



**local development plan**  
**main issues**  
**report** 2014

**musselburgh area summary & maps**

# Opportunities and Constraints

Musselburgh Grammar has no spare capacity and solutions for increasing secondary school capacity in the cluster would need to be found.

An Air Quality Management Area has been designated in Musselburgh High Street.

Areas of Musselburgh are at risk of river and coastal flooding.

The Pinkie Mains site is allocated in the current Local Plan and is under construction.

Junction capacity issues at Dolphinstone.

Junction capacity issues at Wallyford.

Queen Margaret University offers opportunities for related economic development and employment in the land near the campus.

Musselburgh and Wallyford have good public transport connections to Edinburgh and are the most accessible settlements in East Lothian.

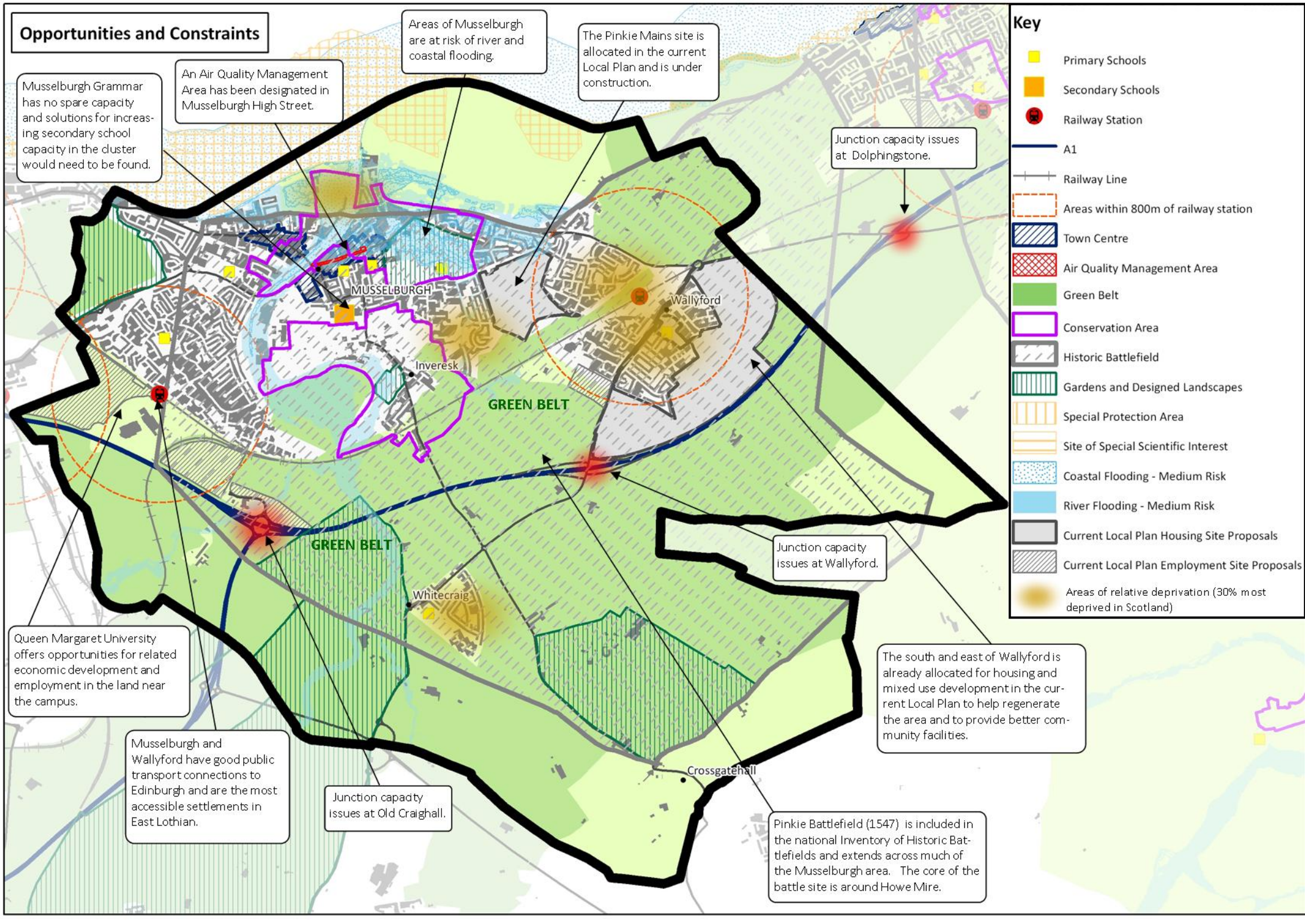
Junction capacity issues at Old Craighall.

