

REPORT TO: East Lothian Council

MEETING DATE: 23 August 2016

BY: Depute Chief Executive – Partnerships and Community Services

SUBJECT: Ratification of SESplan Proposed Strategic Development Plan 2

1 PURPOSE

- 1.1 This report seeks ratification of SESplan Proposed Strategic Development Plan 2 and its Action Programme, and the noting of associated documents.
- 1.2 SESplan Proposed Strategic Development Plan 2 provides the strategic long term context for the preparation of Local Development Plans within the south-east Scotland City Region. It sets out a vision and a series of outcomes in relation to the creation of a thriving, successful and sustainable region. It includes a number of housing and infrastructure proposals relevant to East Lothian Council.
- 1.3 SESplan Proposed Strategic Development Plan 2 is accompanied by a suite of associated documents including the Action Programme, which sets out the proposals for delivery alongside the Plan.

2 RECOMMENDATIONS

- 2.1 It is recommended that the Council:
 - (i) Agrees to ratify the SESplan Proposed Strategic Development Plan 2 and proposed Action Programme set out in appendices 2 and 3 respectively;
 - (ii) Notes the following associated documents – Housing background Paper (Appendix 4), SDP2 Transport Appraisal (Appendix 5), Updated Environmental Report, Habitats Regulation Appraisal (Appendix 6), Equalities and Human Rights Impact Assessment (Appendix 7); and
 - (iii) Notes the publication proposals set out in paragraphs 3.20–3.22 below.

3 BACKGROUND

- 3.1 At its meeting on 20 June 2016 the SESplan Joint Committee discussed and agreed the Proposed Strategic Development Plan and accompanying documents. The SESplan committee report is set out in Appendix 1. The Proposed Plan is set out in Appendix 2, and the Proposed Action Programme is set out in Appendix 3 to this report.
- 3.2 A number of associated documents have been produced, and are available for view in the Members' Library Service (Members' Library Reference 122/16, August 2016 Bulletin). These are the housing background paper (Appendix 4), the Transport Appraisal (Appendix 5), the updated Environmental Report and Habitats Regulation Appraisal (Appendix 6), and the Equalities and Human Rights Impact Assessment (Appendix 7).
- 3.3 The SESplan Strategic Development Plan Authority, made up of 6 member authorities, is required to prepare a Strategic Development Plan for South East Scotland. SDPs set out a vision and a spatial strategy for development for up to 20 years.
- 3.4 The Proposed Plan was preceded by a Main Issues Report which was approved for consultation by the SESplan Joint Committee 29 May 2015. Consultation took place for 10 weeks starting on 21 July 2015. Thereafter, reports on consultation were considered by the Joint Committee on 28 September 2015, and on 14 December 2015.
- 3.5 The Proposed Plan has developed alongside discussions/workshops with the Joint Committee, as well as with Key Agencies and the City Region Deal Team, and has taken into account the consultations received on the Main Issues Report.
- 3.6 The Proposed Plan provides the strategic guide for Local Development Plans to set out detailed policies and land allocations. The key elements of the Plan are:
 - i. A growth strategy where most growth over the next 20 years is focused in and close to Edinburgh and along growth corridors with good public transport;
 - ii. A set of place-making principles to guide local planning and development;
 - iii. Ambitious, realistic housing supply targets and a generous supply of housing land;
 - iv. A plan-led, prioritised approach to enhancing green networks;
 - v. A strategic walking and cycling network; and
 - vi. The need for Supplementary Guidance on cross boundary transport development contributions.
- 3.7 Technical papers produced as part of the Main Issues Report have been reviewed and updated where appropriate. In addition, a background

paper on housing (Appendix 4), and a transport appraisal (Appendix 5) have been produced related to key aspects of the Plan.

- 3.8 The Action Programme sets out how the Plan will be implemented. It sets out roles, responsibilities and timelines related to each of the strategic actions.
- 3.9 Although the Action Programme is submitted to the Scottish Ministers alongside the Proposed Plan, it is not subject to formal Examination.
- 3.10 Vision and Key Outcomes – the Plan vision is for a thriving, successful and sustainable region. Key outcomes are set out and these include improved employment opportunities, reduced impact from climate change, well-designed homes to meet needs, vibrant town centres, reduced health and education inequalities, increased use of public transport, improved opportunities for cycling and walking.
- 3.11 The spatial strategy is for most growth in and around Edinburgh and in the long term growth corridors. For the period up to 2030 most growth will be met by land already identified in existing Local Development Plans. Beyond 2030 growth will be directed to Edinburgh and the longer term growth corridors. Place making principles are set out to guide the development of the Local Development Plan.
- 3.12 For the East Lothian area this strategy recognises the significant requirements of the emerging Local Development Plan for the Musselburgh area and that environmental and infrastructure constraints here are expected to limit further significant expansion, with any further development requirements able to be dispersed to locations further east along the Long Term Growth Corridor.
- 3.13 There is support for an expansion of the existing allocation at Blindwells with potential for over 6000 homes, employment opportunities and a strategic town centre serving the wider area and consideration of a second new settlement in the east of East Lothian should future growth require this.
- 3.14 Opportunities for start-ups and innovation on land adjacent to Queen Margaret University, with a focus on life sciences, research and learning, and the food and drink sector. The former power station site at Cockenzie is part of the significant Forth Coast business cluster with potential for energy and port uses with a wider range of uses to be considered, including through review of the National Planning Framework. Land at Blindwells, Macmerry and Dunbar also has potential to deliver a wide range of business opportunities including the financial services and manufacturing services.
- 3.15 The Plan identifies the rural economy potential and issues to be addressed including high speed broadband, promoting low carbon solar and hydro and business related to farming and forestry. The Fisheries Local Action Group Area and the potential for Dunbar Harbour to service off-shore wind energy uses are also recognised.

- 3.16 The Plan targets increasing the rate of housing delivery. For the East Lothian Council area in the period 2018 to 2030 it is expected that there will be a requirement for 6851 homes including an additional generosity allowance of 10%. Estimates currently indicate that there is sufficient land currently identified through the draft Proposed Local Development Plan (as amended), to meet this requirement in the East Lothian area.
- 3.17 Local Development Plans are to identify the retail hierarchy of town centres and local centres within the East Lothian area.
- 3.18 The Proposed Plan places emphasis on the promotion of sustainable travel, and identifies strategic green network priorities and strategic walking and cycling routes in the west of East Lothian and along the Forth shore.
- 3.19 Key projects and longer term transport infrastructure improvements are identified, including for East Lothian area, improvements to the East Coast Main Line, East Linton rail station, junction improvements at Craighall, a new A1 junction at Adniston and dualling of the A1 from Dunbar to Berwick-upon-Tweed.
- 3.20 It is expected that the ratification of the Proposed Plan and Action Programme will be completed in August 2016. Following printing and circulation of the documents, it is expected that the Plan will be published in September 2016 for a period of 6 weeks during which time representations to the Plan may be made.
- 3.21 There will be a public notice and placement of the documents on the internet, in council offices and in all public libraries. Key Agencies, adjoining planning authorities and strategic development plan authorities, and Community Councils will be advised of the representation process period.
- 3.22 An Engagement Action Plan will be prepared by SESplan in consultation with member authorities for agreement by the SESplan Board to set out the approach to engagement with key groups.

4 POLICY IMPLICATIONS

- 4.1 SESplan Proposed Strategic Development Plan 2, when approved, will be the statutory context, with the National Planning Framework and Scottish Planning Policy, for the second East Lothian Local Development Plan.

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 - The Council supports the funding of SESplan through its annual member contribution, and budget is in place to cover the Plan development costs
- 6.2 Personnel - the Council's Planning Service contributes to SESplan work when resources are available
- 6.3 Other - none

7 BACKGROUND PAPERS

- 7.1 [SESplan Main Issues Report June 2015](#)
- 7.2 [SESplan Main Issues Report - Report to Council June 2015](#)
- 7.3 [SESplan Main Issues Report – Consultation Response](#)

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DATE	11 August 2016

For Decision	✓
For Information	

ITEM 8 – PROPOSED PLAN AND PROPOSED ACTION PROGRAMME

Report by: Ian Angus, SDP Manager

Purpose

This report presents the Proposed Plan and Proposed Action Programme to the SESplan Joint Committee for consideration and approval. The Proposed Plan and Action Programme attached as Appendices 1 and 2 to this report include amendments which seek to address the concerns noted by the Joint Committee at its meeting on 30 May 2016.

Recommendations

It is recommended that the Joint Committee:

- a) Approves the Proposed Plan and Proposed Action Programme, attached as Appendices 1 and 2 to this report, for publication, subject to ratification of this decision by the member authorities;
- b) Notes the Housing Background Paper and SDP2 Transport Appraisal, attached as Appendices 3 and 4;
- c) Notes the process for the approval of supporting documents to the Proposed Plan, including technical notes, for publication set out in Appendix 5;
- c) Agrees that editorial changes of a non-policy nature to Appendices 1 and 2 are delegated to the Strategic Development Plan Manager in consultation with the SESplan Joint Committee and SESplan Project Board Chairs; and
- d) Agrees the publication proposals set out in paragraphs 4.1-4.4 of this report.

Resource Implications

As set out below.

Legal and Risk Implications

All risks are detailed in the SESplan Risk Register and reported to Joint Committee on an annual basis.

Policy and Impact Assessment

No separate impact assessment is required.

1. Background

- 1.1 Under the terms of the Planning etc. (Scotland) Act 2006, the six member authorities that make up the SESplan Strategic Development Plan Authority (SDPA) are to prepare a Strategic Development Plan (SDP) for South East Scotland. The SDP is to set out a vision statement as the SDPA's broad view on the future development of the SESplan area, along with a spatial strategy for future development and land use within the area, taking into account cross border relationships.
- 1.2 Scottish Ministers expect SDPs to be concise, visionary documents that set clear parameters for subsequent Local Development Plans (LDPs) and inform decisions about strategic infrastructure investment. Vision statements within the SDP are to set out a view on 20 years hence and a context for the spatial strategy of the plan. The spatial strategy should provide clear direction and provide a strategy for new development up to Year 12 from plan approval, with a broad indication of the scale and direction of growth up to Year 20. The principal topics for SDPs are expected to be land for housing, business, shopping, waste management development, strategic infrastructure (including transport, water supply and waste water), strategic greenspace networks and green belts.
- 1.3 To facilitate and inform the development of the second SDP, the SDPA prepared a Main Issues Report (MIR2). The issues and options set out in MIR2 were informed by discussions at the Joint Committee and workshops involving Joint Committee members and other key stakeholders. At its meeting on the 29 May 2015, the SESplan Joint Committee approved MIR2 for publication for consultation. This decision was ratified by all six member authorities and MIR2 together with a series of supporting documents was published for a 10 week consultation on the 21 July 2015 on the [SESplan Consultation Portal](#).
- 1.4 A report on the consultation activities which took place over the consultation period was presented to the Joint Committee at its meeting on the [28 September 2015](#). It was notable that the MIR2 consultation attracted responses from a more representative mix of stakeholders than previous SESplan consultations and the number of responses received was significantly greater than in the majority of previous SESplan consultations. The Easy Read Guide to the MIR, which was an innovative and engaging, graphic led approach to the presentation of issues and options, was well received by consultees in all stakeholder groups. A report setting out the responses to the consultation together with detailed summaries of all individual responses was presented to the Joint Committee on [14 December 2015](#). All of the responses and supporting documents are available on the [SESplan Consultation Portal](#) or website.
- 1.5 The Draft Proposed Plan Joint Committee Version 1.0 and supporting documents were considered by the Joint Committee on 30 May 2016. At that meeting, the Joint Committee noted members' concerns regarding aspects the Draft Proposed Plan and Action Programme. In this context, the Joint Committee agreed to defer decision on the draft plan and supporting documents to allow officers of the Core Team and

member authorities to consider and address the concerns which had been raised. The Draft Proposed Plan Joint Committee Version 2.10 and the Draft Action Programme Joint Committee Version 2.10, attached as Appendices 1 and 2 to this report, incorporate amendments which address the concerns which were raised by members. Appendix 6 to this report sets out all of the changes made to the Proposed Plan Joint Committee Version 1 and Action Programme Joint Committee Version 1, incorporated in Appendices 1 and 2.

- 1.6 The changes made to the Proposed Plan Joint Committee Version 1 and Action Programme Joint Committee Version 1, incorporated in Appendices 1 and 2, do not necessitate any amendment to the Environmental Report, Habitats Regulations Appraisal, Strategic Flood Risk Assessment and Equalities and Human Rights Impact Assessments associated with the Proposed Plan.

2. The Proposed Plan

- 2.1 The Draft Proposed Plan and Proposed Action Programme are attached as Appendices 1 and 2. MIR2 and the Proposed Plan have been informed by a number of technical assessments. The Housing Background Paper and the Transport Appraisal for SDP2 which inform the Proposed Plan are attached as Appendices 3 and 4. Appendix 5 summarises the proposed approach to the approval of the Proposed Plan and all supporting documents for publication.
- 2.2 The Proposed Plan has been shaped by discussions at the SESplan Joint Committee and workshops with Joint Committee members, Key Agencies and others. The Proposed Plan has been developed under the direction of the SESplan Project Board and in consultation with member authorities and the Key Agencies. The City Region Deal team have also been consulted in the preparation of the plan. All of the submissions received through the MIR2 consultation have been considered in the preparation of the plan.
- 2.3 The Proposed Plan has been prepared within the context of the first Strategic Development Plan for the area, approved by Scottish Ministers in June 2013, and the Supplementary Guidance on Housing Land adopted by the member authorities in October 2014. A key requirement for the Proposed Plan is to provide continuity to ensure that the proposals already identified through the approved Strategic Development Plan and Local Development Plans prepared to accord with that are taken forward to delivery.
- 2.4 The Proposed Plan sets out an ambitious vision to guide the growth of the city region over the next 20 years. It provides a strategic basis for Local Development Plans to set out more detailed proposals for where development should and should not happen and a context for development management. The plan will also help to achieve the vision by influencing and supporting investment plans and other strategies affecting the region.

- 2.5 The Proposed Plan is intended to be accessible to all people with an interest in the plan. To help achieve that, the style of the plan is based on that of the Easy Read Guide to MIR2. The plan makes extensive use of graphics and is written in a straightforward style as far as is practical while ensuring that the plan continues to fulfil its role in directing Local Development Plans and in development management.
- 2.6 The Proposed Plan addresses all of the issues identified in MIR2. The key elements of the plan are:
- A Growth Strategy where **most growth over the next twenty years is focussed in and close to Edinburgh** and along growth corridors with good public transport;
 - A set of **Placemaking Principles** to guide Local Development Plans and decisions on new development proposals;
 - A set of **ambitious but realistic Housing Supply Targets and a generous supply of housing land**;
 - **A plan-led and prioritised approach to enhancing green networks** including the commitment to prepare Cross Boundary Green Network Frameworks as Supplementary Guidance to the plan;
 - **A Strategic Regional Walking and Cycling Network** and priorities for new or upgraded routes; and
 - A commitment to preparing **Supplementary Guidance on a Cross Boundary Transport Contributions Framework** to assist in the delivery of some of the transport inventions needed to deliver the vision.
- 2.7 The Housing Supply Targets have been developed in line with a methodology agreed between the SESplan member authorities. The methodology, set out in detail in the Housing Background Paper, Appendix 3, is based on a 2015 Housing Need and Demand Assessment (HNDA) certified as robust and credible by the Scottish Government Centre for Housing Market Analysis (CHMA). The approach is compatible with Scottish Planning Policy, the HNDA Managers Guide and Local Housing Strategy Guidance.
- 2.8 All of the technical work completed to inform MIR2 and the technical notes on Spatial Strategy, Housing Land, Economy, Minerals and Waste have been reviewed in the context of the Proposed Plan. The Housing Land Technical Note will be superseded by the Housing Background Paper. All of the other notes remain relevant to the Proposed Plan and do not require updating with the exception of the Green Network Technical Note. This note will be amended to reflect minor changes to the green network priority areas and the strategic, regional walking and cycling network, agreed with key partners, following the consultation on the MIR. Appendix 5 sets out the proposed approach to the approval of Proposed Plan and supporting documents including technical notes for publication.
- 2.9 The Final Report of a transport appraisal commissioned to inform the Proposed Plan is attached as Appendix 4. This appraisal builds on the emerging work from the Cross Boundary Transport Project led by Transport Scotland and assesses the impacts of the additional development required to meet SDP2's Housing Supply Targets. The assessment highlights that there are further journey time and congestion impacts in West,

Central and North Edinburgh as a result of the additional housing inputs but these are very minor relative to the impacts of development already identified in existing plans. The assessment recommends outline interventions that could accommodate and mitigate these impacts.

