommodation.	33 shared tenancy arrangements in place (March 2023) in emergency accommodation.	Number of flat-sharing arrangements in emergency accommodation units.  Monitoring of UAO breaches.	2024/25-2028/29	Community Housing & Housing Options	Work at early stages of development.
3.7	Review the current provision of Supported Accommodation for Adults and Young People in East Lothian to ensure it meets identified need.	No review undertaken.	Report and Recommendations submitted to Members Library.  Procurement exercise complete.	2025/26	Community Housing & Housing Options	No progress to date. Action to be rewritten to include young persons accommodation. Timeline altered for action to be undertaken in 2025/26.
3.8	Prepare a revised Rapid Rehousing Transition Plan (RRTP)	RRTP currently out of date.	RRTP signed off by Housing Partners Board.  RRTP approved and MLR submitted	2024/25	Community Housing & Housing Options	A revised RRTP has been drafted and is now in its final stages. The aim is to have the document approved by 31 March 2025.

Suitable Housing & Support						
Ref	Action	Baseline	Indicator	Timeline	Co-ordinator	2024/25 Update
4.0	Develop a Housing & Health Oversight Group to sit under the HSCP Strategic Planning Group.	No joint strategic group takes place	Terms of Reference agreed. Group meets quarterly.	2025/26-2028/29	Housing Strategy & HSCP	Terms of Reference have been approved and the first meeting has been arranged for April 2025.
<b>Children and Young People</b>						
4.1	Review supported accommodation for all young people in East Lothian and develop a range of options to meet the gaps for housing and support.	Review Group established in July 2023. Remit approved under Transformation of Children's Services.	Report to Transformation of Children's Services. Procurement program established.	2024/25	Community Housing & Housing Options	No progress.  Delete action and combine with action 3.7.
4.2	Develop a new Children's Residential home and a satellite flat nearby.	Existing children's residential home is no longer fit for purpose.	Design team established. Design confirmed. Development underway. Development completed.	2026/27-2028/29	Housing Assets & Housing Strategy	Updated the action to include the development of the children's residential home as well as the satellite flat.
4.3	Prepare a Young Person's Housing Pathway in line with The Promise and Prevention of Homelessness Duties.	No pathway in place.	Approved pathway in place. Report to Members Library.	2025/26-2028/29	Community Housing & Housing Options	No progress to date and timeline has been altered to reflect any updates with the Housing Bill.
4.4	Work collaboratively with Education, the Children's Strategic Partnership, and the Poverty Working Group to create an environment in which children can thrive and health inequalities are reduced.	Housing attends the existing Poverty Working Group.	Attendance and input into the poverty working group and sub-groups.	2024/25-2028/29	Housing	Housing currently attends the Poverty Working Group and the Quality-of-Life sub-group. More work will be focused on engaging with Education and the Children's Strategic Partnership in 2025/26 onwards.

Older People & Dementia						
4.5	Redevelop the former Herdmanflat Hospital Site for affordable housing for over 55-year-olds.	Initial consultations taken place.	Planning permission granted. Full public consultation. Delivery of affordable housing on site.	2024/25-2028/29	Housing Assets & Housing Strategy	Phase 1 (Ph1) of the project (51 units of Social Rented flats) has a projected site start of July 2025. Completion of Ph1 is expected in January 2027.
4.6	Develop 200 units across different affordable housing tenures for older people over the course of the LHS.	Older People's Needs Assessment completed to calculate need.	Number of affordable homes for older people developed year on year.	2024/25-2028/29	Housing Strategy	Work continues to be made on the Herdmanflat Hospital Site which will provide housing for older people.
4.7	Work alongside East Lothian H&SCP to ensure the development and implementation of the Dementia Strategy has strong strategic links to housing and housing related services.	Minimal involvement.	Formation of the HSCP & Housing Delivery Group.	2024/25-2028/29	Housing Strategy / HSCP	This work will be taken forward through the formation of a new HSCP & Housing Delivery Group which will sit under the new IJB IJB Structure.

4.8	Support the development of the Post Diagnostic Support for Dementia route map.	Minimal involvement.	Formation of the HSCP & Housing Delivery Group.	2024/25-2028/9	Housing Strategy / HSCP	This work will be taken forward through the formation of a new HSCP & Housing Delivery Group which will sit under the new IJB Structure.
<b>Social Care Users (Mental Health, Physical Disabilities, Learning Disabilities and Sensory impairments)</b>						
4.9	Review the process of Housing Episodes forms, so it can be rolled out to further client groups.	Housing Episode Forms were introduced in 2017 primarily for clients with learning disabilities.	Formation of the HSCP & Housing Delivery Group.	2025/26-2028-29	Housing Strategy / HSCP	This work will be taken forward through the formation of a new HSCP & Housing Delivery Group which will sit under the new IKB Structure.
4.10	Develop up to 12 units of core and cluster housing provision per annum.	Previous LHS target achieved.	Number of units delivered year on year.	2024/25-2028/29	Housing Strategy	7 new properties were allocated as core & cluster for HSCP. This reflected HSCP commitment to funding the social care to be delivered within the properties.
4.11	Work closely with East Lothian's H&SCP as they develop a Physical Disability Action Plan and a See/Hear Action Plan for Sensory Impairment, to ensure that housing and housing related services meet the needs of these client groups.	Limited understanding of the needs of individuals with sensory impairment using housing services in East Lothian.	Formation of the HSCP & Housing Delivery Group.	2025/26-2028/29	Housing Strategy / HSCP	This work will be taken forward through the formation of a new HSCP & Housing Delivery Group which will sit under the new IJB Structure.

Wheelchair Accessible Housing						
4.12	10% of the total supply of affordable housing will be wheelchair accessible, with a minimum of 100 units delivered over the five years.	No target currently in place.	The number of wheelchair accessible housing delivered year on year.	2024/25-2028/29	Housing Strategy	For 24/25 a total of 12 units have been delivered as wheelchair compliant or ambulant disabled.
4.13	Through LDP2, East Lothian Council will establish mechanisms to ensure a target of 5% of new build market housing is built to wheelchair accessible standards.	No current target for wheelchair accessible homes in the private sector	Short life working group established Input from Scottish Government received Delivery of LDP	2025/26-2028/29	Housing Strategy / Planning	This action is tied to the timescales allocated to LDP2. An initial review of local authorities has been completed as well as contact with Scottish Government to establish best way to take forward.
Adaptations						
4.14	Review Care & Repair East Lothian.	Review group established in August 2023.	Review complete. Recommendations established. Report to EMT and Members Library.	2024/25	Housing Strategy	Complete – recommendations were approved by EMT and members library report submitted in February 2025.
4.15	Prepare an all-tenure review of major adaptations	Existing policies and protocols for major adaptations is outdated.	Working group established Review complete & recommendations given. Report to EMT and Members Library	2024/25-2025/26	Housing Strategy / Service Development / HSCP	Working Group established and chaired by Fiona Wilson, Chief Officer EL HSCP. The group primarily focused on the review of Care & Repair during 2024/25. A wider review will now be monitored via the HSCP & Housing Delivery Group.

People involved in the justice system						
4.16	Implement the Sustainable Housing on Release for Everyone (SHORE) standards.	SHORE standards beginning roll out.	<p>Number of people entering custody with a housing plan in place.</p> <p>Number of people leaving custody with a housing plan in place.</p>	2026/27	Community Housing & Housing Options	<p>-A protocol has been drafted although due to competing priorities, this has not yet been completed.</p> <p>-In the meantime, a revised approach to people leaving prison has been rolled out, with weekly information provided on releases and discussion at monthly Transition group to enable a co-ordinated and timely approach.</p> <p>Revised end date 2026/27.</p>



Violence Against Women and Girls (VAWG)						
4.17	Develop an Equally Safe Housing Policy which recognises all VAWG.	No up-to-date domestic abuse policy is in place.	Establish working group. Review current policy and procedures. Approve Policy. Submit MLR.	2027/28	Housing Strategy & Service Development	Start date of 2027/28
Ethnic Minorities						
4.18	Use the 2022 Census results to better understand how race and ethnicity impact housing and health inequalities.	Limited knowledge of race and ethnicity in East Lothian.	Reporting of outcomes in LHS update.	2027/28-2028/29	Housing Strategy	Start date of 2027/28
4.19	Work with Volunteer Centre East Lothian and other third sector partners to help identify housing need and challenges faced by ethnic minorities in East Lothian.	Limited evidence on challenges faced by ethnic minorities in East Lothian.	Increase in local evidence base through number of engagement events, 1:1 interview or focus groups.	2027/28-2028/29	Housing Strategy	Start date of 2027/28
Refugees & Asylum Seekers						
4.20	Implement a strategic approach to accommodating refugees and asylum seekers.	No strategic approach in place.  Temporary team in position.	Strategic approach in place.	2025/26	Community Housing & Housing Options	To date, refugees and asylum seekers have been accommodated via Housing Options Team, and a joined-up approach will be required to accommodating refugees, particularly with the roll out of the new Communities for Afghans Scheme and ongoing Mears procurement. Suggested date 2027.