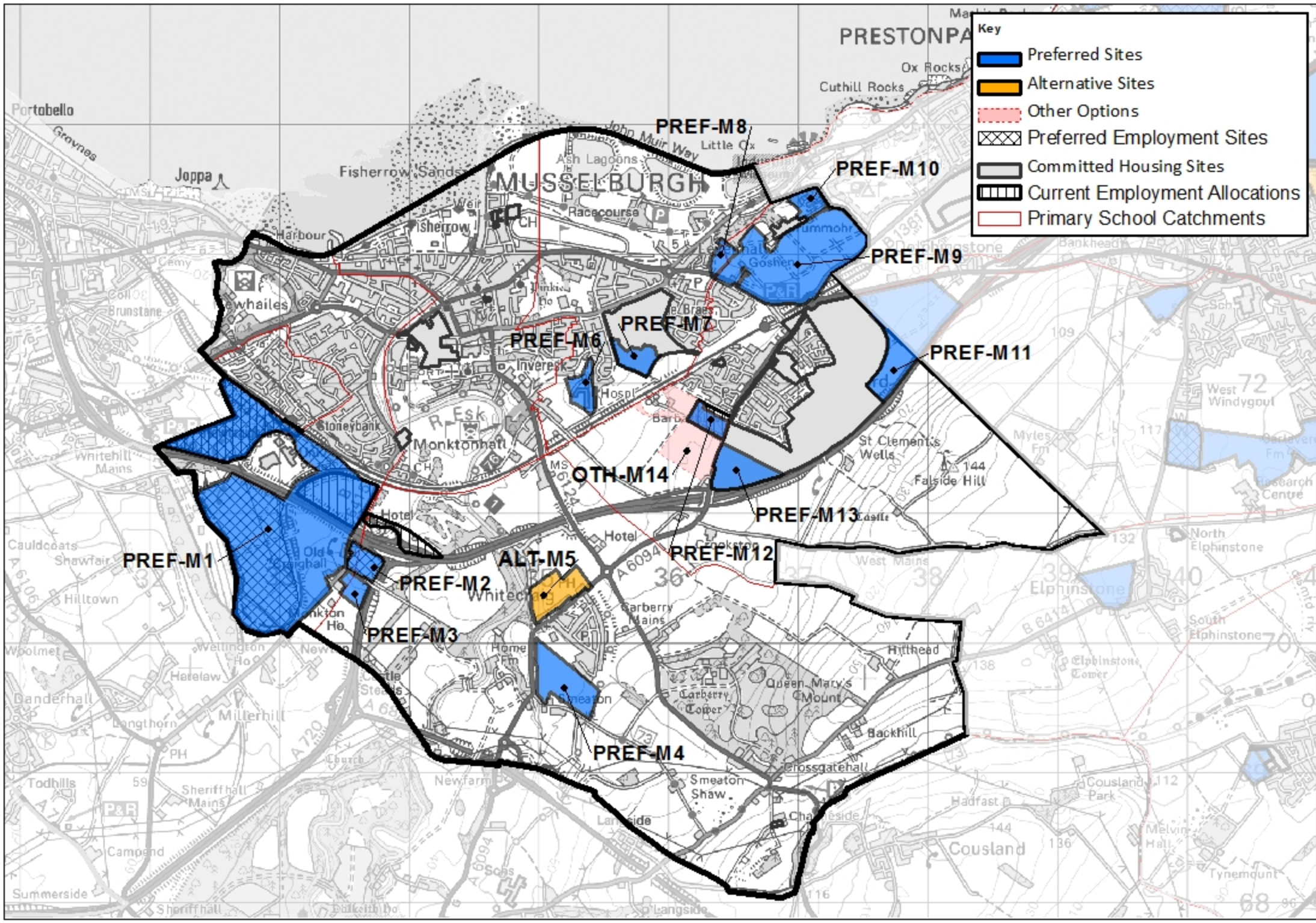
The south and east of Wallyford is already allocated for housing and mixed use development in the current Local Plan to help regenerate the area and to provide better community facilities.

Pinkie Battlefield (1547) is included in the national Inventory of Historic Battlefields and extends across much of the Musselburgh area. The core of the battle site is around Howe Mire.