3. The Action Programme

3.1 The purpose of the Action Programme is to set out how the SDP will be implemented, relating actions to specific SDP policies. The Action Programme addresses the 'how', the 'when' and 'by who', not simply focusing on proposals for land releases or redevelopment but setting out all proposed actions required in order to effectively deliver the policy objectives of the plan. The Action Programme must contain the following;

- A list of actions required to deliver each of the Plan's policies and proposals;
- The name of the person who is to carry out the action; and
- The timescale for carrying out the action.

3.2 The Action Programme will focus on:

- a. actions to deliver cross-boundary infrastructure and infrastructure of regional importance
- b. actions to deliver national developments; and
- c. actions that require the input and coordination of more than one local planning authority to deliver.

3.3 This Action Programme has been developed in consultation with the member authorities, the Scottish Government, Key Agencies and officers working on the City Region Deal. Other stakeholders identified in the Action Programme are being consulted on the relevant actions and roles. Many of the funding commitments in the plan will be dependent on future Government spending reviews and public and private sector finance. The City Region Deal proposal, currently the subject of negotiation with Scottish and UK Government, is also likely to have a key role to play in delivering SESplan's vision.

3.4 The Action Programme will be published and submitted to Scottish Ministers alongside the SDP. The Action Programme is not subject to examination alongside the Proposed Plan but may be updated following the examination. The Action Programme will then be adopted and published within three months of the plan approval. Following its adoption, the Action Programme will be kept under review and updated and published at least every two years. Appendix 2 includes further details on the Action Programme.

4. Next Steps

4.1 A decision by the SESplan Joint Committee to publish the Proposed Plan and accompanying documents must be ratified by each of the member authorities. It is expected that this process will be completed in August

2016. Allowing time for the printing and distribution of the documents, it is expected that the Proposed Plan will be published around 13 September 2016 for a period of six weeks for representations to be made.

4.2 In accordance with Regulation 5 of the Town and Country Planning (Development Planning) (Scotland) Regulations 2008, the documents will be published and distributed as follows.

- A notice will be published in a local newspaper covering the region and on the internet setting out:
 - o That the document has been prepared, and where and when it may be viewed;
 - o A brief description of the content and purpose of the document;
 - o Details of how further information may be obtained; and
 - o A statement that representations may be made, and how, to whom and by when they should be made.
- Information advising of the Period for Representations will be sent to:
 - o The Key Agencies (13 in total);
 - o Adjoining planning authorities and SDPAs (11 in total); and
 - o Community Councils within the SDP area (232 in total).
- A copy of the document will be made available to inspect at an office of each of the constituent planning authorities (6 per member authority, 36 in total) and in all public libraries in the plan area (132 in total).
- The document and supporting information will be published on the internet.

4.3 To meet the above requirements, 700 copies of the Proposed Plan, Action Programme and updated Environmental Report and Addendum will be printed in hard copy. When publishing MIR2, hard copies were requested by and distributed to other organisations including housing associations, MPs and MSPs, developers, community councils and individuals. It is expected that demand for copies of the Proposed Plan will be higher and so an allowance for additional prints has been included within the above total.

4.4 In accord with the [SESplan Stakeholder Strategy](#) presented to the Joint Committee on 21 March 2016, an Engagement Action Plan for the Proposed Plan will be prepared in consultation with member authorities. The Engagement Action Plan will set out our approach to engaging the key groups identified in the Strategy. At the stage in the programme for SDP2, action will focus on raising awareness of the plan preparation process, explaining the content of the Proposed Plan and inviting formal comments on plan during the period for representations. The Engagement Action Plan will be presented to the Project Board on 26 August 2016.

Appendices

Appendix 2	Proposed Action Programme
Appendix 3	Housing Background Paper
Appendix 4	SDP2 Transport Appraisal
Appendix 5	Approval of Proposed Plan and Supporting documents for publication
Appendix 6	Schedule of changes to Draft Proposed Plan Joint Committee Version 1 and Draft Action programme Joint Committee Version 1

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Report Agreed By: Ian Angus, SDP Manager

Author Name: Ian Angus, SDP Manager

SESplan

The Strategic Development Planning Authority
for Edinburgh and South East Scotland

Thriving, Successful, Sustainable
Proposed Strategic Development Plan

September 2016

SESplan and the Strategic Development Plan

SESplan is the Strategic Development Planning Authority for the Edinburgh and South East Scotland region. The region covers six council areas including City of Edinburgh, East Lothian, Midlothian, West Lothian, the Scottish Borders and the southern half of Fife. SESplan works in partnership with these six councils to prepare a Strategic Development Plan for the area.

A Strategic Development Plan is a statutory planning document which is prepared or updated every five years and covers a twenty year time period. It communicates strategic level and cross-boundary planning policy and applies national policy and guidance from the Scottish Government. It is used to inform the Local Development Plans prepared by each of the Local Authorities in the region.



SESplan

Have Your Say

SESplan is currently at a key stage in the preparation of the replacement Strategic Development Plan where we publish the Proposed Strategic Development Plan. The Proposed Strategic Development Plan is effectively a draft plan which represents our settled view on the final content of the replacement Plan. It has been informed by the responses received during the [Main Issues Report](#) consultation which took place between 21 July and 30 September 2015.

We are now inviting formal comments to be made on the Proposed Strategic Development Plan. At this stage representations should be limited to explaining what changes you consider should be made to the plan along with justification for the proposed changes.

The Proposed Strategic Development Plan publication period runs from XX September to XX October 2016. If you wish to submit a representation you should do so through the SESplan consultation Portal: sesplan.objective.co.uk/portal.

In line with Scottish Government advice, the detail of each representation should be expressed in a concise way (no more than 2,000 words). A concise summary is also required (up to a maximum of 400 words), together with the change that is sought to the Proposed Plan.

Following completion of the publication period, SESplan is required to address all the representations and decide if any of them warrant modification to the Proposed Plan. If no modifications are considered appropriate then all of the representations and SESplan's response to them will be submitted to the Scottish Government alongside the Proposed Plan for examination.

The Proposed Strategic Development Plan and supporting documents can be viewed on the website www.sesplan.gov.uk, in public libraries, local planning authority offices and at the SESplan office at:

SESplan, Civic Centre, Howden South Road, Livingston, West Lothian, EH54 6FF

For more information, or if you are unable to submit a representation through the Consultation Portal, please contact us on 01506 282883 or contactus@sesplan.gov.uk

To keep up-to-date you can sign up to our mailing list, follow us on Twitter @SESplan or like us on Facebook.

Foreword and Introduction

This plan sets out an ambitious vision to guide the growth of the South East Scotland region over the next 20 years. Our vision is for a city region that is easier to move around and where there are better public transport options. The success of Edinburgh's Trams and the Borders Railway has demonstrated that people will choose non-car options where a good service is available, with consequent benefits to our environment, health and economy. However, if we're to deliver a better transport system for everyone, we need to step up the pace of the delivery of transport infrastructure, particularly for public transport, walking and cycling and find new ways to pay for it. This plan sets out a number of proposals to help us do that.

Recognising the challenge of meeting people's needs for a home, member authorities have worked together to ensure that the targets for housing delivery are ambitious, but achievable. A spatial strategy focused on growth corridors with good public transport will ensure that this housing will be directed to the right places. A series of placemaking principles and a plan-led approach to green networks means that this growth can be delivered without damaging the natural assets that make the region a great place to live, work and visit.

The announcement that a City Region Deal for our region will be developed, in partnership with the UK and Scottish Governments, means that there will be opportunities to fund and deliver infrastructure in more innovative ways in the years ahead. The partner authorities are committed to an ambitious proposal to deliver a step change in the region's economic performance. We will play our full part in that process and make use of the fiscal powers to ensure that this region continues to be the best place to live in Scotland.

Councillor Stuart Bell

Convenor SESplan



Distinctive Heritage and Culture

Home to over half of the top **20** most visited attractions in Scotland and 1 in the UK top **10**



Festival City – Edinburgh hosts the largest annual cultural festival in the world. Generating over **£260** million in the Scottish economy

Two UNESCO World Heritage Sites - **Old and New Towns of Edinburgh** and the Forth Bridge



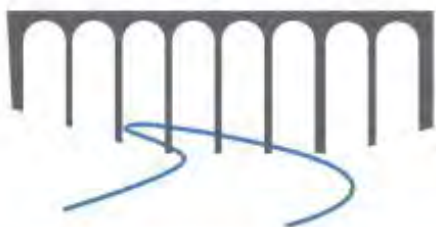
Appendix 2



Scotland's Golf Coast
Musselburgh to Dunbar

A World Class Environment

Two National Scenic Areas - Eildon & Leaderfoot and Upper Tweedale



Tweed Valley Forrest Park - including Glentress Mountain Biking Centre

Pentland Hills Regional Park - Edinburgh's Playground & Lomond Hills Regional Park - Fife's playground!



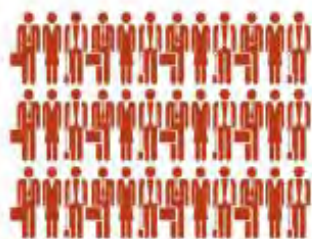
3 National Nature Reserves - Blawhorn Moss, Whitlaw Mosses & St Abb's Head



Over **20** Natura Sites - Protected Areas of European Importance including most of the Firth of Forth Coast and Islands

A Smart Economy

City Region contributes over **£33** billion of Gross Added Value to Scotland's economy. **26%** of the country's output



Edinburgh is the second most prosperous city in the UK (2013)



There is a skilled workforce **31.7%** working age population educated to degree or equivalent level (Scotland 26.4%) and we are home to **4** major universities

The city is a centre for excellence for financial services and the region is one of the UK's leading technology hubs



Advanced Engineering and Infrastructure



The Queensferry Crossing is the longest three-tower, cable-stayed bridge in the world and the **tallest bridge in UK.**



Borders Railway - longest domestic railway constructed in Britain for over **100** years.



Edinburgh Airport Scotland's Busiest Airport with over **11** million passengers

A Region of Opportunities



Appendix 2 SESplan Assets



City Region Vision for 2038

Thriving, Successful, Sustainable

Sustainable growth has been achieved by carefully managing those assets that provide the most benefits and by making well designed, successful places where people can thrive. More people are able to afford a home in a place near where they work. A series of cross-boundary transport projects has made travel by public transport easier and more people are cycling and walking to work. The economy continues to grow and the region remains an outstanding place to live, work and visit. Communities in the region are healthier and there is less inequality and deprivation.

What Change?

Spatial Strategy

Most growth in and around Edinburgh and in Long Term Growth Corridors

Placemaking in the city region

Rural Growth Areas

Green Belts

Cross-Boundary Green Networks

Strategic Cross-Boundary Transport Improvements

Key Diagram, page 11. Placemaking Principles, page 13.

Where?

Key Areas of Change



How?

Appendix 2

Delivery Themes

Strategic Opportunities

Outcomes

A Place to do Business

Locations for Investment

page 23

Improved employment opportunities and a more productive workforce

A Low Carbon Economy

page 30

Impacts from climate change minimised and carbon reduction targets met

Increasing Housing Delivery

page 34

Well-designed homes that meet more of the need for affordable housing

A Place for Communities

Thriving Town Centres

page 41

Vibrant town centres

Enhanced Green Networks

page 42

Reduced health and education inequalities

A Better Connected Place

Supporting Non-Car Travel

page 45

More people use public transport and journey times are quicker

Regional Walking and Cycling

page 46

Walking and cycling account for a bigger proportion of journeys

Strategic Transport Improvements

page 48

2 The Vision

Delivering the Vision

2.1 The Strategic Development Plan will help achieve the SESplan vision by:

- Providing direction to Local Development Plans in the city region. Specific directions to Local Development Plans are emboldened and begin "**Local Development Plans will...**"
- Providing a context for development management – all planning applications have to be determined in accordance with the Development Plan⁽¹⁾ unless material considerations indicate otherwise. Specific statements relevant to development management are emboldened and begin "**Development should...**" or "**Development must...**"
- Influencing and supporting investment plans, strategic plans and other strategies affecting the region
- Identifying key strategic actions in the plan and in the SESplan Action Programme. Specific statements committing individual SESplan member authorities to take action begin "**SESplan member authorities will...**". Statements committing SESplan to take action begin "**SESplan will...**"

SESplan Action Programme

2.2 Many of the actions needed to deliver this plan are already set out in the action programmes related to each of the Local Development Plans in the city region. The SESplan Action Programme published alongside this plan will therefore focus on actions:

- to deliver cross-boundary infrastructure and infrastructure of regional importance
- to help deliver national developments
- that require the input and coordination of more than one local planning authority to deliver

¹ The Development Plan for each of the local authority areas within this city region comprises the relevant Local Development Plan and the Strategic Development Plan (supported by relevant supplementary guidance)

City Region Deal

2.3 The member authorities are currently engaged in negotiations to conclude a 'City Region Deal' for the city region. This is a deal between the Scottish Government, UK Government and SESplan member authorities that allows greater fiscal autonomy on the basis of an investment programme that demonstrates additional economic growth. It is likely that this investment will help deliver some of the infrastructure needed in areas already allocated for development.

2.4 It is too early to predict the impact of this potential new investment on the economy of the region or the extent to which economic growth may affect housing demand. However, taking into account the potential opportunities, this plan includes ambitious housing targets and a generous housing land requirement. These reflect estimates of housing demand based on an economic future where the public and private sector provide the kind of strong leadership that is a key feature of City Region Deal. The impact of any City Region Deal on the pace of economic growth and any consequent impacts on the amount of development land required will be considered in relation to subsequent plans and strategies related to infrastructure delivery.



Spatial Strategy

The Spatial Strategy

Most growth in and around Edinburgh and in Long Term Growth Corridors

3.1 Over the next 20 years, most growth will be focused in and around Edinburgh and in indicative Long Term Growth Corridors (See Figure 3.1). The City of Edinburgh will meet a larger proportion of the region's housing need than in previous plans. This will help minimise commuting by car and reduce transport related carbon emissions, as well as making best use of existing infrastructure. 'A Place for Communities' (page 33) sets out the housing land requirement for each local authority area in the period 2018-2030 and provides an indication of the scale of housing land required beyond 2030.

Strategic Growth 2018-2030

3.2 For the next 12 years, the need for strategic growth will be largely met by land already identified in existing and proposed Local Development Plans. The key diagram identifies the broad location of this as 'Strategic Growth 2018-2030'. Most of this will occur in and around Edinburgh and along transport corridors.

Growth Beyond 2030

3.3 Beyond 2030, growth will be directed to locations in and around Edinburgh, locations along Long Term Growth Corridors and settlements within Rural Growth Areas. The purpose of the Long Term Growth Corridors is to direct growth to those transport corridors of primary importance for long term strategic growth. Rural Growth Areas identify those rural settlements in the Scottish Borders with potential for long term growth. The Placemaking Principles set out in Table 3.1 will be relevant over the long term and subsequent Strategic Development Plans will also include Placemaking Principles that guide the location and scale of development.