Gypsy/Travellers						
4.21	Continue to work with the Scottish Government to improve data to estimate the need and demand for a site in East Lothian.	Ongoing discussions with Scottish Government and COSLA.	Improved access to data.  Ability to estimate need/demand for a site in East Lothian.	2024/25-2028/29	Housing Strategy	Ongoing dialogue with Scottish Government.
4.22	We will explore the need for a Gypsy/Traveller site and if required, carry out a review to identify a new site in a suitable location.	Site closed due to disrepair.	Needs assessment completed.  Report to Members Library.	2024/25	Housing Strategy / Planning	East Lothian and Midlothian have both carried out a needs assessment. Midlothian's has been signed off by Council. East Lothian's is awaiting further direction by the Housing Partners Board.
4.23	Prepare a multi-agency policy on Roadside Encampments.	Working group formed.	Approved multi-agency policy on roadside encampment.  Members Library Report.	2025/26	Protective Services	Revised date of 2025/26 set to align with wider commitments.
LGBTQ+						
4.24	Work with Volunteer Centre East Lothian and Working for Change Collective to ensure people identifying as LGBTQ+ are represented in engagement and consultation.	Limited input by LGBTQ+ community.	Increased engagement from LGBTQ+ across all housing and housing services.	2024/25-2028/29	Housing Strategy	No engagement has taken place in 2024/25 as it's the first year of the LHS.

High Quality & Sustainable Homes						
Ref	Action	Baseline	Indicator	Timeline	Co-ordinator	2024/25 Update
5.2	Improve knowledge and understanding of private housing stock.	Report commissioned in 2022, requires cross tabulation with a range of other sources.	LHSA updated to reflect increased knowledge.	2024/25-2028/29	Housing Strategy & Housing Assets	A range of data including new Census outputs are currently being analysed and adding to our understanding of private housing stock. This is being fed into the Private Sector Working Group overseeing Scheme of Assistance and related policies.
5.3	Engage with local colleges, universities and East Lothian Works, in the provision of training and education in sustainable construction.	No options currently exist.	Pathways established for those wanting to work in sustainable construction.	2024/25-2028/29	Economic Development & Regeneration	<p>East Lothian Works is working closely with Edinburgh College and The Energy Training Academy (ETA) offering and currently delivering a wide range of construction related certificated provision for both school and post school individuals. Examples include funded places for adults to complete a 27-week full time Gas Managed Learning Programme with ETA- this is for those that meet the NOLB or Parental Employability Support fund criteria.</p> <p>We also have offered funding for ELC Electricians to complete the Solar and PV training with ETA. This course, alongside Air Source Heat Pumps (4 days), have been offered on a fully funded basis to East Lothian businesses subject to funding.</p>

5.4	Develop an Interim Energy Efficiency Policy.	There is currently no policy 'in place.	Policy in place. Report submitted to member's library.	2025/26	Housing Strategy	No progress has been made during 2024/25 as ELC waited for further clarification from the Scottish Government on energy reforms. An Interim Energy Efficiency Policy will be developed during 2025/26.
5.5	Monitor and review the new processes from the condensation and mould working group	New processes in place	Ongoing monitoring and review.	2025/26-2028/29	Housing Strategy & Service Development	Work due to start in quarter 3 of 2025/26.
5.6	Develop an Integrated Asset Management Strategy.	No current strategy.	Both phases of the asset strategy completed.	2025/26	Housing Strategy	Project delayed until wider strategic approach is in place. This includes actions set out in 2.3, 2.14, 2.15 and 5.11.
5.7	Updates are made to the affordable housing specification and design guide to reflect net zero and sustainability ambitions.	Current specification in place is out of date.	Working Group established. Specification & design guide consultation alongside affordable housing policy. Incorporated into LDP2 process.	2025/26-2027/28	Housing Assets	Work to begin in quarter 3 of 2025/26.
5.8	Explore opportunities to combine funding streams to provide holistic approaches to both improvements and conditions.	No current approach in place.	Evidence of combined funding streams and positive results	2025/26-2028/29	Housing Assets	This action will be a key task for the newly appointed Team Manager – Investment & Modernisation and will be progressed once they are in post.

5.9	<p>Review &amp; implement a range of Private Sector Housing Policies including:</p> <ul style="list-style-type: none"> <li>• Housing Renewal Area</li> <li>• Below Tolerable Standard Strategy</li> <li>• Scheme of Assistance</li> <li>• Missing Shares</li> </ul>	All policies are currently out of date.	<p>Revised policies in place.</p> <p>Report submitted to Member's Library.</p>	2024/25-2028/29	Housing Strategy / Protective Services	<p>All policies currently on track to be delivered by August Cabinet 2025.</p> <p>Additional Policy added into action – Missing Shares Policy.</p>
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**REPORT TO:** Cabinet

**MEETING DATE:** 13 May 2025

**BY:** Executive Director for Place

**SUBJECT:** Introduction of Permanent Traffic Regulation Order (TRO) in Coastal Car Parks to Ban Overnight Parking and the Experimental Designated Motorhome bays at Yellowcraigs and Shore Road East Lothian

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**5**

## **1 PURPOSE**

- 1.2 To seek final Cabinet approval after the completion of the Traffic Regulation Order (TRO) process for the permanent introduction of the Coastal Car Park Overnight Parking Ban between 11pm and 4am (TO - 117/25). The locations are listed in Appendix A.
- 1.3 To also seek approval for the recommendations on the designated motorhome spaces at Yellowcraigs and Shore Road Sites as set out below.

## **2 RECOMMENDATIONS**

- 2.1 Cabinet is recommended to:
  - i. note the objections received but set these aside and agree to proceed with the introduction of the Coastal Overnight Parking Ban TRO (TO - 117/25) between the hours of 11pm to 4am, to help the Countryside Ranger Service protect the coastline from the very high levels of irresponsible camping at the sites highlighted in Appendix A. Appendix B lists the representations made for this proposal.
  - ii. note the single representation received on the Designated Self-Contained Motorhome bays at Yellowcraigs TRO (TO - 118/25) but set this aside and agree to retain the designated bays to allow motorhomes to park in these bays overnight. Appendix C lists the single representation of support received on this proposal.

- iii. agree that the Designated Self-Contained Motorhome bays at Shore Road TRO (TO - 119/25) are removed due to the level of objection from the local community and the site be returned to its previous condition. Appendix D lists both letters of objection and support for this proposal.
- iv. note that the removal of the designated bays at Shore Road shall result in there being no overnight parking allowed in the car park and any vehicles breaching this would be subject to enforcement and the issuing of a Penalty Charge Notice (PCN) if caught.

### **3 BACKGROUND**

- 3.1 On 17 January 2023 ELC Cabinet approved the introduction of an Experimental Traffic Regulation Order (ETRO) TO – 071/23 that was introduced to combat the very high levels of irresponsible camping that our coastal sites have been suffering from over the past few years. The coastal sites managed by the Countryside Ranger Service are not formal camp sites. They include designations such as RAMSAR and Special Site of Scientific Interest which require active management to preserve and protect them. The volume of tents and related issues, for example, toileting in the bushes and in front of others, leaving high volumes of waste, including human waste, fires leaving burnt patches in the ground with increased risk from wildfires and loud music being played are issues which cause conflict with other users, cause significant damage to the environment and require appropriate management.
- 3.2 The Experimental Order banned Overnight Parking between the hours of 10pm to 6am however after feedback from the public it is proposed that the Overnight Parking ban shall be between the hours of 11pm and 4am which shall allow late evening walks and early risers such as dog walkers to visit during daylight hours.
- 3.3 Access to beaches remain open to the public at all times. Only vehicular access to the car parks that have been restricted at the times specified. Under the Land Reform (Scotland) Act and the Scottish Outdoor Access Code people have the right to non-motorised responsible access and we have not restricted genuine wild camping.
- 3.4 There has also been an increase in the numbers of campervans and motorhomes parking overnight at coastal car parks rather than at formal camping locations. The council operated car parks do not have the facilities to support camper vans and damage has been caused by the unlawful emptying of toilets. In addition, when parked in close proximity some do pose a fire risk to themselves and others due to the gas that they carry on board. To combat this Experimental Traffic Regulation Order TO – 071/23 also included 3 dedicated, first come first serve, safe spaced bays, for self-contained motorhome at Yellowcraigs. Given the success of these bays catering for self-contained motorhomes it is proposed that



these be made permanent and will provide limited provision for the large number of motorhomes visiting the county.