### Key

- Primary Schools
- Secondary Schools
- Railway Station
- A1
- Railway Line
- Areas within 800m of railway station
- Town Centre
- Air Quality Management Area
- Green Belt
- Conservation Area
- Historic Battlefield
- Gardens and Designed Landscapes
- Special Protection Area
- Site of Special Scientific Interest
- Coastal Flooding - Medium Risk
- River Flooding - Medium Risk
- Current Local Plan Housing Site Proposals
- Current Local Plan Employment Site Proposals
- Areas of relative deprivation (30% most deprived in Scotland)





Key	
<span style="display:inline-block; width:15px; height:10px; background-color:blue; border:1px solid black;"></span>	Preferred Sites
<span style="display:inline-block; width:15px; height:10px; background-color:yellow; border:1px solid black;"></span>	Alternative Sites
<span style="display:inline-block; width:15px; height:10px; background-color:lightcoral; border:1px solid black;"></span>	Other Options
<span style="display:inline-block; width:15px; height:10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border:1px solid black;"></span>	Preferred Employment Sites
<span style="display:inline-block; width:15px; height:10px; background-color:lightgrey; border:1px solid black;"></span>	Committed Housing Sites
<span style="display:inline-block; width:15px; height:10px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, black 2px, black 4px); border:1px solid black;"></span>	Current Employment Allocations
<span style="display:inline-block; width:15px; height:10px; border:1px solid red;"></span>	Primary School Catchments

PREF-M1

PREF-M2

PREF-M3

ALT-M5

PREF-M4

PREF-M6

PREF-M12

OTH-M14

PREF-M7

PREF-M13

PREF-M8

PREF-M10

PREF-M9

PREF-M11

MUSSELBURGH

PRESTONPA

Ox Rocks

Cuthill Rocks

Portobello

Joppa

Fisherrow Sands

Ash Lagoons

Little Ox

Whailes

Stonebank

Monktonhall

Hospl

St Clement's Wells

Falside Hill

Hilltown

Whitechapel

Hotel

West Mains

Danderhall

Millerhill

Home Farm

Carberry Mains

Hillhead

Todhills

PH

Church

Newfarm

Smeaton Shaw

Hadfast

Summerside

PH

PH

PH

PH

PH

Cousland

PH

Tynemount

PH

## Key Messages: Musselburgh Cluster

At this stage the preferred development opportunities in the Musselburgh cluster could deliver approximately **4,700 additional homes and 84 ha of additional employment land** over the period to 2024 and beyond. However, the cumulative impact of development on transportation, air quality and education provision are critical issues. These will be important factors in determining the scale and distribution of any additional development in the area. The cumulative impact of additional development on the transport network, including at Old Craighall, is an issue that requires to be resolved. Notwithstanding this, in regional terms the Musselburgh cluster is highly accessible, including by public transport. It is in high demand as a place to live and offers significant potential for job creation. Strategic water and drainage capacity is available to serve this scale of additional development. There are also regeneration opportunities in the cluster. Importantly, there is a significant opportunity to promote a scale of growth in the cluster, and to share this among its settlements, which would justify the provision of new primary school as well as new secondary school facilities. However, whilst there may be a range of options to increase education capacity here, deliverable solutions for the funding and delivery of additional education capacity, potentially including a need for additional campus land, when it would be required, will be essential to enable any further housing development in this area. **Clarity on funding and delivery mechanisms is essential to establish how much additional education capacity, if any, may be provided, what form this may take and, consequently, how much additional housing land, if any, may be supported in this cluster and where. Any new housing land allocations in the Musselburgh cluster will be resisted unless solutions are found that will fund and deliver the necessary additional education capacity needed to support them in a manner acceptable to the Council. This will require innovative approaches to securing developer funding for the provision of increased education capacity and new education facilities.** There would also be a need to consider the redefinition of school catchment boundaries in association with the provision of any new primary education facilities as well as potentially a need for the same and consideration of feeder primary school arrangements in relation to any new second secondary school in the area, or for any joint arrangement between adjoining local authorities, or in the review of cluster boundaries within East Lothian. Comprehensive masterplans would be required for developments in the area. Before committing to significant additional housing allocations that may increase traffic in Musselburgh town centre there must be a clear solution to mitigate cumulative impacts both in terms of through traffic and air quality. Intervention at Old Craighall Junction to avoid through traffic routing through the town may assist this. As a minimum micro simulation modelling will be required to help resolve this issue, and to test potential solutions. Proposals will be developed to address these issues, and developer contributions towards delivering these solutions are very likely to be required. **If none of the additional growth preferred for the Musselburgh cluster can be supported, or if only a proportion of it can, alternative land and infrastructure solutions will need to be found so it can be delivered further east in East Lothian.**