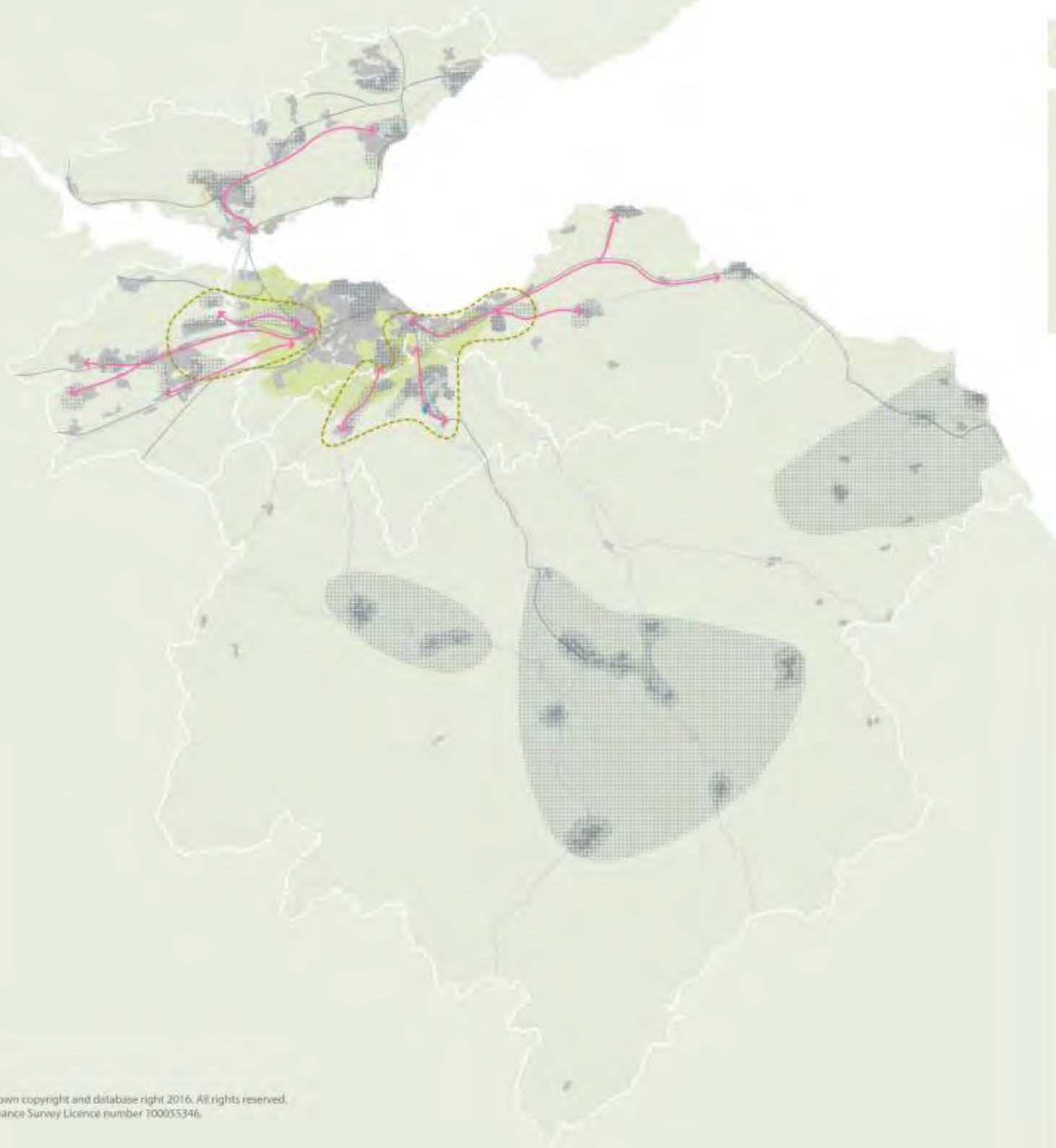
3.4 If required to do so on the basis of future assessments, subsequent Strategic Development Plans will identify more specific locations suitable for further strategic growth in line with this long term growth strategy and the Placemaking Principles. In doing so they may direct subsequent Local Development Plans to release land, including land from the green belt, at locations along the Long Term Growth Corridors. These Local Development Plans may give more explicit policy protection to green networks in the remaining 'green wedges', in a way that recognises the full range of benefits and services that green networks provide (para. 5.20).

Placemaking in the City Region

3.5 Placemaking is a collaborative process that includes design, development and renewal of our urban and rural built environments. Good places play a fundamental role in attracting investment and supporting economic growth, promoting healthy lifestyles and providing a sense of identity and community. **SESplan member authorities will ensure that communities are involved in the design and shaping of development at an early stage, using tools such as the Place Standard to engage local people in conversations about what places should be like.**

3.6 **Development should take account of the Placemaking Principles set out in Table 3.1. Local Development Plans will include development frameworks, masterplans and design briefs that are aligned with relevant community plans and have been developed jointly with local people. Local Development Plans will be guided by the Placemaking Principles detailed in Table 3.1. and ensure that all international, national and locally designated areas are afforded the appropriate level of protection.** The City Region Assets on page 4 illustrate many of the key natural and historic assets of international, national and regional importance.

Figure 3.1 Key Diagram



- Strategic Growth 2018-2030
- Long Term Growth Corridor 2030+
- Rural Growth Areas
- Cross-boundary Green Network Priority Areas
- Green Belt

Strategic Cross-Boundary Transport Improvements

3.7 Increasing traffic congestion has a major impact on movement into Edinburgh but also on movement to and between the western and south eastern fringes of the city. While the majority of these congested areas lie within the City of Edinburgh boundary, many of the journeys that contribute to that congestion are generated in the other SESplan member authority areas. This plan sets out some of the key strategic transport improvements that are likely to be needed to address these cumulative and cross-boundary impacts. It also sets out the principles underpinning a Cross-Boundary Transport Contributions Framework, to be established through Supplementary Guidance, and the matters that the guidance will address.

Green Belts and Related Countryside Designations

3.8 Figure 3.1 Identifies the broad location of the existing green belts around Edinburgh and to the west of Dunfermline. **Local Development Plans will identify and maintain green belts and other countryside designations fulfilling a similar function where they are needed:**

- **To maintain the identity, character and landscape setting of settlements and prevent coalescence**
- **To protect and provide access to open space**
- **To direct development to the most appropriate location and support regeneration**

In doing so, Local Development Plans will take into account any relevant guidance on green networks.

Cross-Boundary Green Networks

3.9 Two Cross-Boundary Green Network Priority Areas have been identified to focus action on places where a coordinated, cross-boundary approach is needed to maximise the benefits of green infrastructure. **SESplan will prepare Strategic Frameworks for two cross-boundary Green Network Priority Areas (Edinburgh and West, Edinburgh and East) and adopt the frameworks as Supplementary Guidance to the plan. These frameworks will:**

- **Identify and safeguard those elements of the green network that provide, or have the potential to provide, the greatest benefits for people and nature**
- **Identify strategic enhancements to green networks that will add value to existing settlements, developments for which land has already been allocated and any new allocations in subsequent Local Development Plans**
- **Provide an additional context for planning decisions**

3 The Spatial Strategy

Table 3.1 Placemaking Principles

Distinctive	Areas important for maintaining the character, landscape setting and distinctive identity of existing and proposed settlements should be protected and enhanced, particularly where they are needed to avoid the coalescence of settlements. The contribution of the natural and historic environment to making distinctive places should be maximised. Key views of the surrounding landscape should be integrated into developments to provide a sense of place and identity. Views of the Southern Uplands, the Lammermuir Hills, the Firth of Forth, the Pentland Hills, the Lomond Hills, the Bathgate Hills and key the landmarks of Edinburgh are particularly important in supporting a sense of place and making settlements distinctive.
Safe and Pleasant	Public spaces should be free from excessive traffic noise and air pollution and the needs of people should be considered before the movement of motor vehicles. Public spaces should be overlooked by housing, so that the people who use them feel safe and the people who live nearby feel a sense of ownership. It should be easy for people to access green/open space, including places where they can enjoy nature. Developments should be located within a network of green and blue infrastructure that provides a pleasant outlook for the people living and working there.
Welcoming	Gateways into settlements and extensions to existing settlements should be interesting, memorable and contribute to local distinctiveness. A wide range of public spaces of different types and character, accessible to all, should be provided that appeal to people of different ages and with different interests. Neighbourhood centres should include attractive and safe indoor and outdoor spaces where people can interact.
Adaptable	Development should be located where a wide range of densities, tenures and uses can be supported to meet the changing needs of the community into the future. Green networks should be multi-functional. They should comprise infrastructure that provides a range of benefits and can be adapted and enhanced depending on the local need for growing spaces, play spaces, natural spaces, public parks, sustainable urban drainage and the need to adapt to climate change.
Resource Efficient	New development should be located near existing public transport hubs, or in locations where there are planned infrastructure projects to enable easy access to the public transport network. The re-use or re-development of brownfield land should be considered before new development takes place on greenfield land, including Prime Agricultural Land and other land important for food production. Development should be located and orientated to maximise passive solar heating and opportunities for solar power generation. Heat mapping and other approaches should be used to identify opportunities to co-locate sources of high heat demand (e.g. housing) with sustainable sources of heat supply (e.g. biomass power plants). Development should be located away from functional flood plains and areas of medium to high flood risk. Areas important for flood storage and conveying capacity should be safeguarded for a range of compatible uses such as recreation, water quality management, flood attenuation and habitat creation. Development should be designed to minimise the area of impermeable surface and incorporate Sustainable Drainage Systems (SuDS) as appropriate.
Easy to Move Around	There should be good walking and cycling networks close to where people live, providing safe and convenient access to local facilities and to public transport stops. There should be a range of public transport options that provide easy access into Edinburgh, strategic centres, town centres, local centres and centres of employment. Developments should integrate with, and contribute to, the enhancement of walking and cycling networks.

The Spatial Strategy 3

Key Areas of Change South East

3.10 Edinburgh city and the Long Term Growth Corridors radiating east and south east encompass a range of strategic development opportunities over the next 20 years. The challenge in this area is to ensure that infrastructure is delivered that enables existing allocated sites to fulfil their potential.

3.11 Edinburgh Waterfront remains a high priority for growth. The tram extension to Leith and Granton and the establishment of an attractive cycleway and footpath is fundamental to achieving a thriving low carbon waterfront community connected to the city.

3.12 Blindwells could benefit from interventions to accelerate its development. If Blindwells is capable of expansion beyond the current allocation, it could become one of the largest investment opportunities in south east Scotland, potentially delivering over 6,000 homes, employment opportunities and a strategic town centre serving the wider area. Realising these opportunities will require further planning studies and close cooperation between landowners and the public sector. In particular, more effective partnership working is needed to deliver the education and transport infrastructure required to unlock its full

economic potential and enable it to contribute to the regeneration of neighbouring communities in the west of East Lothian.

3.13 Sites around existing East Lothian settlements will provide a significant amount of land to meet the requirements of the emerging East Lothian Local Development Plan. Once the development anticipated around Musselburgh is delivered, environmental and infrastructure constraints are expected to limit further significant expansion of settlements in the Musselburgh area. Any further development requirements for East Lothian will be dispersed to locations further east along the Long Term Growth Corridors. Subject to future growth requirements for East Lothian, there may be a need for a second new settlement in the east of East Lothian.

3.14 Shawfair station is at the centre of what will be a new community in Midlothian with the potential to deliver over 4,000 new homes and significant new employment land over the next 20 years. The scale of the proposal means there will be opportunities to provide more innovative low carbon power and heat solutions to support a more sustainable place. Eskbank station will provide ready access to the Midlothian Community Hospital and a ten minute rail link between Edinburgh College campuses in Midlothian. New transport links from Shawfair station to the Royal Infirmary

of Edinburgh will be needed to deliver benefits to patients and visitors from Midlothian and the Scottish Borders.

3.15 A modified A1 junction and underpass near Queen Margaret University will enable land adjacent to the university to be developed to support the Innovation and Science Cluster. This land also provides opportunities for start ups with a focus on life sciences, research and learning and food and drink. Improved capacity and rail services on the East Coast line and new rail stations at East Linton and Blindwells will help reduce commuting by road.

3.16 Leith is a strong location for large scale manufacturing, installation, operations and maintenance for the renewables industry as well as a centre for the creative industries. The former Cockenzie Power Station site is not currently subject to specific proposals for carbon capture and storage and thermal generation. It remains part of an Area of Coordinated Action, but relevant stakeholders should consider a wider range of potential future uses for this site. The BioQuarter, Bush and BioCampus are key elements of the Edinburgh Science Triangle, one of the top ten research and development locations in Europe. They offer opportunities for academic, commercial and clinical research and a range of expansion opportunities for technology and bio-industries.

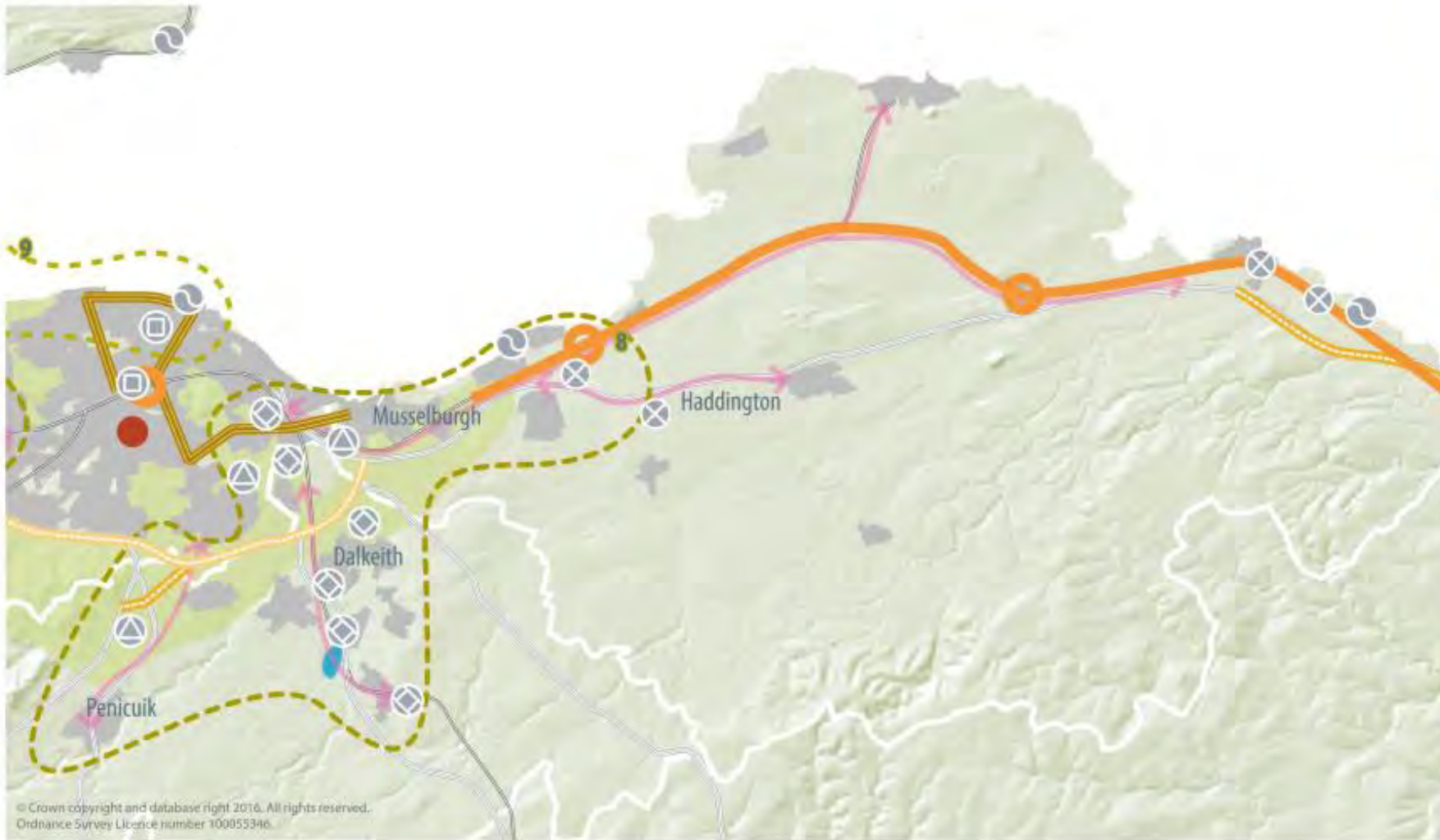
3 The Spatial Strategy

The tram line extension to the BioQuarter, Newcraighall and Queen Margaret University would provide a major contribution to reducing traffic into and out of Edinburgh.