3.5 The dedicated motorhome bays at Yellowcraigs and Shore Road generated the following revenue in 2024 under the Experimental Order:

- Yellowcraigs – £1,490
- Shore Road - £3,570

3.6 On 10 September 2024, Cabinet gave approval to make the measures permanent with the public consultation taking place between 4 and 25 April 2024.

3.7 At the end of the formal consultation period, the Council had received the following number of representations:

- Overnight Car Parking Ban – 5 Objections & 0 Support.
- Yellowcraigs Designated Motorhome spaces – 0 Objections & 1 Support.
- Shore Road Designated Motorhome spaces – 9 Objections & 3 Support.

3.8 The representations of objections and support for the Overnight Parking Ban and the Motorhome Designated Parking Bays at Yellowcraigs and Shore Road are included in Appendices B, C & D respectively.

## **4 POLICY IMPLICATIONS**

4.1 None.

## **5 INTEGRATED IMPACT ASSESSMENT**

5.1 The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy.

## **6 RESOURCE IMPLICATIONS**

6.1 Financial – All costs involved in connection with consultation, advertising, design and implementation associated with the making of these Orders can be accommodated within the Roads revenue budget.

6.2 Personnel - Ad hoc Parking Attendant Enforcement Patrols during holiday Periods. This would be accommodated with existing staff in the form of overtime payments. This would be paid for by the issuance of PCN's.

6.3 Other – None.

## 7 BACKGROUND PAPERS

- 7.1 [Report to Cabinet](#) on 10 September 2024 – Traffic Regulation Orders to Prohibit Overnight Parking at Coastal Car Parks

**Appendices A-D** as detailed in the report.

**Appendix E** includes:

Experimental Traffic Regulation Order (ETRO) TO – 071/23

TO – 117/25 – Coastal Car Park Overnight Parking Ban 11pm to 4am.

TO – 118/25 – Yellowcraigs Designated Motorhome Spaces.

TO – 119/25 – Shore Road Designated Motorhome Spaces.

<b>AUTHOR'S NAME</b>	Ian King
<b>DESIGNATION</b>	Roads Asset and Regulatory Manager
<b>CONTACT INFO</b>	Grant Talac or Keith Scott
<b>DATE</b>	May 2025

<b>Appendix A</b>		
<b>Locations for Overnight Parking Ban between the Hours of 11pm to 4am. &amp; Representations</b>		
<b>No.</b>	<b>Location</b>	<b>Description</b>
1	Longniddry Bents No. 1	Prohibit overnight parking from 2300 – 0400 daily
2	Longniddry Bents No. 2	Prohibit overnight parking from 2300 – 0400 daily
3	Longniddry Bents No. 3	Prohibit overnight parking from 2300 – 0400 daily
4	Gullane Bents	Prohibit overnight parking from 2300 – 0400 daily
5	Yellowcraig	Prohibit overnight parking from 2300 – 0400 daily
6	John Muir Country Park – Tynninghame Links	Prohibit overnight parking from 2300 – 0400 daily
7	John Muir Country Park – Linkfield	Prohibit overnight parking from 2300 – 0400 daily
8	Shore Road, Belhaven Bay	Prohibit overnight parking from 2300 – 0400 daily
9	Whitesands	Prohibit overnight parking from 2300 – 0400 daily
10	Barns Ness	Prohibit overnight parking from 2300 – 0400 daily
11	Aberlady Bay	Prohibit overnight parking from 2300 – 0400 daily
12	Area in Backsands / Fisherrow	Prohibit overnight parking from 2300 – 0400 daily
13	Areas in Mountjoy	Prohibit overnight parking from 2300 – 0400 daily
14	Area in Levenhall	Prohibit overnight parking from 2300 – 0400 daily
15	Areas in Morrison's Haven	Prohibit overnight parking from 2300 – 0400 daily
16	Area in Boatyard, Prestonpans	Prohibit overnight parking from 2300 – 0400 daily
17	Area in Pondhall	Prohibit overnight parking from 2300 – 0400 daily
18	Area in Yellowcraig Overflow	Prohibit overnight parking from 2300 – 0400 daily
19	Shore Road, Hammerhead	Prohibit overnight parking from 2300 – 0400 daily

20	Area in Skateraw	Prohibit overnight parking from 2300 – 0400 daily
21	Area in Thorntonloch	Prohibit overnight parking from 2300 – 0400 daily

Appendix B		
Overnight Parking Ban Representations		
No.	Obj /Sup	Description
1	Obj	<p>Sirs,</p> <p>I write to comment as part of the consultation on the coastal car parks use and restrictions that I understand is currently being undertaken.</p> <p>Whilst I understand the need to control the areas and minimise litter etc I feel it is heavy handed to ban parking altogether especially for locals who have purchased a permit and wish to use the coastal areas out with the times you plan to allow.</p> <p>The times that are on the consultation paper prevent early morning local dog walking, general walking, late night star/aurora watching and, most relevantly from my perspective, it stops nature lovers many of whom belong to groups who are surveying wildlife/birdlife etc. These volunteers work many hours for the benefit of research. They have purchased permits out of their own pockets and are prevented from using them for the very times that are most important to their research work.</p> <p>I understand the need to control the car parks for overnight stays by campervans etc. but surely that is different from a short stop within the night-time hours using a permit already purchased.</p> <p>Yours sincerely,</p> <p>██████</p>
2	Obj	<p>My husband and myself would like to state our objections to overnight parking restrictions of Campervans or caravan parking.</p> <p>Coastal towns rely heavily on tourism, and we believe tourists should feel welcome and be able to stay overnight in designated areas.</p> <p>Perhaps an online pre booking system would help to control the limited amount of parking spaces available.</p> <p>Kind regards</p> <p>██████████████</p>
3	Obj	<p>I would like to object about the proposed overnight parking changes.</p> <p>Although it may cost more to place facilities that can cope with motorhomes and campers i would rather that than ban a much-needed ability to spend time in the open countryside/beach areas. I desperately need this for my son who continues to have high complex care needs and our only source of enjoyment and ability to 'get away' is to be close to home but spending time outdoors enjoying a little bit of life before heading back to our very stressful life.</p>

		<p>██████</p>
4	Obj	<p>Dear ELC</p> <p>With reference to the proposed changes as below, as Local resident in Dunbar I think this ban at Belhaven particularly is unnecessary as many people come to Belhaven to see the aurora borealis at night especially from approx. September to May and banning parking (even those with prepaid parking permits) is unfair, restrictive and unnecessary. I do not want you to go ahead.</p> <p>I appreciate there have been problems at Whitesands with people camping overnight and leaving a lot of mess, but not everyone who wild camps is going to do that. It is also an area where the aurora can be seen and I for one would like to be able to go to these spots to do see this.</p> <p>Yours sincerely,</p> <p>██████</p>
5	Obj	<p>Good Evening,</p> <p>I would like to object to the proposal of lodging a road traffic order in relation to the coastal car parks. Any reasoning will be bullet pointed below:</p> <p>The restriction to these sites has pushed caravan and motorhome users to places which are not covered by the temporary order, for example the parking area at East Beach North Berwick. By citing safety concerns for motorhomes and campervans being too close to each other, this order has in effect encouraged said vehicles to pack into those other areas which aren't enforced and is contradictory to your concerns over health and safety of vehicle users.</p> <p>From a decade of policing in East Lothian I have seen very little evidence of antisocial behaviour on the beaches or car parks which is affecting other users. I do not accept that vehicle users are causing more harm to an area due to 'loud music' as stated in your reasoning.</p> <p>Areas of scientific interest are of course important to be monitored and effectively managed by a ranger service. I understand that over camping within SSSI areas can impact the environment. However, please note that Tynninghame/ Belhaven bay and John Muir Country park are all within walking distance for large numbers of youths who have, for years, camped within these areas on the summer months. These groups have unfortunately (as unsupervised children would) leave vast amounts of alcohol bottles/litter and light unauthorised and irresponsible campfires. I do not accept that by the restriction of vehicles, this alleviates any environmental impact to the SSSI's.</p> <p>I believe that this ruling would cause a negative impact for tourism in the local area. I have already been approached by many holidaymakers who are avoiding East Lothian upon their travels to Scotland due to the limited campsites available and tightening of rules against vehicle use.</p> <p>Can I recommend that you look into allowing specific motorhome and campervan parking bays with a 24hr limit.</p>