3.17 Midlothian, City of Edinburgh and East Lothian Councils will work together to take a plan-led approach to identifying and, where possible, enhancing the key green infrastructure around the periphery of Edinburgh. The priorities for action include addressing the City Bypass as a barrier to active travel and upgrading cycle routes on the A199 to become a strategic functional cycle route, providing an artery linking East Lothian with Edinburgh. Green Belts and Countryside Around Town designations will provide the framework for establishing and maintaining a high quality landscape setting for existing and future settlements and identifying and safeguarding key strategic areas of open space.

3.18 In order to deal with what is one of the region's major challenges in delivering sustainable growth, a range of transport interventions are likely to be needed. These include major upgrades to the A720, other improvements to the strategic road and rail networks and improvements to local road networks. Major upgrades to walking and cycling infrastructure and public transport provision will also be needed to encourage more people to leave their car at home for journeys into and around Edinburgh.

Figure 3.2 South East
Appendix 2



- STRATEGIC TRANSPORT IMPROVEMENTS**
-  Junction New/Improvement
 -  Road New/Upgrade
 -  Tram Extension
 -  Rail Improvement/Upgrade
 -  A720 Improvements and Orbital Bus
 -  Rail Station New/Improvement
- SIGNIFICANT BUSINESS CLUSTERS**
-  Forth Coast Cluster
 -  Innovation and Science Cluster
 -  Central Business Cluster
 -  Borders Rail Cluster
 -  East Lothian Cluster
- GREEN NETWORK PRIORITY AREAS**
-  Edinburgh and East
 -  Forth Shores
- Other Symbols**
-  City Centre
 -  Strategic Growth 2018-2030
 -  Long Term Growth Corridor 2030+
 -  Green Belt

3 The Spatial Strategy

Key Areas of Change Edinburgh and West

3.19 The completion of a new railway station is a key requirement in the delivery of an expanded settlement at Winchburgh in West Lothian, with the potential to accommodate over 3,000 homes and additional employment land. However, developers will need to address some of the additional infrastructure challenges relating to education provision. The new village at Calderwood and growth at Armadale and Bathgate (Wester Inch) will also make a substantial contribution to meeting housing needs.

3.20 Livingston is the largest area of employment outside Edinburgh providing a range of opportunities for information and communication industries, life sciences, technology and precision engineering. Heartlands is an emerging community near Whitburn combining residential, business, retail and leisure opportunities with opportunities for further environmental improvement. The Polkemmet and Breich Water Green Network Priority Area provides a focus for partners to deliver a plan-led approach to identifying and delivering these improvements.

3.21 West Edinburgh has the potential to deliver a range of opportunities for strategic growth, including the delivery of substantial housing developments with good transport connections. Edinburgh International Business Gateway provides a focus for substantial business-led investment and the land adjacent to Edinburgh Airport has been identified for a range of commercial and mixed uses. A long term masterplan for International Business Gateway is already in development, with the site being positioned as a top quality global business location aimed at attracting high value jobs from other areas of the UK and Europe.

3.22 The Gogar Rail Interchange station on the Edinburgh to Fife line and a new stop on the Edinburgh Tram network will improve access to the airport. In addition, the City of Edinburgh Local Development Plan has safeguarded land for a future extension to the tram system to Newbridge. In the longer term there may be opportunities to extend this line to Broxburn, Uphall and Livingston.







3.23 The Edinburgh and West Cross-Boundary Green Network Priority Area provides an opportunity for the City of Edinburgh and West Lothian to collaborate on a more plan-led approach to identifying the value of the green infrastructure within and beyond the Edinburgh green belt. A key priority will be to enhance landscape character at and around settlement gateways. Key opportunities here include the completion of a River Almond Walkway and a A71 cycle super highway linking south Livingston with Balerno, Currie and West Edinburgh. The creation of a high quality, segregated route will provide a key strategic link in the region's cycling network. Innovative approaches to water management, including the de-culverting of the Gogar Burn, will be needed to deliver growth opportunities in this area without increasing flood risk.

Figure 3.3. Edinburgh and West
Appendix 2






STRATEGIC TRANSPORT IMPROVEMENTS



-  Junction New/Improvement
-  Road New/Upgrade
-  Tram Extension
-  Rail Improvement/Upgrade
-  A720 Improvements and Orbital Bus
-  Rail Station New/Improvement


SIGNIFICANT BUSINESS CLUSTERS


-  Forth Coast Cluster
-  Innovation and Science Cluster
-  Central Business Cluster
-  West Edinburgh Business Cluster
-  West Lothian Cluster
-  Borders Rail Cluster

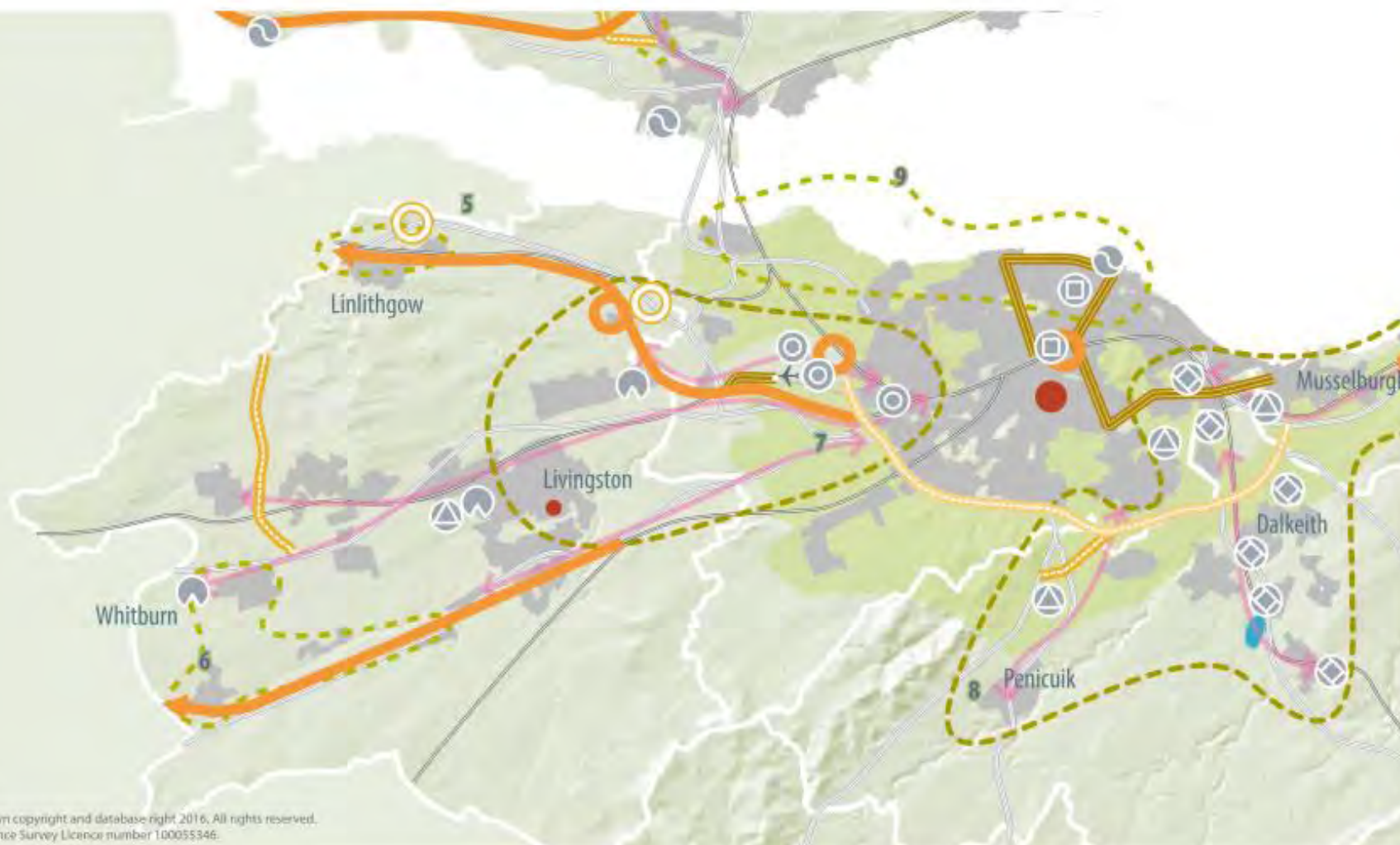
GREEN NETWORK PRIORITY AREAS

-  5 Linlithgow
-  6 Polkemmet and Breich Water
-  7 Edinburgh and West
-  8 Edinburgh and East
-  9 Forth Shores

-  City Centre
-  Strategic Centres

-  Edinburgh Aripport

-  Strategic Growth 2018-2030
-  Long Term Growth Corridor 2030+
-  Green Belt



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3 The Spatial Strategy

Key Areas of Change Fife

3.24 The Forth Bridges are a key gateway to employment and business. The opening of the Queensferry Crossing in 2016 and the use of the Forth Road Bridge for public transport, walking and cycling has been important in ensuring Fife can continue to benefit from opportunities in the city region and beyond.

3.25 However, if this plan's vision is to be delivered in full, it is important that Fife's socio-economic needs continue to be met locally where possible in order that the area's towns can continue to thrive and the need to travel to employment is reduced. Rosyth Waterfront, Burntisland Port and Energy Park Methil (part of the 'Forth Coast Cluster') provide a range of business opportunities, including renewables manufacture and servicing. Improvements to the port at Rosyth will provide some of the Additional Freight Handling Capacity on the Forth (a National Development) needed in relation to heavily used North Sea freight shipping routes. Further environmental assessment work is currently being carried out to support the marine consents needed to progress this work.

3.26 Areas around Dunfermline have the potential to deliver over 6,000 homes. Key to the delivery of these sites is the provision of a northern relief road and a western distributor road. These will work alongside new park and ride schemes and a new rail halt at Halbeath park and ride. Together with better access to the Forth Bridge, these will provide a range of travel options for this key area of growth.

3.27 A taskforce is currently developing a masterplan for the former powerplant at Longannet, with a focus on maximising employment opportunities. Significant growth is also planned in Kirkcaldy and development along the northern arc of the Fife Circle railway line will help bring about the regeneration of brownfield land associated with the former mining communities of the Ore Valley and Upper Leven Valley. The Levenmouth Rail Link would encourage more non-car travel, opportunities for more rail-freight and provide a further incentive to those looking to invest in the area.

3.28 A Green Network Priority Area has been identified near Dunfermline, recognising that there are opportunities to strengthen the landscape setting of the settlement to the north and west and provide a more joined up walking and cycling network providing access to Townhill Country Park. Green Network Priority Areas have also been identified for the Ore Valley, the Kirkcaldy Gateways and Levenmouth and Coast, where there are a number of opportunities to help deliver green network improvements alongside new housing to strengthen the sense of place.

Figure 3.4 Fife
Appendix 2

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- STRATEGIC TRANSPORT IMPROVEMENTS**
 - Junction New/Improvement
 - Road New/Upgrade
 - Rail Improvement/Upgrade
- SIGNIFICANT BUSINESS CLUSTERS**
 - Forth Coast Cluster
- GREEN NETWORK PRIORITY AREAS**
 - 1 Dunfermline North and East
 - 2 Ore Valley
 - 3 Kirkcaldy Gateways
 - 4 Levenmouth and Coast
- Strategic Centres**
 - Strategic Centres
- Strategic Growth 2018-2030**
 - Strategic Growth 2018-2030
- Long Term Growth Corridor 2030+**
 - Long Term Growth Corridor 2030+
- Green Belt**
 - Green Belt

3 The Spatial Strategy

Key Areas of Change Scottish Borders

3.29 Strategic growth in the Scottish Borders will be directed to three Rural Growth Areas in Central Borders, Western Borders and Berwickshire. Border towns within these growth areas provide the focus for retail, commercial and strategic employment opportunities. Improved connectivity to Edinburgh to the north and Newcastle and Carlisle to the south is essential for the future economic growth of this area.

3.30 The Borders Railway is the longest new railway to open in the UK for over a hundred years. New stations along the route provide new opportunities for businesses and communities. It has performed beyond expectations and provides an impetus to drive new development and business opportunities into the rural heartlands of the Scottish Borders. To maximise the opportunity, areas around the line as far south as Hawick have been given Assisted Area status.

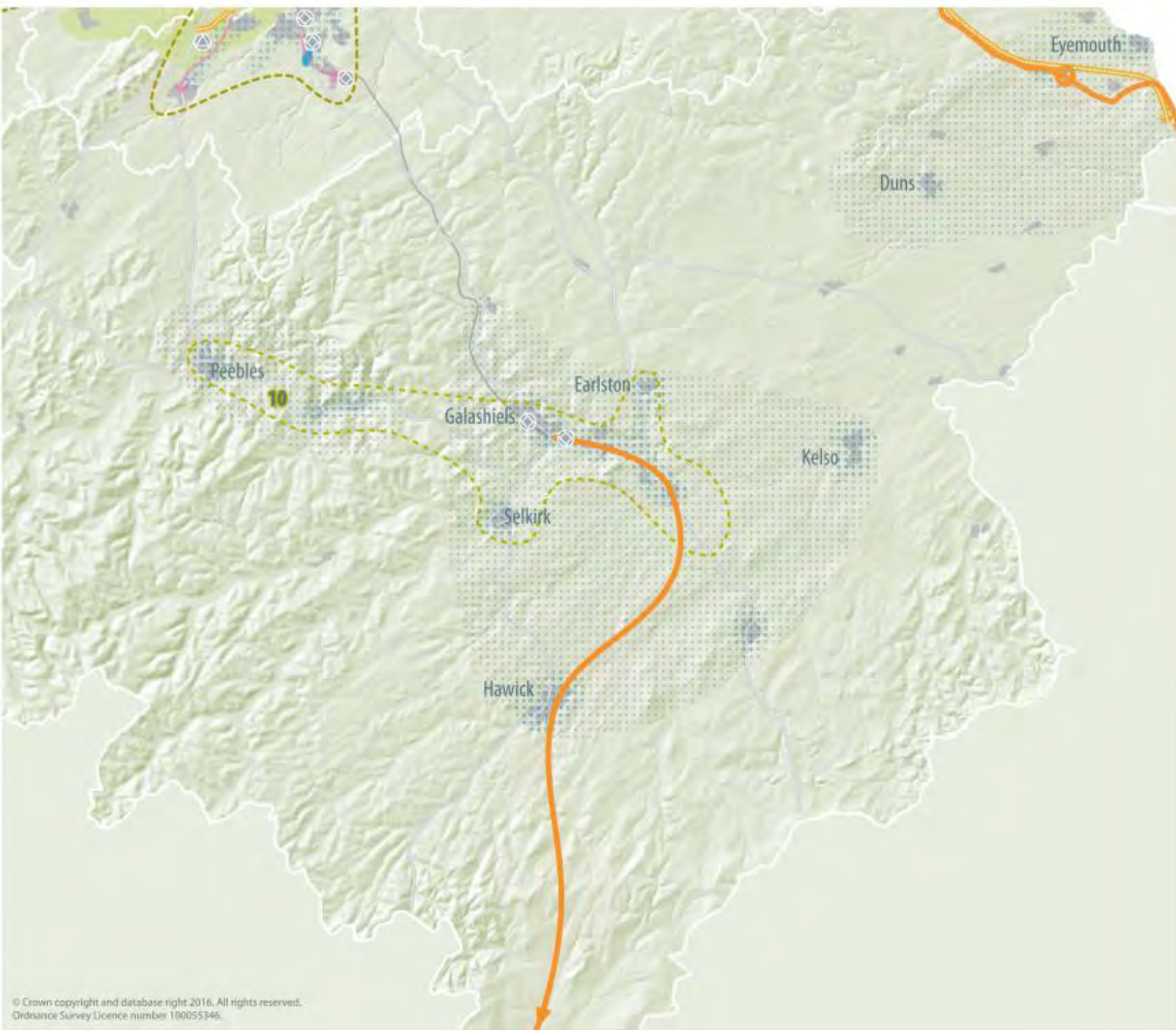
3.31 In Galashiels, Tweedbank and neighbouring communities, the Borders Rail line provides further opportunities to connect and grow communities. A potential future extension of the railway to Hawick and beyond is currently being considered by the Scottish Government. Major flood schemes in Selkirk, Hawick and Galashiels will also provide opportunities for growth and regeneration in the Central Borders.