		Kind regards 
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Appendix C		
Yellowcraigs Designated Motorhome Bays Representations		
No.	Obj / Sup	Description
1	Sup	<p>I have no objection to proper use of designated, overnight motorhome parking spaces in Council run car parks. The key issue for me is “proper use” and “designated spaces” but this means both need to be managed properly and robustly and I do believe that motorhome users should pay a minimum charge for the privilege.</p> <p>I don’t live beside any of these areas so cannot comment on any local disruption but again this relates to proper management.</p> <p>I am a motorhome owner and get really annoyed when I read comments about motorhome owners not adding to local commerce and leaving a mess behind them. I believe these to be generally unfair comments as these motorhome owners are on holiday and use the shops, restaurant, etc like anyone else on holiday.</p> <p>My husband and I travelled round Australia, New Zealand, Canada, Europe and Scandinavia and compared to these countries Britain falls well below an acceptable standard to enable Motorhome owners make the most of a holiday in our country.</p> <p>I think we should:-</p> <ol style="list-style-type: none"> <li>1. charge a minimum cost to park in designated spaces</li> <li>2. Keep designated spaces available for those who want to stay overnight leaving enough space to address safety issues</li> <li>3. Make additional spaces available for those who only want to park as a day visitor</li> <li>4. Curtail the use of on street overnight parking and in car parks which were never meant for motorhome parking E.G. in North Berwick, by the water treatment plant. I counted 29 motorhomes parked up for the night one evening last week</li> <li>5. Make facilities available where motorhomes can get rid of their grey and black waste and ask for a nominal charge</li> <li>6. There should be some consideration to providing an Aire type facility found in France which would offer an alternative option, providing all of the points above for overnight parking and possibly easier to manage.</li> </ol> <p>However local campsites businesses should not be impacted on but they are often full in peak periods and are closed to tourers out of season.</p> <p>I end my comments by highlighting my own experience of using one of your designated, overnight parking spaces at Belhaven Bay. I had an art class in Dunbar and decided to make use of one of these spaces. Arriving late afternoon all the spaces had vehicles parked in them. A small camper van was in one and when asked if they were staying overnight, they said they were not and the conversation went on to say we would take their space when they left. By 6.30pm they still had not returned and I had to leave for my class. My husband remained behind, hoping to take up the space when it was vacated. By 9.30pm the camper van was still there, and they were not moving but also not staying. My husband came to collect me from my class and by the time we returned 30 mins later the camper van had gone, and another motorhome slipped into the space. The camper van owner indicated he had the right to stay in his spot but if it was clear that from a certain time these spaces should only be used for overnight parking. So, we</p>



		<p>were thwarted in our attempt to make use of this facility due to poor management/signage.</p> <p>I hope my comments help in your deliberation.</p> <p>██████</p>
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<b>Appendix D</b>		
<b>Shore Road Designated Motorhome Bays Representations</b>		
<b>No.</b>	<b>Obj / Sup</b>	<b>Description</b>
1	Obj	<p>MOTORHOME PARKING AT SHORE ROAD, BELHAVEN - Objection</p> <p>Dunbar Community Council considered your request for advance comment in respect of the proposal to create 3no permanent motorhome parking bays at Shore Road Belhaven.</p> <p>Belhaven residents and Dunbar Community Council were adamantly opposed to the motorhome parking trial when it was instituted two years ago and expressed this view at the time. We were persuaded by our elected members that it would be appropriate for us to allow the trial to proceed, and, after discussion, it was agreed that we would reluctantly accept the trial on the strict understanding that DCC members and Belhaven residents, most particularly those resident in Shore Road, North Street and Duke Street, should be front and centre of the review of the trial, which we were told would happen shortly after the summer period of 2023.</p> <p>Despite repeated requests by DCC for this review meeting, and assurances that it would happen, it did not. Instead, the residents of Belhaven were subjected to a second year of motorhome parking at Shore Road and then, as a final insult, informed that a TRO would be forthcoming to confirm the parking provision for motorhomes in this location.</p> <p>Had ELC shown the Community Council and local residents the respect of delivering on the promised participation in the review process, officers would have been left in no doubt that the concerns expressed by residents in advance of the trial had been more than realised.</p> <p>Motorhomes blocked the outlook from homes and disrupted the open vista for everybody.</p> <p>There were frequently many more overnight stayers than allocated parking bays and the site was not checked for this.</p> <p>The parking was not pre-booked, as had been promised, but payable by Ringo. The payment system was not checked and by open admission, many overnight stayers did not pay anything at all.</p> <p>The assertion that there would be no demand on the WC facilities because all motorhomes would have onboard facilities did not prove correct.</p> <p>The assertion that there would be no disruptive or antisocial behaviour did not prove correct and there was no system for policing or managing this.</p> <p>ELC has actively supported the increased use of Shore Road approach to Belhaven Bay as a leisure destination. The development of the Surf Centre, which had ideally wished to be placed at Linkfield, was forced to accept Shore Road as second best. The Surf Centre gets great credit for its success but, with it, has come a massively increased uptake on the use of the car</p>




		<p>park with families all enjoying the picnic areas, BBQ stands and beach access.</p> <p>The once very peaceful enjoyment that local residents had of this place has been lost to them. They do not need and do not want the addition of a campsite right in front of their homes. Whether it be 3 vans or 20, the intrusion into their lives, potentially 24 hours a day, every day of the year, is not supportable.</p> <p>We have no issue with proposals to promote motorhome parking at sites that are not immediately adjacent to homes, and have often stated that the current high vehicle parking at Linkfield would seem to offer that appropriate opportunity if it were felt essential to meet a demand, but Belhaven is a village, with a discretely placed, commercially operated local business supporting camping, placed immediately adjacent to Shore Road.</p> <p>The selfish behaviours of motorhome users should not be the catalyst for promoting parking at Shore Road. All of the negative impacts outlined in your letter can be immediately dealt with by a ban on overnight parking for all vehicles.</p> <p>We strongly object to the proposal to bring forward a TRO.</p> <p>Yours sincerely  </p>
2	Obj	<p>Dear Sir,</p> <p>Further to the public notice in today's East Lothian Courier, I am writing to object to the extension of this order.</p> <p>I live in  and my garden overlooks the Shore Road carpark. Prior to the height restriction barriers being put in place, the car park was an unregulated camp site, with numerous campervans/motorhomes and smaller vans parking all the time. The barriers made a terrific difference, but still means that the tarmac area is inundated with these vehicles. The clue is in the name - Shore Road CAR PARK, not campsite. There is a perfectly good campsite within 500 yards which these campervans should be directed to and pay the fee to them. Over last year, it was probably only about 3 weekends that it had a sign saying the site was full, but this does not mean campervans should be able to park anywhere - they should prepare themselves for appropriate places to park.</p> <p>The three bays were a trial, but we, as residents, were told at a meeting with councillors, no-one was policing this trial. It was supposed to be for motorhomes with their own facilities but on numerous occasions, there are vans parked who obviously don't have their own facilities - making the dune area their own toilet, extremely unhygienic and revolting and unacceptable for the law-abiding visitors. I have kept a note on the number of vans that have been parked each day and this includes a number that stay for more than one night. If the regulations cannot be adhered to, the trial should come to an end. We were told the Council didn't even know if the vehicles</p>

		<p>had paid the £10 fee - this is unacceptable because as a resident, I have to pay for coastal parking, but these visitors are just getting away with not paying. Again, if the regulations aren't adhered to, the trial should be ended. The 3 bays are used plus the other spaces either side, making it at least 6 vehicles on any day and sometimes even more. I gather the spaces are separate to avoid any fire danger, but the visitors take no notice of this. In my opinion, if the Council want to provide this facility, it should be at White Sands where there are no residents. They would still have a tremendous view without annoying anyone. Shore Road is busy enough with the surfers, Surf School and visitors in cars who come to see Belhaven Bay and the gorgeous view without having to look at an 'unregulated campsite full of campervans'. Campervans should be encouraged to go elsewhere.</p> <p>I look forward to these bays being withdrawn. Kind regards ■</p>
3	Obj	<p><b>OBJECTION TO OVERNIGHT MOTORHOME PARKING AT SHORE ROAD</b></p> <p>Ref A: Variation Order No5 Motorhome Bays TO 119/25 Ref B: Meeting Shore Road Residents/Councillor Hampshire, Feb 2024.</p> <p>I wish to lodge my objections to overnight motorhome parking at Shore Road (as previously set out during Ref B) on the grounds that: These very large box-like vehicles spoil the visual amenity of the magnificent sweep of Belhaven sands, not merely for residents of Shore Road, but for all surfers, dog walkers, pedestrians, and families visiting the Park. Typically, we see a maximum of 6 people either sitting in their vans or on deck chairs in front of their vehicles enjoying the view whilst the rest of us see a wall of square white motorhomes blocking the view.</p> <p>The presence of these vans in their allotted spaces appears to act like a magnet to others who are attracted by the thought of (free) overnight parking – I have frequently counted 10 or more vans and cars parked overnight during the summer season. As well as additional motorhomes, many small vans and cars without toilet or waste-disposal facilities also appear to be encouraged to park up for the night.</p> <p>Residents of Duke Street report frequent passage of these large vehicles through the conservation area of Belhaven village, driving with one set of wheels on the pavement in order to negotiate the very narrow streets.</p> <p>It is unclear to me why ELC feels it is under any obligation to provide overnight spaces in what is essentially a car park when there is ample provision at local sites – 40 at Belhaven Bay Caravan and Camping Park immediately adjacent to Shore Road car park and 200 at the Caravan Club site at Whitesands. Pitches range in prices from £35 to £45 a night depending on the level of amenity provided. When I spoke to them, the site managers at both locations expressed their opinion to me that some camper-van owners were purely interested in a cheap (or zero) cost option,</p>

		<p>so in providing overnight parking at Shore Road ELC could be seen to be undermining the profitability of local businesses/employers.</p> <p>With Best Wishes</p> <p>■</p>
4	Obj	<p>West Barns Community Council (WBCC) OBJECT to the proposal to make Motorhome parking at Shore Road, Belhaven permanent.</p> <p>WBCC have been following the situation since proposals were first agreed at Cabinet in 2023 without any consultation with nearby residents. Once aware of the proposals, residents expressed their concerns to elected members. The Dunbar and West Barns Local Place Plan Survey conducted in 2023 indicated a public view that there should be no Motorhome parking in the conservation village of Belhaven.</p> <p>WBCC are concerned that -</p> <p>1)Residents living near the car park were promised in 2023, after they found out by chance about the Cabinet proposals for Motorhome parking at Shore Road, that it would be a summer trial and that there would be a review. Despite promises from ELC Councillors there has been no review. Residents have not been able to express their concerns about issues that have arisen to ELC Officers.</p> <p>2)Residents were promised (as per the Cabinet Report Appendix) that spaces would be pre bookable only. This would enable ELC to prevent return by any Motorhome users causing issues. That proved not to be the case. Spaces can be taken by the 1st 3 paying at the machine or by Ringo.</p> <p>3)There has not been the manpower to monitor the parking.</p> <p>As a consequence:-</p> <p>a)More than 3 Motorhomes have been observed parking overnight</p> <p>b)Motorhomes have been observed to park without paying</p> <p>c)There has been no follow up of any noise or anti-social behaviour experienced by residents living close to the parking bays. Concerns have been expressed to elected members.</p> <p>4) There is no provision for Chemiloo waste at the Shore Road toilets which are locked from early evening. Not all vehicles parking overnight have had on board toilet facilities.</p> <p>5)There are commercial sites with capacity and appropriate facilities in the area.</p> <p>Therefore, WBCC request that the Motorhome parking at Shore Road should not be made permanent and that use of the current bays should cease. WBCC are aware that Cabinet in 2025 had approved the extension of Motorhome parking to Linkfield. They would not support the use of Linkfield car park as an alternative site whilst there are no appropriate facilities. for Chemiloo disposal and for oversight of those parking given the issues observed at Shore Road.</p> <p>■</p>
5	Obj	<p>MOTORHOME PARKING AT SHORE ROAD, BELHAVEN - Objection Dunbar Community Council has considered the above proposal and strongly objects to the creation of 3no permanent motorhome parking bays at Shore Road Belhaven. Belhaven residents and Dunbar Community Council were adamantly opposed to the motorhome parking trial when it was instituted two years ago and expressed this view at the time. We were persuaded by</p>

		<p>our elected members that it would be appropriate for us to allow the trial to proceed, and, after discussion, it was agreed that we would reluctantly accept the trial on the strict understanding that DCC members and Belhaven residents, most particularly those resident in Shore Road, North Street and Duke Street, should be front and centre of the review of the trial, which we were told would happen shortly after the summer period of 2023. Despite repeated requests by DCC for this review meeting, and assurances that it would happen, it did not. Instead, the residents of Belhaven were subjected to a second year of motorhome parking at Shore Road in 2024 and then, as a final insult, informed that a TRO would be forthcoming to confirm the parking provision for motorhomes in this location. Had ELC shown the Community Council and local residents the respect of delivering on the promised participation in the review process, officers would have been left in no doubt that the concerns expressed by residents in advance of the trial had been more than realised.</p> <ul style="list-style-type: none"> <li>• Motorhomes blocked the outlook from homes and disrupted the open vista for everybody.</li> <li>• There were frequently many more overnight stayers than allocated parking bays and the site was not checked for this.</li> <li>• The parking was not pre-booked, as had been promised, but payable by Ringo. The payment system was not checked and by open admission, many overnight stayers did not pay anything at all.</li> <li>• The assertion that there would be no demand on the WC facilities because all motorhomes would have onboard facilities did not prove correct.</li> <li>• The assertion that there would be no disruptive or antisocial behaviour did not prove correct and there was no system for policing or managing this.</li> </ul> <p>ELC has actively supported the increased use of Shore Road approach to Belhaven Bay as a leisure destination. The development of the Surf Centre, which had ideally wished to be placed at Linkfield, was forced to accept Shore Road as second best. The Surf Centre gets great credit for its success but, with it, has come a massively increased uptake on the use of the car park with families all enjoying the picnic areas, BBQ stands and beach access. The once very peaceful enjoyment that local residents had of this place has been lost to them. They do not need and do not want the addition of a campsite right in front of their homes. Whether it be 3 vans or 20, the intrusion into their lives, potentially 24 hours a day, every day of the year, is not supportable. We have no issue with proposals to promote motorhome parking at sites that are not immediately adjacent to homes, and have often stated that the current high vehicle parking at Linkfield would seem to offer that appropriate opportunity if it were felt essential to meet a demand, but Belhaven is a village, with a discretely placed, commercially operated local business supporting camping, placed immediately adjacent to Shore Road. The selfish behaviours of motorhome users should not be the catalyst for promoting parking at Shore Road. All of the negative impacts outlined in Statement of Reasons submitted with the proposed TRO can be immediately dealt with by a ban on overnight parking for all vehicles between the hours of 11pm and 4am at Shore Road car park. Yours sincerely [REDACTED]</p>
6	Obj	<p>OBJECTION TO OVERNIGHT MOTORHOME PARKING AT SHORE ROAD Ref A: Variation Order No5 Motorhome Bays TO 119/25Ref B: Meeting Shore Road Residents/Councillor Hampshire Feb 2024. I wish to lodge my objections to overnight motorhome parking at Shore Road (as previously set out during Ref B) on the grounds that: 1. The presence of these motorhomes and vans in their allotted spaces appears to act like a magnet to others who are</p>

		<p>attracted by the thought of (free) overnight parking – I have frequently counted many more vans and cars parked overnight during the summer season. As well as additional motorhomes, many small vans and cars (with roof tents or just tents) without toilet or waste-disposal facilities also appear to be encouraged to park up for the night. I have witnessed people using the dunes as a toilet, lots of different rubbish being left and barbecues being lit in the long grass/dunes even when signs are up saying not to in dry weather.</p> <p>2. We residents of Belhaven frequently see these large vehicles driving through the narrow streets of the village, speeding and unaware or ignoring traffic signs. The residents have made it very clear we do not want these spaces. Yet we have been completely ignored by ELC and Cllr Hampshire. It's not clear why it is being pushed on us as it can't bring in much revenue. While "wild camping" is accepted across Scotland that does not include those in vehicles, especially as they do not abide by the "leave no trace" ethos. It has been put forward on a number of occasions that the parking at Winterfield tennis courts would be a better position if we are to offer such a facility</p> <p>Yours faithfully [REDACTED]</p>
7	Obj	<p>Sir, Madam.</p> <p>I am writing to object to the campervans being allowed to camp overnight at the carpark at shore road Belhaven, the campervans are far too big to be negotiating the narrow roads in Belhaven, they are arriving at all hours and some of them are not self-sufficient as in having toilets in them, so can imagine they are doing the toilet in surrounding grass area. There is also on numerous occasions more than the aloud number of vans parked in the area, I've also seen campervans parking in surrounding area in Belhaven when allotted spaces are full, there is no one around to police the campervans and they seem to do as they like, there is a camp site in Belhaven which could accommodate them.</p> <p>Regards [REDACTED]</p>
8	Obj	<p>As a West Barns resident whose house looks out over Belhaven Bay, I would like to raise my concerns about the above.</p> <p>Firstly, I do not believe that adequate monitoring has happened during the supposed trial period. Often there has been more than three campervans parked overnight, some of which have not been in designated spaces.</p> <p>Secondly, I would like to know how it is proposed that the "self-contained" nature of a campervan will be monitored? Unless there is a daily, physical presence of someone checking each campervan into its space, then how can anyone be sure that the campervan has its own toilet facilities?</p> <p>Can you please advise what other sites have been considered for motorhome parking, which already have adequate supervision and facilities?</p> <p>I know that residents in the immediate vicinity of Shore Road are very angry and frustrated about the lack of consultation with them. They were promised a chance to discuss and review proposals, but this has not happened. As the people who stand to be affected most by this decision, I find it very unfair.</p>