3.32 The line has made it easier for people in Edinburgh to travel to the Scottish Borders, widening the labour catchment and making it easier for businesses to recruit. It has provided a boost for retail and tourism businesses and better access to education opportunities at Borders College and the Heriot-Watt School of Textiles and Design. The rail link has also underpinned significant investment at the Central Borders Business Park at Tweedbank.

3.33 On the East Coast Main Line, a new station at Reston will provide settlements in the Berwickshire with easier access to employment and education markets in Edinburgh and encourage more people to visit the area. Dualling of the A1 and local improvements to the A68 and A7 will improve journey times to and from England.

3.34 The Countryside around Town designation provides the framework and setting for the Central Borders area and surrounding towns. A Strategic Green Network Priority Area connects settlements in the Central Borders with Peebles and Innerleithen in the western borders. Former railway lines represent a network of former track beds which link many of the larger towns. The network offers considerable potential for walking and cycling access to town centres and to tourism sites including Traquair House, Glentress Mountain Biking Centre, Abbotsford, Melrose and Dryburgh Abbey, Eildon and Leaderfoot National Scenic Area and the River Tweed.

Figure 3.5 Borders
Appendix 2



- STRATEGIC TRANSPORT IMPROVEMENTS**
 - Rail Improvement/Upgrade
 - Rail Station New/Improvement
- SIGNIFICANT BUSINESS CLUSTERS**
 - Borders Rail Cluster
- GREEN NETWORK PRIORITY AREAS**
 - 10 Scottish Borders
- GROWTH AREAS**
 - Strategic Growth 2018-2030
 - Rural Growth Areas



A Place to do Business

Locations for Investment

4.1 This region has the potential to make a huge contribution to boosting Scotland's competitiveness and tackling inequality in line with the Scottish Government's Economic Strategy. This section sets out a range of strategic opportunities for investment in the region's infrastructure to help businesses to grow, innovate, and create good quality employment opportunities.

Significant Business Clusters

4.2 This plan identifies a number of significant business clusters. These are broad locations where groups of similar or complementary business sectors or industries operate and where there are opportunities for expansion. This plan also includes clusters of different types of businesses or opportunities that share a common geography, such as the new opportunities made possible by the new Borders Rail Link and opportunities along the East Coast transport corridors.

4.3 The clusters have been identified for their contribution or potential contribution to the city region's distinctive economy. Aligned with the spatial strategy and operating across local authority boundaries, the clusters provide opportunities for continued growth and expansion supporting a growing sustainable economy and increasing jobs.

4.4 The clusters incorporate growing and established sectors and areas experiencing economic change where there are significant new opportunities. They include the growth sectors and National Developments identified by the Scottish Government and Scottish Enterprise⁽²⁾ but also the industries and related sectors particular to the economy of south east Scotland.

4.5 SESplan member authorities will promote investment in the locations identified in Table 4.1. Local Development Plans will safeguard their future expansion by identifying and safeguarding sufficient land and supporting infrastructure including public transport and walking and cycling provision. Local Development Plans will adopt a flexible approach to allow for new long term employment opportunities.

4.6 Local Development Plans will also consider whether to identify local based business clusters. Identification of clusters at a local level can ensure the alignment of employment uses with housing and infrastructure, including sustainable travel networks.

4.7 The strategic centres identified in the Place for Communities section are also key areas for investment and economic development.

2 [National Planning Framework \(2014\)](#), [Enterprise Areas](#), [National Renewables Infrastructure Plan](#)

Figure 4.1 Significant Business Clusters

Appendix 2

-  Forth Coast Cluster
-  Innovation and Science Cluster
-  Central Business Cluster
-  West Edinburgh Business Cluster
-  West Lothian Cluster
-  East Lothian Cluster
-  Borders Rail Cluster



Table 4.1 Significant Business Clusters

Significant Business Cluster	Comprises	Principal Sectors	Opportunities
Forth Coast Cluster	Fife Energy Corridor: Rosyth Waterfront, Burntisland Port, Energy Park Fife, Methil, sites of former power stations Cockenzie and Longannet; Torness and Leith Port	Energy and Port Use	Cluster of coastal sites providing opportunities for a range of uses. In particular, port use such as renewables manufacture and servicing, thermal and low carbon energy generation or other uses associated with an Area of Coordinated Action. These locations also present significant opportunities for innovative reuse and regeneration making use of the well serviced sites and their coastal locations. Subject to a review of the National Planning Framework, locations at the former Longannet and Cockenzie power station sites may have potential for a wider range of uses.
Innovation and Science Cluster	Edinburgh BioQuarter; Midlothian BioCampus: Easter Bush and Bush Estate, Midlothian; Alba Innovation Centre, West Lothian; Edinburgh Napier, Queen Margaret University; Heriot-Watt University and Edinburgh University (multiple campuses)	Research, Knowledge, Academia and Vocational Learning	Unique internationally recognised institutions supporting life science and technology research, innovation, academic and vocational education and training. The majority of sites and locations can accommodate space for start-ups, for spin-outs and grow-on businesses, as well as for more established businesses. Includes the Enterprise Areas at BioCampus and BioQuarter, where the extension of Edinburgh's tram network will enhance accessibility. Land adjacent to Queen Margaret University also provides opportunities for start ups, with a focus on life sciences, research and learning and food and drink.
Central Business Cluster	Edinburgh City Centre and Leith	Business and Financial Services, Tourism, Service and Creative industries	Extensive cluster in central Edinburgh reflecting the status as one of Europe's most important areas for financial and business services, service industries, tourism and the creative industries. Opportunities for continued growth associated with redevelopment in the city centre and expansion in Leith supported by proposed tram line extensions.

4 A Place to do Business

Significant Business Cluster	Comprises	Principal Sectors	Opportunities
West Edinburgh Business Cluster	International Business Gateway, Edinburgh Airport and Scotland's National Showground; Edinburgh Park, South Gyle and Gogarburn	Business and Financial Services	Growing cluster of existing and emerging developments located to the west of Edinburgh with a strong focus on business and financial services supported by mixed-uses including conference facilities and tourism.
West Lothian Cluster	Broxburn and Livingston Enterprise Areas and Heartlands Business Park	Manufacturing, Information and Communication	Comprises the West Lothian Enterprise Area (plots at Broxburn and Livingston) focused on food and drink manufacture and a range of opportunities associated with Heartlands Business Park including technology, media and logistics, making use of good connections to the transport network.
Borders Rail Cluster	Sites in Midlothian and Central Borders enabled by the Borders Rail Line.	Business Services, Food and Drink, Tourism	Presents opportunities for tourism, recreational development and wider business and industrial growth and investment in the central Borders. Scottish Government match funding to projects in Borders and Midlothian and recent investment in Tweedbank present significant opportunities. Closer to the city there are opportunities associated with planned new mixed-uses at Shawfair and at other locations close to the rail line.
East Lothian Cluster	Blindwells, Macmerry, Spott Road Dunbar, and Dunbar cement works once operations there cease	Business Services, Manufacturing, Energy, Tourism and Food and Drink	Land at Blindwells and Macmerry could provide for financial services, business and manufacturing. Land at Spott Road Dunbar and, over a longer term, Dunbar cement works presents opportunities for business and manufacturing. Mixed use development on these sites may be supported if it facilitates mixed communities and enables the development of land for employment uses.

Rural Economy

4.8 The city region benefits from a large rural area which holds a significant proportion of Scotland's prime agricultural land. The rural areas provide significant benefits to the urban population including food production, water supply, renewable energy, timber production and tourism and recreation. The region boasts an attractive coastline and a number of operational harbours. An impressive network of long distance routes, including the John Muir Way and the Fife Coastal Path means that visitors and residents can easily access the countryside and the historic settlements of our rural areas.

4.9 These assets support a diverse range of loose business clusters in small and medium scale businesses include tourism, food and drink, textiles manufacturing, farming and forestry, low carbon and creative and niche industries. These businesses make a significant contribution to the city region economy.

4.10 The Borders railway and the proposed new stations in East Linton and Reston present opportunities to promote diversification. The Tyne Esk Leader Project and the Borders Leader programme support diversification of agriculture and rural business. Diversification of the fishing and fish-processing industry in East Lothian, Scottish Borders and Fife is being supported by the Forth Fisheries Local Action Group.

4.11 The Borderlands initiative is a national cross-border project involving Scottish Borders Dumfries and Galloway, Carlisle City, Cumbria and Northumberland Councils. It seeks to deliver improved infrastructure, transport and communications links, economic growth and employment opportunities in rural areas of southern Scotland and northern England.

4.12 There are issues to be addressed to ensure the continued viability of the rural industries. These include the development of high speed broadband; the promotion of economic opportunity within the Fisheries Local Action Group area, the potential for harbours such as Eyemouth and Dunbar to service offshore wind farms; the promotion of low carbon opportunities including solar and hydro; the promotion of opportunities to maximise the benefits from the area's forestry, including the potential for sawmills and wood chip plants and the sustaining of mart and abattoir resources to serve the area's farming industries. **SESplan member authorities will therefore support the continued operation, diversification and expansion of rural businesses.**

4 A Place to do Business

Employment Land Supply

4.13 To achieve the vision of a thriving, successful and sustainable city region it is essential that there is sufficient employment land which is both available and situated in the right locations to provide jobs to meet the region's growing population. **Local Development Plans will identify and safeguard a sufficient supply of employment land taking account of market demands and existing infrastructure. This land should be able to deliver sites which are serviced or serviceable over the plan period.**

4.14 Local Development Plans will identify and safeguard large scale employment sites where necessary in line with the spatial strategy and, where appropriate, within the significant business clusters. This is to ensure employment opportunities are accessible by public transport and walking and cycling networks, to enable the regeneration of former sites and to strengthen the region's key economic sectors.

4.15 Local Development Plans will support diversification and re-categorisation of existing employment sites where this facilitates wider business opportunities, mixed-uses or an increased density of development, whilst ensuring an overall sufficient supply of employment land is maintained.

Responsible Resource Extraction

4.16 An adequate source of minerals for construction, manufacturing and energy, close to where they are needed, is essential to support economic growth and a low carbon city region. Minerals extraction also supports a range of jobs.

4.17 A sufficient supply of construction aggregates is required to meet the anticipated construction needs in the city region over the Strategic Development Plan period. Identification and safeguarding of these resources provides for a more sustainable and economically self-sufficient city region with less reliance on importing resources from elsewhere.

4.18 **SESplan will establish a Minerals Working Group. This group will review the aggregate resources of the city region (based on Scottish Government minerals survey data and relevant locally sourced information) to ensure there is a sufficient aggregates landbank of permitted reserves for construction aggregates of at least 10 years.**

4.19 **Local Development Plans will use the relevant monitoring information to identify and safeguard sufficient construction aggregates to form a land bank of reserves for a minimum of 10 years. These should be in locations where there are deposits of sufficient scale and quantity for commercial extraction and which could be worked without unacceptable environmental or amenity impacts in accordance with Scottish Planning Policy.**

4.20 **Local Development Plans will identify coal, oil and gas reserves to support a diverse energy mix, giving sufficient weight to the avoidance of long term environmental impacts and greenhouse gas emissions from their use.** The Scottish Government is currently maintaining a moratorium on granting development consents for unconventional oil and gas development across Scotland.

4.21 The region has a legacy of sites where minerals were formerly extracted. There are a number of examples in the region where sites have undergone, are currently undergoing, or will undergo restoration or regeneration to provide homes and employment or new settlements. These include sites such as Heartlands (West Lothian), Blindwells (East Lothian) and Dunbar cement works and quarry, once operations there cease. **Where relevant, Local Development Plans will identify former mineral sites and the potential means of restoration and regeneration in accordance with the vision and spatial strategy of the Strategic Development Plan.**

4 A Place to do Business

A Low Carbon Economy

4.22 The spatial strategy reflects the need for the region to grow in a way that contributes to a low carbon economy. New development is directed to locations where the need to travel is reduced and there are good public transport links. A range of public transport infrastructure enhancements and improvements to regional walking and cycling routes will also mean there are more opportunities to choose low carbon travel.

4.23 In line with the Placemaking Principles (Table 3.1), **Local Development Plans will identify, as appropriate, opportunities to co-locate sources of high heat demand (e.g. housing) with sources of heat supply (e.g. biomass power plants) and to locate new development where passive solar heating and solar power generation can be maximised.**

Energy Generation

4.24 The site of the former Cockenzie Power Station is not currently subject to specific proposals for carbon capture and storage and thermal generation. However, the Cockenzie site, along with the former Longannet power station are retained within the Forth Energy Business Cluster, reflecting the opportunity for these sites to contribute to renewables manufacture, servicing of offshore renewables and any possible

longer-term opportunities to contribute to a Carbon Capture and Storage Network. The potential for the regeneration of Longannet and Cockenzie provides opportunities to explore more innovative approaches to delivering low carbon places, such as district heating and energy storage schemes. In addition to the Forth Coast Cluster, The Innovation and Science Cluster (page 24) includes the University of Edinburgh, Napier University and Heriot-Watt University, all at the forefront of renewable energy research.

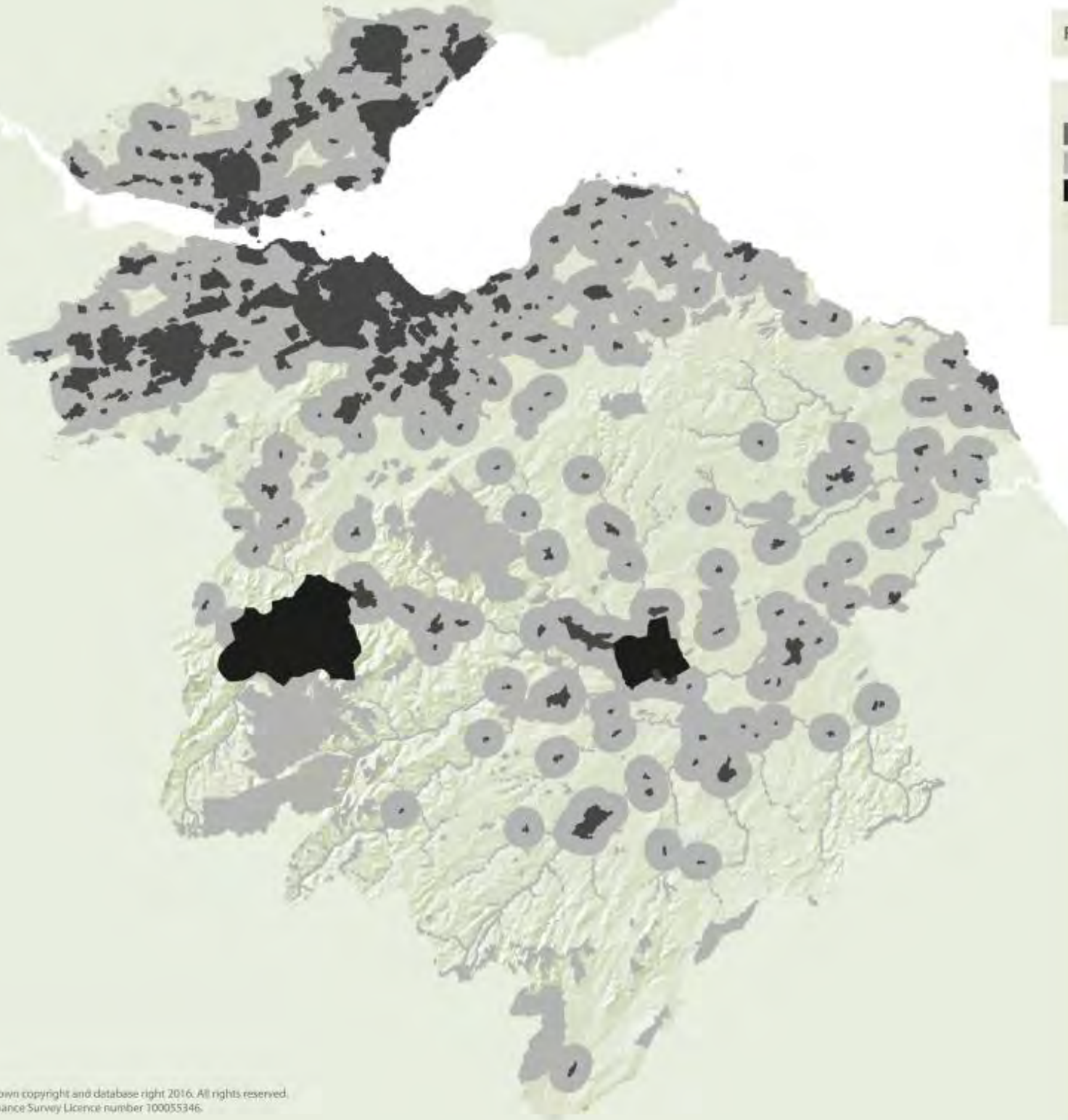
4.25 Wind farm developments in the region, particularly in the Scottish Borders and in East Lothian have already made a major contribution to Scotland's transition to a low carbon economy. There are also significant areas of peatland habitat in the Scottish Borders important for carbon sequestration. Figure 4.1 sets out a spatial framework that identifies areas with potential for wind farm development, subject to landscape capacity and detailed consideration against relevant Local Development Plan policy criteria. Included in this framework is a 2km separation zone around settlements. **Local Development Plans will apply these 2km separation zones up to a maximum of 2km from an identified settlement envelope or edge.**

4.26 SESplan will establish a Cross-Boundary Windfarm Working Group to explore the potential for a plan-led approach to identifying strategic capacity for wind farms and repowering opportunities (i.e. replace old turbines with new ones) in areas where there are likely to be cross-boundary effects. Relevant member authorities will pursue a collaborative plan-led approach to re-powering in order to minimise the impact on key cross-boundary assets.