		<p>It seems to me as though a decision to make the campervan bays permanent has already been made, and that no real voices are being listened to. It does not leave me with any trust in the process.</p> <p>Yours sincerely,  </p>
9	Sup	<p>Good day,  I would like to express what a great facility this is and should be expanded across East Lothian. It brings business to the area and much joy to those camping.  Many thanks  </p>
10	Sup	<p>Good morning,  I would like to express how much I appreciate being able to park overnight at Shore Road. This is a great facility and should be expanded across East Lothian. It brings business to the area and much joy to those camping.  Many thanks  </p>
11	Sup	<p>I have no objection to proper use of designated, overnight motorhome parking spaces in Council run car parks. The key issue for me is “proper use” and “designated spaces” but this means both need to be managed properly and robustly and I do believe that motorhome users should pay a minimum charge for the privilege.</p> <p>Obviously, I don’t live beside any of these areas so cannot comment on any local disruption but again this relates to proper management.</p> <p>I am a motorhome owner and get really annoyed when I read comments about motorhome owners not adding to local commerce and leaving a mess behind them.. I believe these to be generally unfair comments as these motorhome owners are on holiday and use the shops, restaurant, etc like anyone else on holiday.</p> <p>My husband and I travelled round Australia, New Zealand, Canada, Europe and Scandinavia and compared to these countries Britain falls well below an acceptable standard to enable Motorhome owners make the most of a holiday in our country.</p> <p>I think we should :-</p> <ol style="list-style-type: none"> <li>1. charge a minimum cost to park in designated spaces</li> <li>2. Keep designated spaces available for those who want to stay overnight leaving enough space to address safety issues</li> <li>3. Make additional spaces available for those who only want to park as a day visitor</li> <li>4. Curtail the use of on street overnight parking and in car parks which were never meant for motorhome parking E.G. in North Berwick, by the water treatment plant. I counted 29 motorhomes parked up for the night one evening last week</li> <li>5. Make facilities available where motorhomes can get rid of their grey and black waste and ask for a nominal charge</li> <li>6. There should be some consideration to providing an Aire type facility found in France which would offer an alternative option, providing all of the points above for overnight parking and possibly easier to</li> </ol>



		<p>manage. However local campsites businesses should not be impacted on but they are often full in peak periods and are closed to tourers out of season. I end my comments by highlighting my own experience of using one of your designated, overnight parking spaces at Belhaven Bay. I had an art class in Dunbar and decided to make use of one of these spaces. Arriving late afternoon all the spaces had vehicles parked in them. A small camper van was in one and when asked if they were staying overnight, they said they were not and the conversation went on to say we would take their space when they left. By 6.30pm they still had not returned and I had to leave for my class. My husband remained behind, hoping to take up the space when it was vacated. By 9.30pm the camper van was still there and they were not moving but also not staying. My husband came to collect me from my class and by the time we returned 30 mins later the camper van had gone and another motorhome slipped into the space. The camper van owner indicated he had the right to stay in his spot but if it was clear that from a certain time these spaces should only be used for overnight parking. So we were thwarted in our attempt to make use of this facility due to poor management/signage.</p> <p>I hope my comments help in your deliberation.</p> <p>██████</p>
12	Obj	<p>Hi</p> <p>I would like to vote against campervan parking at Belhaven Bay. Numerous reasons but mainly this is a residential area right next to a campervan and camping site so there is no requirement for this. This structure of the area is not able to accommodate large campervans along its narrow streets. No one monitors this so numerous are turning up and not following the rules that were put in place during the trial. A large wall of campervans is all that can be seen and is detrimental to the look and feel of the area and is not what tourists or residents want to see.</p> <p>Very few pay and considering they can use the site just over the wall and pay for full facilities and support the local business and economy the only reason for using the car park is so they can stay for free.</p> <p>I firmly object to the parking</p> <p>██████</p>



## EAST LoTHIAN COUNCIL

**(OFF-STREET COASTAL PARKING PLACES) (ONE WAY) CONSOLIDATION ORDER 2017  
VARIATION NO.1****TO – 071/23**

East Lothian Council in exercise of the powers conferred on them by Sections 9 and 10 of the Road Traffic Regulation Act 1984 (hereafter the “1984 Act”) and of all other enabling powers and after consultation with the Traffic Commissioner and the Chief Constable of Police Scotland in accordance with Part III and V of Schedule 9 to the 1984 Act hereby make the following Order: -

1. This Order may be cited as the “East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017 Variation No.1 and shall come into effect on 11 April 2023.
2. The restriction imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the 1984 Act or by or under any other enactment.
3. In all other respects the present provisions of the “East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017 – TO 286/16 will remain in force
4. The effect of the proposed named Order will introduce an overnight ban on parking every day between 10pm and 6am in the car parks contained within Appendix A
5. This Order will have a maximum duration of 18 months



Authorised Signatory  
East Lothian Council  
John Muir House  
Haddington  
EH41 3HA

<b>Appendix A</b>		
<b>The Prohibition of overnight parking at various coastal car Parks</b>		
<b>No.</b>	<b>Location</b>	<b>Description</b>
1	Longniddry Bents No. 1	Prohibit overnight parking from 2200 – 0600 daily
2	Longniddry Bents No. 2	Prohibit overnight parking from 2200 – 0600 daily
3	Longniddry Bents No. 3	Prohibit overnight parking from 2200 – 0600 daily
4	Gullane Bents	Prohibit overnight parking from 2200 – 0600 daily
5	Yellowcraig	Prohibit overnight parking from 2200 – 0600 daily
6	Tynninghame	Prohibit overnight parking from 2200 – 0600 daily
7	Linkfield	Prohibit overnight parking from 2200 – 0600 daily
8	Shore Road, Belhaven Bay	Prohibit overnight parking from 2200 – 0600 daily except for pre-booked, designated spaces
9	Shore Road hammerhead	Prohibit overnight parking from 2200 – 0600 daily
10	Whitesands	Prohibit overnight parking from 2200 – 0600 daily except for pre-booked, designated spaces
11	Barns Ness	Prohibit overnight parking from 2200 – 0600 daily
12	Aberlady Bay	Prohibit overnight parking from 2200 – 0600 daily
13	Backsands / Fisherrow	Prohibit overnight parking from 2200 – 0600 daily
14	Mountjoy	Prohibit overnight parking from 2200 – 0600 daily
15	Levenhall	Prohibit overnight parking from 2200 – 0600 daily

16	Morrison's Haven	Prohibit overnight parking from 2200 – 0600 daily
17	Prestonpans	Prohibit overnight parking from 2200 – 0600 daily
18	Pondhall	Prohibit overnight parking from 2200 – 0600 daily
19	Skateraw	Prohibit overnight parking from 2200 – 0600 daily
20	Thornton Loch	Prohibit overnight parking from 2200 – 0600 daily

EAST LoTHIAN COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984

2023

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Subjects: Prohibition of overnight parking

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EAST LoTHIAN COUNCIL  
JOHN MuIR HOUSE  
HADDINGTON



**EAST LoTHIAN COUNCIL (OFF-STREET COASTAL PARKING PLACES) (ONE WAY) CONSOLIDATION ORDER 2017, VARIATION NO.3 AND PROHIBITION ON OVERNIGHT PARKING ORDER**

**TO – 117/25**

EAST LoTHIAN COUNCIL, the local authority for the administrative area of East Lothian constituted under the Local Government etc. (Scotland) Act 1994, having its principal offices at John Muir House, Haddington, East Lothian, EH41 3HA (“the Council”), in exercise of the powers conferred on them by sections 1 and 35 of the Road Traffic Regulation Act 1984 (hereafter the “1984 Act”) and of all other enabling powers and after consultation with the Traffic Commissioner and the Chief Constable of Police Scotland in accordance with Part III and V of Schedule 9 to the 1984 Act hereby make the following Order:

**1. CITATION AND COMMENCEMENT**

- 1.1 This Order may be cited as the “East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017, Variation No.3 and Overnight Parking Order” and shall come into effect on **XXX 2025**.

**2. DEFINITION**

- 2.1 In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“**this Order**” means this East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017, Variation No.3 and Prohibition on Overnight Parking Order;

“**2017 Order**” means the East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017 TO/286/16;

“**Schedule 4**” is the schedule 4 annexed hereto; and

“**Penalty Charge Notice**” is a penalty for contravention of parking regulations under this Order.

**3. VARIATION – BAN ON OVERNIGHT PARKING**

- 3.1 Schedule 4 shall form part of the 2017 Order.
- 3.2 Paragraph 22(c) of the 2017 Order shall be deleted.
- 3.3 In relation to this clause 3 of this Order, unless otherwise stated, words and expressions used shall have the meaning given to them in the 2017 Order.
- 3.4 A clause 22.1 shall be inserted to the 2017 Order as follows:-
- “22.1 There shall be no parking, waiting, loading and unloading by any Motor Vehicle and motorcycle during the prohibited hours in each of the car parks listed in Schedule 4 (and as shown in the Plans), except as authorised by the Council, including under a pay and display or

permit scheme as introduced by the Council and/or a traffic regulation order under the 1984 Act.

22.1.1 A Penalty Charge Notice, as permitted by the Road Traffic Act 1991, shall be payable in respect of a vehicle left in a parking place in breach of this Order.

22.1.2 The amount of the Penalty Charge Notice shall be £100, discounted to £50 if paid within 14 days; this shall increase to £150 if the Council issues a charge certificate in relation to the Penalty Charge.

22.1.3 A Penalty Charge Notice shall be attached to the vehicle, or handed to the owner or person who appears to be in charge of the vehicle, incurring the Penalty Charge Notice.”

3.4 In all other respects the present provisions of the 2017 Order will remain in force.

#### 4. **BAN ON OVERNIGHT PARKING IN AREAS NOT IN THE 2017 ORDER**

4.1 In this section 4, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“**Motor Cycle**” has the same meaning as in Section 136 of the 1984 Act;

“**Motor Vehicle**” has the same meaning as in Section 136 of the 1984 Act; and

“**Plans**” means Plan 1, Plan 2, Plan 3, Plan 4, Plan 5, Plan 6, Plan 7, Plan 8, Plan 9, Plan 10 and Plan 11 as annexed to this Order.

4.2 There shall be no parking, waiting, loading and unloading by any Motor Vehicle and Motor Cycle during the prohibited hours in each of the areas listed in Schedule A and as more specifically shown on the Plans, except as authorised by the Council, including under a pay and display or permit scheme as introduced by the Council and/or a traffic regulation order under the 1984 Act.

4.3 A Penalty Charge Notice, as permitted by the Road Traffic Act 1991, shall be payable in respect of a vehicle left in a parking place in breach of this Order.

4.4 The amount of the Penalty Charge Notice shall be £100, discounted to £50 if paid within 14 days; this shall increase to £150 if the Council issues a charge certificate in relation to the Penalty Charge.

4.5 A Penalty Charge Notice shall be attached to the vehicle or handed to the owner or person who appears to be in charge of the vehicle, incurring the Penalty Charge Notice.

Authorised Signatory  
East Lothian Council  
John Muir House  
Haddington  
EH41 3HA



<b>Schedule 4</b>		
<b>Prohibition of overnight parking at areas in the 2017 Order</b>		
<b>No.</b>	<b>Location</b>	<b>Prohibited hours</b>
1	Longniddry Bents No. 1	Prohibit overnight parking from 2300 – 0400 daily
2	Longniddry Bents No. 2	Prohibit overnight parking from 2300 – 0400 daily
3	Longniddry Bents No. 3	Prohibit overnight parking from 2300 – 0400 daily
4	Gullane Bents	Prohibit overnight parking from 2300 – 0400 daily
5	Yellowcraig	Prohibit overnight parking from 2300 – 0400 daily
6	John Muir Country Park – Tynninghame Links	Prohibit overnight parking from 2300 – 0400 daily
7	John Muir Country Park – Linkfield	Prohibit overnight parking from 2300 – 0400 daily
8	Shore Road, Belhaven Bay	Prohibit overnight parking from 2300 – 0400 daily
9	Whitesands	Prohibit overnight parking from 2300 – 0400 daily
10	Barns Ness	Prohibit overnight parking from 2300 – 0400 daily
11	Aberlady Bay	Prohibit overnight parking from 2300 – 0400 daily

<b>Schedule A</b>		
<b>No.</b>	<b>Location</b>	<b>Prohibited hours</b>
1	Area in Backsands / Fisherrow (as shown in Plan 1)	Prohibit overnight parking from 2300 – 0400 daily
2	Areas in Mountjoy (as shown in Plan 2 & 3)	Prohibit overnight parking from 2300 – 0400 daily
3	Area in Levenhall (as shown in Plan 4 & 5)	Prohibit overnight parking from 2300 – 0400 daily
4	Areas in Morrison's Haven (as shown in Plan 6)	Prohibit overnight parking from 2300 – 0400 daily
5	Area in Boatyard, Prestonpans (as shown in Plan 7)	Prohibit overnight parking from 2300 – 0400 daily
6	Area in Pondhall (as shown in Plan 8)	Prohibit overnight parking from 2300 – 0400 daily
7	Area in Yellowcraig Overflow (as shown in Plan 9)	Prohibit overnight parking from 2300 – 0400 daily
8	Shore Road, Hammerhead (as shown in Plan 10)	Prohibit overnight parking from 2300 – 0400 daily
9	Area in Skateraw (as shown in Plan 11)	Prohibit overnight parking from 2300 – 0400 daily
10	Area in Thorntonloch (as shown in Plan 12)	Prohibit overnight parking from 2300 – 0400 daily

## PLANS

TO – 117/25

EAST LoTHIAN COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984

2025

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Subjects: Prohibition of overnight parking  
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EAST LoTHIAN COUNCIL  
JOHN MUIR HOUSE  
HADDINGTON



**EAST LoTHIAN COUNCIL (OFF-STREET COASTAL PARKING PLACES) (ONE WAY)  
CONSOLIDATION ORDER 2017 VARIATION NO.4**

**TO – 118/25**

EAST LoTHIAN COUNCIL, the local authority for the administrative area of East Lothian constituted under the Local Government etc. (Scotland) Act 1994, having its principal offices at John Muir House, Haddington, East Lothian, EH41 3HA (“the Council”), in exercise of the powers conferred on them by Section 35 of the Road Traffic Regulation Act 1984 (hereafter the “1984 Act”) and of all other enabling powers and after consultation with the Traffic Commissioner and the Chief Constable of Police Scotland in accordance with Part III and V of Schedule 9 to the 1984 Act hereby make the following Order:

**1. CITATION AND COMMENCEMENT**

- 1.1 This Order may be cited as the “East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017 Variation No.4” and shall come into effect on **XXX 2025**.

**2. DEFINITION**

- 2.1 In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“**this Order**” means East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017 Variation No.4; and

“**2017 Order**” means the East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017 TO/286/26.

**3. VARIATION AND PERMIT PARKING PLACES**

- 3.1 Unless otherwise stated, words and expressions used in this Order shall have the meaning given to them in the 2017 Order.

- 3.2 The following definitions shall be inserted into clause 2(a) of the 2017 Order:

“**Self-Contained Motorhome**” means a motor vehicle which is constructed or adapted for the carriage of passengers and their effects and which contains, as permanently installed equipment, the facilities which are reasonably necessary for enabling the vehicle to provide mobile living accommodation for its users, including a fixed, fully enclosed toilet facility within the vehicle, allowing for sanitary waste collection and storage;

“**Overnight Hours**” means the hours of 11pm to 4am; and

“**Overnight Parking Plan**” means the plans herein referred to and identified as an overnight parking plan.

3.3 A clause 13A shall be inserted to the 2017 Order as follows:-

**13A. Overnight Parking**

13A.1 No vehicle shall be permitted to park in a Parking Place during the Overnight Hours, except for a Self-Contained Motorhome in accordance with this Order.

13A.2 A Self-Contained Motorhome may park in a Parking Place during the Overnight Period only if:

13A.2. the Parking Place is listed in Clause 13A.3.1 or in any future traffic regulation order by the Council; and

13A.2.2 the parking charge to park in the Overnight Hours is paid for by a valid Parking Ticket, which has been purchased and is clearly displayed in the vehicle in accordance with clause 13(b), (c), (d) or paid for under 13(e) and (f).