4.27 Local Development Plans will also set out the full range of additional considerations they will apply to wind farm proposals based on the particular characteristics of each area. In doing so, they should liaise closely with neighbouring authorities to identify and establish a consistent policy approach to key strategic cross-boundary assets. These assets will include, but will not be limited to, the Pentland Hills Regional Park, the Lomond Hills Regional Park, the Lammermuir Hills and the Firth of Forth.

Figure 4.2 Onshore Wind Spatial Framework

Appendix 2



- Settlements
- Areas of significant protection *
- Areas where wind farms not acceptable
- Areas with potential for wind farm development *

* Includes carbon and peatland data from SNH consultation draft dataset 2015

* Subject to landscape capacity and other assessment

4 A Place to do Business

Zero Waste

4.28 The Scottish Government's Zero Waste Plan seeks to make the most efficient use of resources by minimising demand and maximising reuse, recycling and recovery. The principle of 'zero waste' means wasting as little as possible and recognising that waste is an economic resource that can contribute to a low carbon economy.

4.29 Local Development Plans will support proposals which encourage recycling and recovery of waste where these are in accordance with the Zero Waste Plan and take account of environmental, transport, economic and amenity factors. Opportunities for co-location with other uses which can make use of any recovered heat will be supported. The current landfill capacity in the city region is in excess of the requirements set out by the Scottish Government.



A Place for Communities

5 A Place for Communities

Increasing Housing Delivery

5.1 New housing is needed to provide homes for those already living in the region, including younger people who need a first home, families who want to move up or older people who may wish to downsize. New homes are also needed for those who want to move here, helping the economy grow so that strategic centres and town centres can continue to thrive. Access to well designed, energy efficient, affordable homes supports health and wellbeing and helps create successful places.

This plan sets out ambitious targets for housing and a generous land requirement to enable these targets to be met.

Housing Supply Targets and Housing Land Requirements

5.2 Table 5.1 sets out the number of homes (The Housing Supply Target) to be built in the SESplan Housing Market Area. This has been divided between member authorities in a way that reflects housing need and demand as well as environmental and infrastructure capacity. This

provides a Housing Supply Target, split into market and affordable, for each local authority area over the years 2018-2030.

5.3 The Housing Land Requirement (Table 5.2) sets out the generous level of housing land needed to allow the Housing Supply Targets to be met. A 10% generosity margin has been applied to the Housing Supply Targets to calculate the Housing Land Requirements. The 10% margin provides for a generous land supply whilst ensuring that the viability of allocated sites is not undermined by an over supply of land.

Figure 5.1 Distribution of SESplan Housing Supply Target

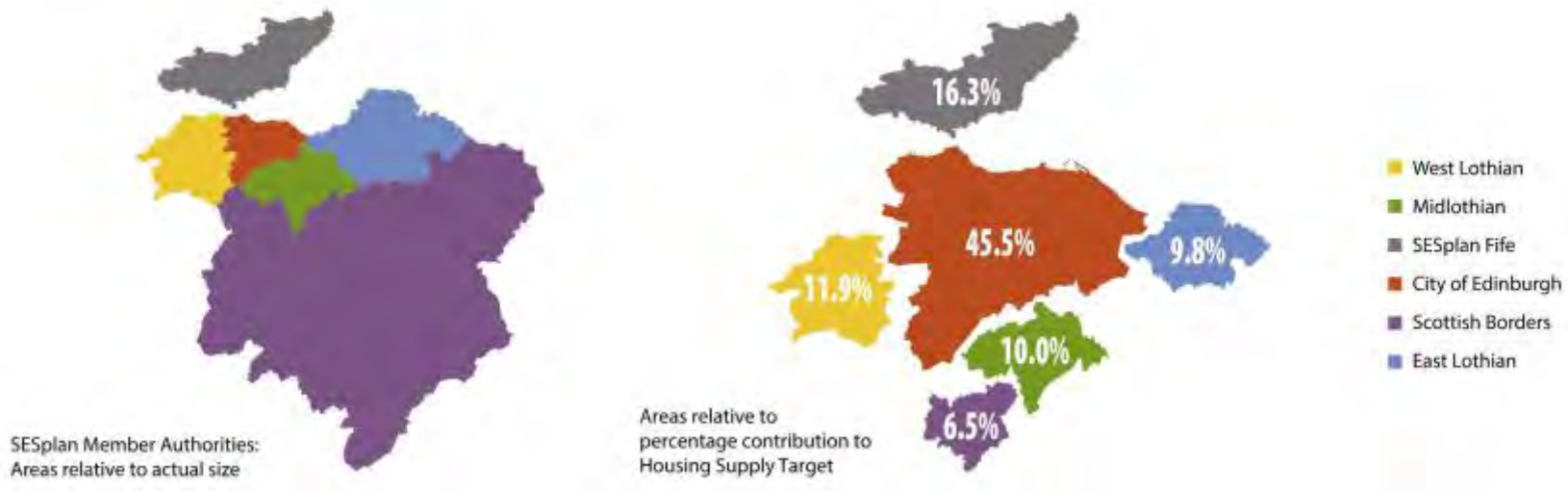


Table 5.1 Housing Supply Targets 2018-2030

Area	Number of Homes Annual Average			Number of Homes Period Total		
	Market	Affordable	Combined	Market	Affordable	Combined
City of Edinburgh	1,220	1,200	2,420	14,640	14,400	29,040
East Lothian	330	189	519	3,960	2,268	6,228
Fife ⁽³⁾	605	262	867	7,260	3,144	10,404
Midlothian	369	165	534	4,428	1,980	6,408
Scottish Borders	220	128	348	2,640	1,536	4,176
West Lothian	333	300	633	3,996	3,600	7,596
SESplan	3,077	2,244	5,321	36,924	26,928	63,852

5 A Place for Communities

Table 5.2 Housing Land Requirements 2018-2030

Area	Number of Homes Annual Average	Number of Homes Period Total
City of Edinburgh	2,662	31,944
East Lothian	571	6,851
Fife ⁽⁴⁾	954	11,444
Midlothian	587	7,049
Scottish Borders	383	4,594
West Lothian	696	8,356
SESplan	5,853	70,237

4 SESplan Fife

A Place for Communities 5

5.4 The Housing Supply Targets were informed by the 2015 SESplan Housing Need and Demand Assessment. The targets are reasonable, deliverable and supported by compelling evidence, set out in the SESplan Housing Background Paper. Evidence is drawn from economic, environmental and infrastructure analysis as well as delivery opportunities and funding. In summary:

- The majority of need and demand identified in the 2015 Housing Need and Demand Assessment is for affordable housing. Whilst the affordable targets are ambitious and set higher than 2010-2015 delivery levels, it is not possible to deliver the 4000+ affordable homes per annum suggested by the Housing Needs and Demand Assessment. Instead, the targets are a realistic estimate of what might be deliverable based on a range of factors, including potential levels of funding available to support affordable housing
- Market targets exceed the level of demand identified to help meet some of the shortfall in affordable housing need. This will be achieved through more affordable models of market housing, the role of help to buy schemes and an increased role for new build private rented housing

- A greater proportion of the region's housing need and demand is being met in the City of Edinburgh than previously. The distribution of the Housing Supply Targets supports the plan's strategy to locate housing nearer where people work, support public transport use and encourage more people to walk and cycle to work. This will help to improve air quality and reduce climate change impacts

5.5 Delivering the plan will require an ambitious affordable housing delivery programme. This is in line with SESplan member authority and Scottish Government plans to increase affordable housing delivery. **Local Development Plans will set out the proportion of affordable housing that will be sought on market sites, taking into account relevant local factors. Affordable housing will also be developed by housing associations and councils, making best use of the public estate.**

5.6 Specialist housing, including a wide range of housing with care and support, plays an important role in enabling people to live healthy lives with dignity and independence. **SESplan member authorities will ensure that Local Housing Strategies and Local Development Plans enable the types of homes that will address the needs of a growing, ageing population and the growth in the number of smaller households.**

5.7 The housing needs of gypsies and travellers is a potential cross-boundary issue. **SESplan member authorities will work together through the South East Scotland Housing Forum to update housing need information for these communities.**

5 A Place for Communities

2018-2030 Period

5.8 Local Development Plans will ensure that there is a sufficient supply of housing land to meet the Housing Land Requirements over the 10 year period from the expected date of plan adoption. Estimates indicate that there is sufficient housing land supply to meet the Housing Land Requirements for the 2018-2030 period in East Lothian, Fife, Midlothian, Scottish Borders and West Lothian. This is due to the existing land supply set out in Local Development Plans based on housing requirements in the previous Strategic Development Plan.

5.9 Estimates indicate that City of Edinburgh may have a shortfall of housing land. To meet any shortfall, the **City of Edinburgh Local Development Plan will give priority to brownfield sites in the urban area within the Green Belt's inner boundary and ensure all allocations are consistent with this Strategic Development Plan.**

5.10 For all SESplan member authorities the level of housing land to be allocated will depend on the estimates of housing land at the time of Local Development Plan preparation. This could include evidenced allowances for windfall sites and demolitions. **SESplan member authorities will also consider deallocating sites carried over from multiple plan cycles where action taken has proved ineffective in making them deliverable**

over a number of plan periods. SESplan member authorities will also consider deallocating sites where they are not required to meet plan objectives or consider changing such sites to long term growth opportunities.

5.11 A step change in the level of home building is needed for the Housing Supply Targets to be achieved. **SESplan member authorities will monitor the availability of effective housing land in relation to the SESplan Housing Market Area and by Local Authority Area. This will be monitored and updated annually through the housing land audit. They will maintain a five year effective housing land supply at all times measured against the five year housing supply targets. These are calculated by multiplying the annual average housing supply targets (Table 5.1) by five.**

5.12 Where a SESplan member authority determines there is a shortfall in the five year effective land supply, they will consider permitting proposals for additional housing supply, subject to the following criteria:

- **Development must be consistent with the spatial strategy of the development plan;**
- **The scale of the proposal and the proportion of affordable and market housing in the development must reflect the type (market or affordable) and scale of the shortfall identified;**
- **Development must demonstrate that a significant proportion of the total number of homes proposed will be completed in the next five years**
- **The scale, location and design of development must take account of the Placemaking Principles (Table 3.1);**
- **Development must align with any SESplan member authority guidance on green networks;**
- **Development must align with green belt objectives or the objectives of other designations fulfilling a similar function (Para. 3.6); and**
- **Development must demonstrate that any infrastructure required is already committed and funded, or will be delivered by the developer.**

2030-2038 Period

5.13 Indications of the scale of housing required have been provided for 2030-2038 based on the 2015 Housing Need and Demand Assessment estimates. These figures do not take into account wider factors that may influence delivery, given the difficulty of making robust assumptions about these at this time. They are higher than the Housing Supply Targets for 2018-30 and will require a further step-change in the rate of delivery of affordable housing if the full level of affordable need is to be met. Housing land allocations are likely to be required in all authorities for the 2030-2038 period to meet this need. These allocations will need to be made in Local Development Plans being prepared after the next Strategic Development Plan, in line with the spatial strategy. The next Strategic Development Plan will identify more specific locations for these to be met in line with the spatial strategy.

5 A Place for Communities

Table 5.3 Indicative Scale of Housing Required 2030-2038

Area	Number of Homes Combined Annual Average	Number of Homes Combined Period Total
City of Edinburgh	2,491	19,928
East Lothian	534	4,274
Fife ⁽⁵⁾	892	7,139
Midlothian	550	4,397
Scottish Borders	358	2,866
West Lothian	652	5,212
SESplan	5,477	43,816

Thriving Town Centres

5.14 The City of Edinburgh is the regional core of south east Scotland and provides a broad range of functions of regional and national importance. In addition, we have identified four strategic centres. These serve wide geographical areas and provide a range of functions at a sub-regional level, attracting significant footfall from beyond the settlement they serve.

5.15 The role of town centres is changing to promote a wider mix of uses which will enhance their vitality and viability. **Local Development Plans**

will support all uses in town centres that generate significant footfall such as retail and commercial leisure, offices, community, cultural facilities and opportunities for town centre living. **Local Development Plans will also encourage the development of an evening/ night-time economy in town centres.**

5.16 **Local Development Plans will identify, taking account the hierarchy of centres in Table 5.4, a network of centres including town centres, local centres and commercial centres and explain how they can complement each other. Local Development Plans will apply a Town Centre First**

policy. This means that when planning for any use that generates significant footfall, locations should be considered in the following order of preference:

- **Town Centres (including the City Centre and Strategic Centres)**
- **Edge of town centre**
- **Other commercial centres identified in the development plan; and**
- **Out of centre locations that are easily accessible by a choice of transport modes or will be made so by investment delivered by relevant development**

Table 5.4 Hierarchy of Centres

Hierarchy	Centres	Function
City Centre	Edinburgh City Centre	Diverse mix of uses including shopping, residential, leisure and evening economy, national government and cultural resources of national importance
Strategic Centres	Dunfermline, Glenrothes, Kirkcaldy and Livingston	Diverse mix of uses including shopping, residential, local governance, leisure and evening economy to support a wide geographical area
Town Centres	To be identified in Local Development Plans	Diverse mix of uses including shopping, residential, leisure and evening economy
Local Centres	To be identified in Local Development Plans	Mix of uses to support local needs
Commercial Centres	To be identified in Local Development Plans	Specific focus on retail and leisure uses

5 A Place for Communities

Enhanced Green Networks

5.17 Green infrastructure is the use of ecosystems, green spaces and water in strategic land use planning to deliver benefits for people and nature and to add value to the economy by supporting sustainable growth. Green infrastructure includes parks, open spaces, playing fields, woodlands, wetlands, floodplains, road verges, allotments and private gardens, as well as blue infrastructure such as sustainable urban drainage ponds, swales, wetlands, rivers and canals.

5.18 Green networks are connected areas of green and blue infrastructure. Well designed, multi-functional green networks are a fundamental component of successful places. They provide a range of benefits including:

- Improving quality of place to make the area more attractive to residents and investors
- Opportunities for biodiversity to flourish so that people can experience nature close to where they live
- Climate change mitigation and adaptation

- Flood management
- Opportunities to get outdoors and lead healthier lives
- Strengthening the landscape character that makes places distinctive
- Opportunities for safe and pleasant walking and cycling
- Improving vacant and derelict land
- Providing places to play and meet with friends, or take a break from work

5.19 Two Cross-Boundary Green Network Priority Areas and eight additional Green Network Priority Areas have been identified within the region. These indicate broad areas of greatest strategic importance for green network protection and enhancement and represent a significant component of the Central Scotland Green Network identified as a National Development in National Planning Framework 3.¹⁶⁾

5.20 SESplan will prepare Strategic Frameworks for the two Cross-Boundary Green Network Priority Areas and adopt these as

Supplementary Guidance to the Strategic Development Plan within one year of plan approval. SESplan member authorities will prepare non-statutory Frameworks for the other Green Network Priority Areas and incorporate the key elements of these frameworks into the relevant Local Development Plan at the first opportunity.

5.21 These frameworks will:

- **Identify and safeguard those elements of the green network that provide, or have the potential to provide, the greatest benefits for people and nature**
- **Identify strategic enhancements to green networks that will add value to existing settlements, developments for which land has already been allocated and any new allocations in subsequent Local Development Plans**
- **Provide an additional context for planning decisions**

6 Note however that the Scottish Borders Green Network Priority Area is not part of the Central Scotland Green Network National Development

Figure 5.2 Strategic Green Network Priority Areas

Appendix 2

- 1 Dunfermline North and East
- 2 Ore Valley
- 3 Kirkcaldy Gateways
- 4 Levenmouth and Coast
- 5 Linlithgow
- 6 Polkemmet and Breich Water
- 7 Edinburgh and West
- 8 Edinburgh and East
- 9 Forth Shores
- 10 Scottish Borders





A Better Connected Place

Supporting Non-Car Travel

6.1 Improved connectivity, with a better walking and cycling network and more public transport options, will make the region an easier place to do business and a better place to live. The region currently experiences significant rail and road transport pressures, particularly on approaches to and journeys around Edinburgh. The spatial strategy in this plan, underpinned by the placemaking principles, addresses the need to reduce travel and to encourage more low carbon transport choices. It supports the SEStran Regional Transport Strategy hierarchy of provision by enabling more journeys to take place by walking, cycling and by public transport. This will contribute to improved air quality, help reduce greenhouse gas emissions and have significant health benefits for our communities.

6.2 The design, density, siting, layout and mix of uses in a place determines how easy it is to move around and influences the travel choices that people make to get to and from that place. **Development should take account of the needs of people before the movement of cars. Therefore in addition to the Placemaking Principles set out in Table 3.1, new development should be designed in accordance with [Designing Streets](#) to ensure that non-car travel is an easy and convenient choice.**

6.3 Local Development Plans will ensure that large scale housing development is located where there is good access to town centres and employment locations by walking and cycling routes and by public transport. Where new infrastructure is needed to enable this access, Local Development Plans will ensure that this is delivered ahead of, or as part of, new development.

6.4 Developments should be designed so that the density, use and layout helps reduce the need to travel by car. **Developments should include clear and direct links to public transport nodes and good access to walking and cycling networks. Development close to public transport nodes and interchanges should be at higher development densities.**

6 A Better Connected Place

Walking and Cycling

6.5 Significant infrastructure improvements are needed to help support the Scottish Government's vision for walking and cycling set out in the [National Walking Strategy](#) and the [Cycling Action Plan for Scotland](#). SESplan supports the objective that by 2020, 10% of all journeys taken in Scotland will be made by bike. Figure 6.1 identifies priority strategic functional (transport) and recreational routes to help support this objective and the Action Programme sets out the specific improvements to the network.

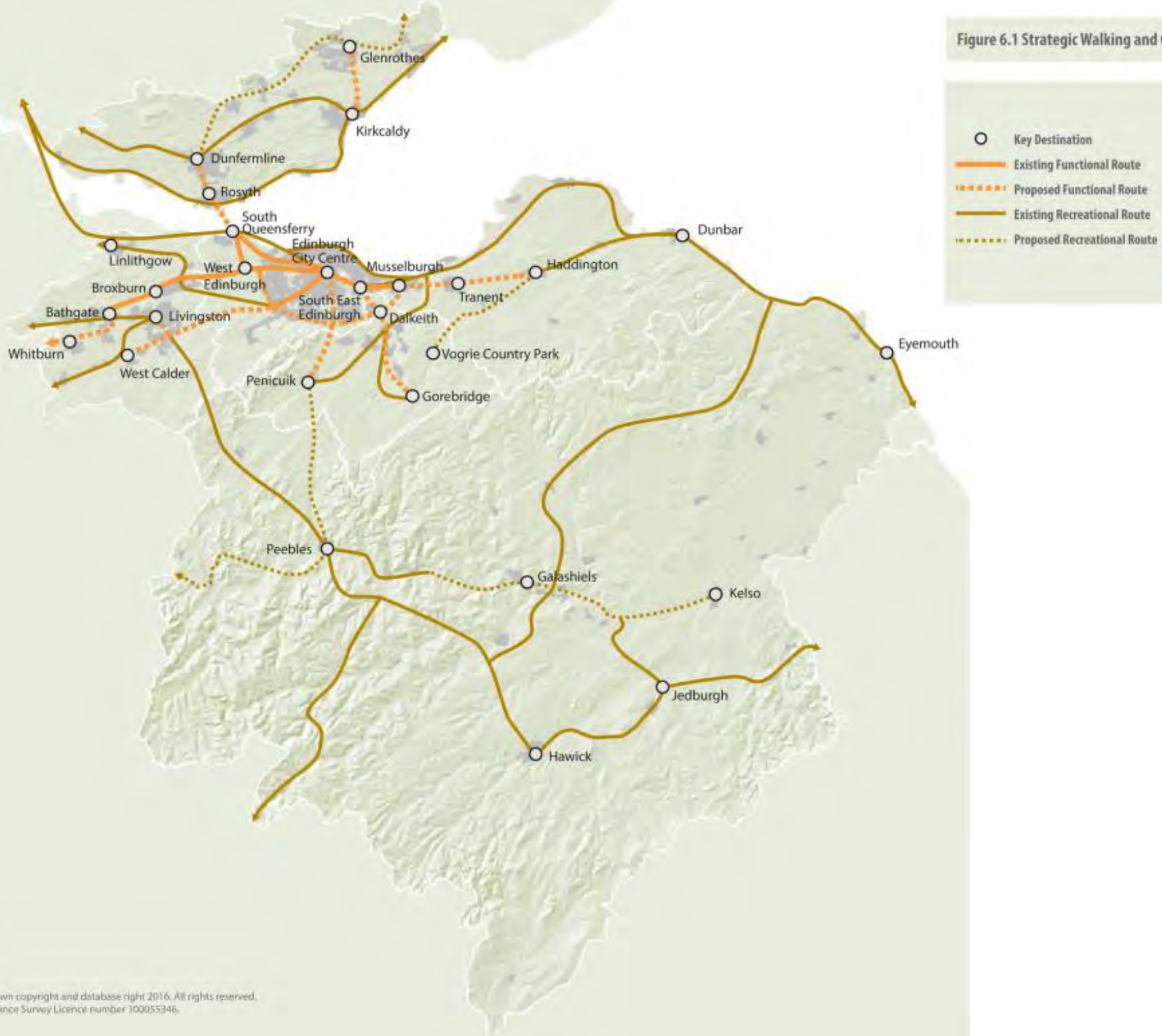
6.6 A strategic **Functional Route** is a continuous walking and cycling route providing a fast, direct route between multiple key destinations. It should be largely off road or physically separated from traffic, have a smooth surface and be appropriately lit and maintained so that it suits people of all abilities. A key purpose of these routes is to encourage more people to cycle or walk to school, work and the shops. A strategic **Recreational Route** may be indirect, can suit a range of different uses such as horse riding and may be of varying quality. Some of these will make an important contribution to the national long distance walking and cycling network, identified as a national development in National Planning Framework 3.

6.7 Figure 6.1 sets out the new routes prioritised for delivery and existing routes that require upgrading, with a focus on cross-boundary routes. These routes connect major settlements, growth areas and transport interchanges. **Local Development Plans will identify and safeguard the land needed to support the delivery of these strategic functional and recreational routes, taking into account the potential future re-use of old rail lines for rail and tram transport. Development near the routes identified in Figure 6.1 should provide good connections to them and contribute towards their delivery and upgrade where appropriate.**

6.8 In addition to strategic routes, improvements to local and more urban routes, not identified in this plan, will be essential in shifting journeys to walking and cycling. Combined, these improvements will support the development of exemplar walking and cycling friendly settlements as nodes on the regional and national network. **Local Development Plans will safeguard local routes and the route alignments needed to expand the local network. SESplan member authorities will ensure that Local Development Plan Action Programmes and walking/cycling plans set out how these local routes will be delivered.**

Figure 6.1 Strategic Walking and Cycling Routes

Appendix 2



6 A Better Connected Place

Strategic Transport Improvements

Strategic Projects

6.9 A range of transport infrastructure is needed to support the vision of this plan for a better connected place. Column A of Table 6.1 sets out strategic improvements that affect more than one SESplan member authority or are likely to have region-wide benefits. These projects will enable better movement around the region and better connections to and from other city regions in Scotland and the UK. Some of the projects in this column require further appraisal work before a commitment can be made to their delivery, but provided the need is supported by this further work, these projects are expected to come forward with the plan period.

Potential Strategic Cross-Boundary Projects

6.10 An ongoing Cross-Boundary Transport Appraisal will identify the additional cumulative and cross-boundary impacts from traffic likely to be generated from development associated with existing Local Development Plan allocations. This will be supplemented by an ongoing transport appraisal of this Strategic Development Plan. Column B of Table 6.1 sets out a potential list of projects that are currently being appraised. When the appraisals are complete, **SESplan will set out (based on a review of the projects listed in column B of Table 6.1) the specific infrastructure required to mitigate cross boundary movements in a Cross-Boundary Transport Contributions Framework and in subsequent SESplan Action Programmes. This contributions framework will be adopted as Supplementary Guidance within one year of the approval of this plan.**

Strategic Longer Term Projects

6.11 Column C of Table 6.1 sets out strategic longer term projects that may not be delivered in this plan period but are supported by SEStran and SESplan member authorities. They will improve journey times, reduce congestion, support economic growth and increase the accessibility of towns. Those marked § will require further appraisal work before a commitment can be made to their delivery.

6.12 Information on more local projects and those affecting a single authority is set out in Local Development Plans, the SEStran Regional Transport Strategy and accompanying Delivery Plan. The latter also sets out levels of commitment and funding status.

6.13 Local Development Plans will safeguard land as necessary for strategic projects, including potential strategic cross boundary projects and longer term projects. Local Development Plans will also safeguard land as necessary for local transport projects.

Figure 6.2 Strategic Transport Improvements

Appendix 2

-  Junction New/Improvement
-  Road New/Upgrade
-  Tram Extension
-  Rail Upgrade/Extension
-  A720 Improvements and Orbital Bus
-  Rail Station New/Improvement



6 A Better Connected Place

Table 6.1 Strategic Transport Improvements

A. Strategic Projects 2018-2030	B. Potential Strategic Cross-Boundary Projects	C. Strategic Longer Term Projects
Edinburgh - Glasgow Rail Improvements	A720 Improvements, including Sheriffhall Junction - Junction Upgrades, Intelligent Transport Systems and Non-Car alternatives	High Speed Rail to England ^{††}
East Coast Mainline: Ongoing and Planned Improvements*	Improvements associated with trunk road approaches to Edinburgh including Junction Upgrades and Non-Car Alternatives such as Park and Ride Schemes [†]	A1 Dualling between Dunbar and Berwick Upon Tweed ^{§*}
Edinburgh-Glasgow via Shotts Rail Line Electrification	Edinburgh Orbital Bus and Associated Park & Ride Sites*	Borders Rail Extension to Hawick and Carlisle ^{§*}
East Linton* and Reston* Rail Stations on new Edinburgh-Berwick service	Edinburgh Cross-rail Services* [†]	Dunfermline-Alloa Passenger Rail Link ^{§*}
Edinburgh Waverley Capacity Improvements	Strategic Walking and Cycling Routes	East Coast Main Line: formation of four line section of track between Blindwells and Drem, including new station and over bridge for Blindwells ^{§*} .
Levenmouth Rail Link*		New trunk road interchange on the A1(T) at Adniston ^{§*}
Strategic Walking and Cycling Routes		
A801 Improvements		
Tram extensions: York Place to Newhaven*		

A. Strategic Projects 2018-2030	B. Potential Strategic Cross-Boundary Projects	C. Strategic Longer Term Projects
City Centre to Edinburgh BioQuarter, Newcraighall and Queen Margaret University* Newhaven to Granton* Roseburn to Granton* Ingliston to Newbridge*		
A1 Junction Improvements*		
A92 Junction Improvements		
Dunfermline Northern Relief Road & Western Distributor Road		
A701 Relief Road and A702 Link		
Winchburgh Rail Station		
Winchburgh M9 Junction		
M9 J3 Upgrade		
* Not Committed † Not Mapped ‡ National Development § Further Appraisal Required		

6 A Better Connected Place

National Transport Developments

6.14 Freight by rail, road, sea and air plays an essential role in the regional economy. The most significant of these ports is Rosyth. The freight handling capacity of these ports is essential for North Sea shipping routes. **Local Development Plans will support Increased Freight Handling Capacity of Ports on the Forth and the need for associated infrastructure, safeguarding land where appropriate.**

6.15 In addition to its role as international gateway, Edinburgh Airport is a hub for wider investment and business development. Enhancement of the airport is a National Development. **SESplan member authorities will continue to work with the Edinburgh Airport operators to develop enhanced transport options for passengers using the airport, support the delivery of relevant masterplans and ensure that transport infrastructure improvements are integrated with the wider network in the region.**

Funding Transport Infrastructure

6.16 SESplan will prepare a Cross-Boundary Transport Contributions Framework to help fund some of the transport improvements needed to deliver the vision and adopt the framework as Supplementary Guidance to the plan within one year of plan adoption. The framework will focus on mitigating the most significant cumulative and cross-boundary impacts at specific 'hotspots' on the network, as identified in the relevant transport appraisals. A list of potential cross-boundary projects that may benefit from developer contributions is set out in Table 6.1 column B. **SESplan will set out (based on a review of the potential projects listed in column B of Table 6.1) the specific infrastructure required to mitigate cross-boundary movements, once the relevant transport appraisals have been completed.**

6.17 The Supplementary Guidance will set out:

- The detailed location and boundaries of the contribution zones within which the contributions may be required. These zones will be identified in and around Edinburgh and at those locations along Long -term Growth Corridors where developments are most likely to contribute to the impacts at cross boundary hot-spots;

- The link between development in each contribution zone and the proposed infrastructure improvement that will benefit from contributions generated from that zone;
- The specific infrastructure to be funded;
- The method for calculating the contributions required; and
- How, when and to whom payments should be made.

6.18 The Contributions Framework will be based on the the following principles:

- It will be informed by the outputs of the Cross-Boundary Transport Appraisal and the Strategic Development Plan Transport Appraisal;
- In principle, it will apply to housing, business, industrial retail and commercial leisure developments within contribution zones that do not have planning consent at the time of the adoption of the Supplementary Guidance. The impacts of requested contributions on the viability of these types of developments will be examined during preparation of the Supplementary Guidance;
- The Framework will complement and not duplicate existing approaches to securing transport contributions from developers

- The Framework will complement and not duplicate other potential funding mechanisms such as the City Region Deal;
- A set of standard charges will be applied to each contribution zone;
- Charges will be in proportion to the scale and impact of development;
- The level of the standard charges will be considered in light of the potential impacts on development viability; and
- It will comply with the tests that apply to planning obligations.