13A.3 The Parking Place to which this Clause 13.A applies is in Yellowcraig in the three Parking Spaces as coloured red on the Overnight Parking Plan hereto.

13A.4 A Penalty Charge Notice, as permitted by the Road Traffic Act 1991, shall be payable in respect of a vehicle left in a parking place in breach of this Order.

13A.4 A The amount of the Penalty Charge Notice shall be £100, discounted to £50 if paid within 14 days; this shall increase to £150 if the Council issues a charge certificate in relation to the Penalty Charge.

13A.4 A Penalty Charge Notice shall be attached to the vehicle or handed to the owner or person who appears to be in charge of the vehicle, incurring the Penalty Charge Notice.

3.5 The following table shall be added to Schedule 2 – Tariff Charge of the 2017 Order:

	<b>Charge</b>
Parking Ticket for overnight parking under clause 13A	£10.00

In all other respects the present provisions of the 2017 Order will remain in force.

Authorised Signatory  
East Lothian Council  
John Muir House  
Haddington  
EH41 3HA

## **OVERNIGHT PARKING PLAN – YELLOWCRAIG**

EAST LoTHIAN COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984

2025

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Subjects: Self-Contained Motorhome  
overnight parking

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EAST LoTHIAN COUNCIL  
JOHN MUIR HOUSE  
HADDINGTON





**EAST LoTHIAN COUNCIL (OFF-STREET COASTAL PARKING PLACES) (ONE WAY)  
CONSOLIDATION ORDER 2017 VARIATION NO.5**

**TO – 119/25**

EAST LoTHIAN COUNCIL, the local authority for the administrative area of East Lothian constituted under the Local Government etc. (Scotland) Act 1994, having its principal offices at John Muir House, Haddington, East Lothian, EH41 3HA (“the Council”), in exercise of the powers conferred on them by Section 35 of the Road Traffic Regulation Act 1984 (hereafter the “1984 Act”) and of all other enabling powers and after consultation with the Traffic Commissioner and the Chief Constable of Police Scotland in accordance with Part III and V of Schedule 9 to the 1984 Act hereby make the following Order:

**1. CITATION AND COMMENCEMENT**

- 1.1 This Order may be cited as the “East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017 Variation No.5” and shall come into effect on **XXX 2025**.

**2. DEFINITION**

- 2.1 In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“**2017 Order**” means the East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017 TO/286/26; and

“**Variation Order No.4**” means East Lothian Council (Off-Street Coastal Parking Places) (One Way) Consolidation Order 2017 Variation No.4, TO-118/25

**3. VARIATION AND PERMIT PARKING PLACES**

- 3.1 Unless otherwise stated, words and expressions used in this Order shall have the meaning given to them in the 2017 Order and in the Variation No.4 Order.

- 3.2 The provision regarding overnight parking during the Overnight Hours for Self-Contained Motorhomes as set out in Variation Order No.4 and inserted into the 2017 Order as clause 13A shall also apply to the following additional Parking Places:

- 3.2.1 at **Shore Road** in the **three** Parking Spaces as coloured red on the Overnight Parking Plan hereto.

In all other respects the present provisions of the 2017 Order and Variation Order No.4 will remain in force.

Authorised Signatory  
East Lothian Council  
John Muir House  
Haddington  
EH41 3HA

## **OVERNIGHT PARKING PLAN – SHORE ROAD**

EAST LoTHIAN COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984

2025

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Subjects: Self-Contained Motorhome  
overnight parking

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EAST LoTHIAN COUNCIL  
JOHN MUIR HOUSE  
HADDINGTON



**REPORT TO:** Cabinet

**MEETING DATE:** 13 May 2025

**BY:** Executive Director for Place

**SUBJECT:** The East Lothian Council (Scottish Open, The Renaissance Club) (Exemption) Order 2025

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6

## **1 PURPOSE**

- 1.1 For Cabinet to approve the making of an Order under Section 11 of the Land Reform (Scotland) Act 2003, to facilitate the holding of the Genesis Scottish Open 2025 Golf Championship, to be held at The Renaissance Club, Dirleton, East Lothian.

## **2 RECOMMENDATIONS**

- 2.1 That Cabinet approves the making of The East Lothian Council (Scottish Open, The Renaissance Club) (Exemption) Order 2025.

## **3 BACKGROUND**

- 3.1 The Genesis Scottish Open 2025 Golf Championship is being held at The Renaissance Club, Dirleton, East Lothian in July 2025.
- 3.2 The Championship organisers the DP World Tour have applied to East Lothian Council for an Order under Section 11 of the Land Reform (Scotland) Act 2003 to exempt areas of The Renaissance Club from the access rights which would otherwise be exercisable there.
- 3.3 **The East Lothian Council (Scottish Open, The Renaissance Club) (Exemption) Order 2025:** The purpose of this Order is to enable the Genesis Scottish Open 2025 Golf Championship to be held, with the land being exempted temporarily from access rights (1) in the interests of the safety and security of players and the safety of the public during the Championship; and (2) to permit an entrance fee to be levied on spectators during the Championship.

- 3.4 It is proposed that this Order will take effect at 00.01 hours on Tuesday 8<sup>th</sup> July 2025 and will expire at 23.59 hours on Sunday 13<sup>th</sup> July 2025.
- 3.5 Consultation on this proposed Order has taken place with East Lothian Local Access Forum. In addition, Gullane Area Community Council, NatureScot, North Berwick Coastal Area Partnership, Dirleton Village Association, The Honourable Company of Edinburgh Golfers, Archerfield Estates and Archerfield Advisory Group have also been advised. No concerns have been raised by these organisations.

## **4 POLICY IMPLICATIONS**

- 4.1 This Order is consistent with the provisions of the Land Reform (Scotland) Act 2003, and with policy and good practice set out in the Scottish Government Guidance for Local Authorities and National Park Authorities on Part 1 Land Reform (Scotland) Act 2003.

## **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy.

## **6 RESOURCE IMPLICATIONS**

- 6.1 Financial – None.
- 6.2 Personnel – None.
- 6.3 Other – None.

## **7 BACKGROUND PAPERS**

- 7.1 None.

**Appendix 1:** Proposed Order to exempt land from access rights for the 2025 Scottish Open: “The East Lothian Council (Scottish Open, The Renaissance Club) (Exemption) Order 2025”.

**Appendix 2:** Map showing the area of land “The East Lothian Council (Scottish Open, The Renaissance Club) (Exemption) Order 2025” will cover.

<b>AUTHOR’S NAME</b>	Nick Morgan
<b>DESIGNATION</b>	Outdoor Access Officer
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<b>DATE</b>	15/04/2025

**Appendix 1: Proposed Order to exempt land from access rights for the 2025 Scottish Open**

**EAST LoTHIAN COUNCIL**

**LAND REFORM (SCOTLAND) ACT 2003**

**THE EAST LoTHIAN COUNCIL (SCOTTISH OPEN, THE RENAISSANCE CLUB)  
(EXEMPTION) ORDER 2025**

EAST LoTHIAN COUNCIL, in exercise of the powers conferred on them by Section 11(1) of the Land Reform (Scotland) Act 2003 ("the Act") and all other powers enabling them in that behalf, HEREBY MAKE the following Order:-

1. The Order may be cited as "The East Lothian Council (Scottish Open, The Renaissance Club) (Exemption) Order 2025" and shall come into effect at 00.01 hours on 8 July 2025 and will expire at 23.59 hours on 13 July 2025, unless revoked earlier.
2. The effect of the Order is to exempt the area of land at The Renaissance Club, Dirleton, which area is shown hatched red on the plan thereof annexed and executed as relative hereto, from the access rights which would otherwise be exercisable in respect of that land by virtue of Part 1 of the Act.
3. The purposes for which the Order are made are:
  - (a) to permit an entrance fee to be levied on spectators for admission to the Scottish Open Golf Championship; and
  - (b) to secure the safety and security of players and the safety of the public during the Championship.

The foregoing Order typewritten on this page is, together with the plan annexed hereto, sealed with the Common Seal of East Lothian Council and subscribed for and on their behalf by \_\_\_\_\_, an authorised signatory and as such a "Proper Officer" for the purposes of Section 194 of the Local Government (Scotland) Act 1973 as amended, at HADDINGTON on the \_\_\_\_\_ day of \_\_\_\_\_ TWO THOUSAND and TWENTY FIVE.





# Plan referred to in The East Lothian Council (Scottish Open, The Renaissance Club) (Exemption) Order 2025

The above Order will cover the area hatched in red