6.19 These projects will not mitigate all impacts on the strategic transport network. **SESplan member authorities will therefore continue to seek contributions towards the non-cross boundary transport infrastructure needed to mitigate impacts on local networks and infrastructure required to connect development sites with the transport network. Local Development Plans will be accompanied by transport appraisals in accordance with Scottish Government guidance.**



Glossary

Glossary

Term	Description
Action Programme	Accompanies the Strategic Development Plan and identifies the how when and by who of delivery of the plan.
Affordable Housing	Housing of reasonable quality that is affordable to people on modest incomes.
Allocation	Land identified in a local development plan for a particular use.
Area of Coordinated Action	Locations identified in National Planning Framework 3 that would benefit from co-ordinated action and masterplanning to deliver low carbon infrastructure.
Areas of Medium to High Flood Risk	Areas where the annual probability of coastal or watercourse flooding is greater than 0.5% (1:200 years).
Areas of Significant Protection (Wind farms)	Areas where wind farms may be appropriate in some circumstances, but where further consideration will be needed to demonstrate that any significant effects on the qualities of these areas can be substantially overcome by siting, design or other mitigation.
Assisted Area Status	Areas with Assisted Area Status are places where government can offer additional financial support to businesses under European Commission state aid rules.
Brownfield Land	Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused building and developed land within the settlement boundary where further intensification of use is considered acceptable.
City Region Deal	Funding mechanism in which contributions and risks are shared between councils and central government and across sectors, based on the improved performance of the regional economy.
Climate Change Adaptation	The adjustment in economic, social or natural systems in response to actual or expected climate change.

Glossary

Term	Description
Commercial Centre	Examples include out-of-centre shopping centres, commercial leisure developments, factory outlet centres, retail parks or clusters of larger mixed retail units and leisure units.
Cross-Boundary Green Networks	Areas where Green Network Priority Areas cross local authority boundaries and require a coordinated approach to deliver enhancements.
Development Plan	A document setting out how places should change and what they could be like in the future. It stipulates what type of development should take place and where should not be developed. The Development Plan for each of the local authority areas within this city region comprises the relevant Local Development Plan and the Strategic Development Plan (supported by relevant supplementary guidance).
Effective Land Supply	The part of the established housing land supply which is free or expected to be free of development constraints in the period under consideration.
Established Land Supply	The total housing land supply including the effective housing land supply plus remaining capacity for sites under construction, sites with planning consent, sites in adopted local development plans and where appropriate other buildings and land with agreed potential for housing development.
Green Belt	Area of countryside around cities or towns which aims to prevent urban sprawl and inappropriate development.
Green Infrastructure	Green infrastructure is the use of ecosystems, green spaces and water in strategic land use planning to deliver benefits for people and nature and to add value to the economy by supporting sustainable growth. Green infrastructure includes parks, open spaces, playing fields, woodlands, wetlands, floodplains, road verges, allotments and private gardens, as well as blue infrastructure such as sustainable urban drainage ponds, swales, wetlands, rivers and canals.
Green Network	Green networks are connected areas of green and blue infrastructure.
Green Network Priority Areas	Areas of greatest strategic importance for green network protection and enhancement.

Appendix 2

Glossary

Term	Description
Greenfield Land	Land in a settlement or rural area which has never been developed, or where traces of any previous development are now such that the land appears undeveloped.
Heat Mapping	Mapping showing heat demand and supply of heat used for buildings.
High Speed Rail	Type of rail transport that operates significantly faster than normal trains, typically over 125mph in the UK.
Housing Market Area	Geographical space in which people will search for housing and within which they are willing to move while maintaining existing economic and social relationships.
Housing Need and Demand Assessment (HNDA)	The evidence used as a basis for identifying future housing requirements to ensure suitable land is allocated through development plans.
Infrastructure	Public transport, roads, sewerage, water supply, schools, gas, electricity, telecommunications etc. which are needed to allow developments to take place.
Moratorium	The delay or suspension of an activity or law.
Natura site	Internationally important nature conservation sites designated under the Habitats and Birds Directives.
Place Standard	The Place Standard tool is an online resource providing a simple evaluation framework for evaluating places. It enables people to think about and discuss the physical and social elements of a place in a structured way.
Significant Business Cluster	Broad areas where similar or complementary uses operate.
Spin-outs	Businesses attempting to take ideas and inventions to market.
Supplementary Guidance	Guidance that can be adopted and issued by a strategic development planning authority in connection with a Strategic Development Plan, or by a planning authority in connection with a Local Development Plan. On adoption, any such guidance will form part of the development plan.

Glossary

Term	Description
Thermal Generation	Steam driven power supply.
Windfall	A site which becomes available for development during the plan period which was not anticipated to be available when the plan was being prepared.
World Heritage Site	A site designated by the United Nations Educational, Scientific and Cultural Organization (UNESCO) that are of outstanding universal value to humanity and have been inscribed on the World Heritage List to be protected for future generations to appreciate and enjoy.

Appendix 2

Supplementary Guidance

Supplementary Guidance	Timescale
Cross-Boundary Transport Contributions Framework	To be adopted within 1 year of approval of Strategic Development Plan
Edinburgh and West Cross-Boundary Green Network Framework	To be adopted within 1 year of approval of Strategic Development Plan
Edinburgh and East Cross-Boundary Green Network Framework	To be adopted within 1 year of approval of Strategic Development Plan

Photographs



Photographs: 1. Queensferry Crossing Construction (Courtesy of Transport Scotland); 2. Central Scotland Green Network, Fife; 3. Quatermile, Edinburgh; 4. King's Park, Midlothian; 5. A90 Cycle Path (Courtesy of Sustrans); 6. Tram St Andrew Street, Edinburgh.

SESplan

The Strategic Development Planning Authority
for Edinburgh and South East Scotland





Action Programme

September 2016



STRATEGIC DEVELOPMENT PLAN ACTION PROGRAMME – 2016 UPDATE

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INTRODUCTION

Purpose

The purpose of this Action Programme is to set out the key strategic actions needed to deliver the vision of the Strategic Development Plan for South-east Scotland. The SESplan Strategic Development Plan covers the City of Edinburgh, East Lothian, West Lothian, Midlothian, the Scottish Borders, and South Fife. Section 21 of the Planning etc. (Scotland) Act 2006 requires the Strategic Development Planning Authority (SDPA) to prepare an Action Programme that sets out how the authority expects to implement the Plan.

Outcomes

The SESplan vision will be achieved by:

- Providing direction to local development plans – Local Development Plans in the city region have to be consistent with the Strategic Development Plan.
- Providing a context for decisions on planning applications – all planning applications have to be made in accordance with the development plan unless material considerations indicate otherwise
- Influencing investment plans and other strategic plans and strategies affecting the region.
- Identifying some specific actions that require the input and coordination of more than one local planning authority to deliver.

The delivery of this plan and the Local Development Plans that it seeks to direct, raises a number of issues that could be considered strategic. For example, many of the larger housing sites allocated in LDPs will not be able to be delivered without a substantial investment in new education provision. However, most of the actions to deliver the housing and infrastructure needed are already set out in the action programmes related to each of the local development plans in the city region.

This updated Action Programme will therefore focus on:

- Actions to deliver cross-boundary infrastructure and infrastructure of regional importance
- Action to help deliver national developments
- Actions that require the input and coordination of more than one local planning authority to deliver

Development of the Action Programme

This Action Programme has been developed in consultation with the member authorities, The Scottish Government, Key Agencies and other public and private stakeholders. Many of the funding commitments in the plan will be dependent on future Government spending reviews and public and private sector finance. The City Region Deal proposal, currently the subject of negotiation with Scottish and UK Government, is also likely to have a key role to play in delivering SESplan's vision.

How will it be used?

Organisations identified as having a Lead Role in carrying out an action will:

- Co-ordinate the planning, delivery and monitoring of the action
- Provide updates to SESplan on progress and funding where requested
- Advise SESplan on changes needed to the Action Programme related to that action
- Seek to ensure, in collaboration with others, that all relevant plans or strategies, (including investment strategies) support the delivery of the action

Organisations identified as having a Partnership Role in carrying out an action will:

- Provide the Lead Partner(s) with information on request
- Work closely with the lead partner to help plan, deliver and monitor the action
- Seek to ensure, in collaboration with others, that all relevant plans or strategies, (including investment strategies) support the delivery of the action

Monitoring and review

This Action Programme will be republished at least every two years. The existing Action Programme, approved in September 2015, was prepared in the context of SDP1 and therefore this new Action Programme has been prepared to set out the actions specifically required for SDP2. In practice, the Action Programme will be used by SESplan and its partners as a 'live' high level project management tool, updating and publishing more frequently if significant changes are required.

TABLES

Table 1. Actions Completed Since September 2015 [to be completed before publication]

Action	Progress

Table 2. Column headings/ Legend for Action Table

Delivery Action	Number [to be completed before publication] , title and description of individual actions <i>Italic:</i> Action associated with National Development <u>Underlined:</u> Actions that SESplan will play a leading role in coordination and delivery
Timing	Date range within which action likely to be implemented
Lead/ Partners	Lead partner highlighted in bold text
Cost/Funding	Indication of the cost of carrying out the action, the status and breakdown of funding and list of funding sources, where known. Not applicable (n/a) is used where actions can be implemented within current work programmes without significant additional funding required. To be confirmed (t.b.c.) is used where funding information will be sought prior to the next Action Programme update. Unknown is used where further studies will be required to produce cost estimates and these are not likely to be completed before the next Action Programme update.
Progress	Provides one of the following status updates Underway/ Under construction – the action is in the process of being implemented Policy Support – the action has support in plans and programmes other than the SDP Proposed – the action is proposed but has no formal commitment

Table 3. Action Table

The action table is structured around the three Delivery Themes in SESplan 2. A Place to Do Business (Grey), A Place for Communities (Red) and a Better Connected Place (Yellow).

	Delivery Action	Timing	Lead (Bold) /Partners	Cost/Funding	Progress
	A Place to Do Business				
1.	<p>City Region Deal</p> <p>Example proposals include a regional network of incubator facilities; regional collaboration to expand overseas trade; invest to protect and enhance the world famous culture and leisure assets in the region including the Edinburgh Festivals; developing advanced digital technology to support business and culture; developing a clear and integrated regional infrastructure strategy with all public sector partners; developing an integrated regional skills programme to increase opportunities for learning and development for everyone.</p>	2016-2030	<p>City Deal Partnership, East Lothian Council, West Lothian Council, Scottish Borders Council, Midlothian Council, Fife Council, Universities, Colleges, private sector, third sector, UK Government, Scottish Government and agencies. A wide range of other public and private stakeholders and partners will be involved in delivery.</p>	<p>Ambition is to secure £2bn of funding. Estimated that an additional £3bn worth of private sector investment could be leveraged if the bid is successful.</p>	<p>Proposed</p> <p>Announcement that negotiations on a City Region deal will be commenced for South East Scotland City Region made in 2016 UK Budget.</p> <p>N.B. the City Region deal area also likely to include St Andrews and North-East Fife</p>
2.	<p>Edinburgh Airport Improvements: Deliver enhanced facilities at Edinburgh Airport and supporting improvements in surface transport and other infrastructure as identified in NPF3, SESplan SDP and City of Edinburgh LDP.</p>	2016-2030	<p>Transport Scotland, Network Rail, Global Infrastructure Partners,</p>	<p>Costs of some interventions still t.b.c.</p>	<p>Underway</p> <p>2016 – Winter – Edinburgh Gateway Rail Station to open. Works progressing on schedule</p>

			<p>Edinburgh International Development Partnership , Edinburgh International Business Gateway Landowners, City of Edinburgh Council</p>		<p>2016 – 2011 Airport Masterplan to be updated by Global Infrastructure Partners.</p> <p>2017 – Edinburgh International Gateway – First phase plans for the £700m mixed use urban extension at Edinburgh International Business Gateway have been submitted by a consortium comprised of Murray Estates, New Ingliston, Frogmore and Salmon Harvester.</p> <p>International Business Gateway is supported by the Edinburgh tram running through the heart of the site.</p>
3.	<p>Enhanced High Voltage Energy Transmission Network Needed to facilitate renewable electricity development and its export.</p>	2016-2020	<p>Scottish Power Energy Networks</p>	t.b.c.	<p>Underway Scottish Power operate the transmission network in the SESplan area.</p>
3A.	<p>Carbon Capture and Storage Network and Thermal Generation Explore options for a wider range of opportunities at Longannet and Cockenzie</p>	2016-2020	<p>Scottish Power, Scottish Government, Fife Council, East Lothian Council</p>	t.b.c	<p>Proposed East Lothian Council will prepare supplementary guidance for former Cockenzie site subject to review of National Planning Framework. Fife Council are leading on Longannet taskforce.</p>
4.	<p>Cross-boundary Windfarm Working Group A working group will be established to explore the potential for a plan-led approach to identifying strategic capacity for wind farms and re-powering opportunities (i.e. replacing old turbines with new</p>	2016-2020	<p>SESplan, East Lothian Council, Scottish Borders Council, Midlothian Council, West</p>	n/a	<p>Proposed Scottish Natural Heritage has published guidance on Decommissioning and Restoration Plans for</p>

	ones) in areas where there are likely to be cross-boundary effects. The geographic scope of this group to be decided by the working group		Lothian Council, Scottish Natural Heritage, Scottish Environmental Protection Agency		wind farms which is relevant to issues related to repowering
5.	Additional Freight Handling Capacity on the Forth (Rosyth) Create multimodal container terminal facilities with deep water access and improved supporting port, road and rail infrastructure.	2016-2030	Fife Council, Scottish Environmental Protection Agency, Babcock, Forth Ports, Scottish Government	t.b.c.	Underway Work in connection with the Marine Licence application, including the preparation of an updated Environmental Impact Assessment (EIA), is progressing
6.	Minerals– Aggregate Resources Review. Establish a Minerals Working Group to review the aggregate resources of the city region (based on either Scottish Government minerals survey data or locally sourced information) to ensure there is a sufficient aggregates land bank of permitted reserves for construction aggregates of at least 10 years.	2016-2018	SESplan member authorities	n/a	Proposed
Better Connected Place					
7.	Complete Cross Boundary Transport Appraisal Appraisal identifying cumulative and cross boundary impacts of development on strategic transport network. Models impact of development associated with SDP1 and emerging LDPs. Will identify measures and interventions that could be developed to mitigate impacts of development.	2016	Transport Scotland, SESplan member authorities, City of Edinburgh Council, Fife Council, Midlothian Council, East Lothian Council, West Lothian Council, Scottish Borders Council	c. £140K Funded by Scottish Government	Underway Appraisal work underway. Reports due Autumn 2016
8.	Complete Strategic Development Plan Transport	2016	SESplan, Transport	c. £14K	Underway

	<p>Appraisal (SDP2 Transport Appraisal) Appraisal identifying additional impacts of development as a result of additional development required by SDP2 Housing Supply Targets</p>		<p>Scotland, City of Edinburgh Council, Fife Council, Midlothian Council, East Lothian Council, West Lothian Council, Scottish Borders Council</p>	<p>Funded by SESplan member authorities</p>	<p>Appraisal of impacts as a result of additional development required in City of Edinburgh is complete. Further appraisal work required when Cross Boundary Appraisal is complete.</p>
<p>9.</p>	<p><u>Cross-boundary Transport Contributions Framework</u></p> <p>Produce supplementary guidance "Cross Boundary Transport Contributions Framework" that will set out a framework for requesting contributions towards infrastructure to mitigate the cumulative and cross boundary impacts of additional traffic generated from new developments. Guidance will set out:</p> <ul style="list-style-type: none"> • The detailed location and boundaries of the contribution zones within which the contributions will be required. These zones will be identified at locations within the Growth Corridors and the City Region Core where developments are most likely to contribute to traffic hot-spots • The specific infrastructure to be funded • The method for calculating the contributions required • How, when and to whom payments should be made 	<p>2016-2019</p>	<p>SESplan, Transport Scotland, City of Edinburgh Council, Fife Council, Midlothian Council, East Lothian Council, West Lothian Council</p>	<p>t.b.c</p>	<p>Proposed Framework to be developed following completion of Cross Boundary Transport Appraisal.</p>

10.	Edinburgh/Glasgow rail improvements: <ul style="list-style-type: none"> • Electrification of Edinburgh/Glasgow Queens Street line • Increase in capacity and reduction in journey times of trains between Edinburgh and Glasgow Queen Street: and • Further improvements will be set out in stage 2 	2016-2019	Network Rail, Transport Scotland, Abellio Scotrail	1 st stage Funded	Under construction Completion expected in 2019. Stage 2, to be developed in 2020's, may include Dalmeny Chord allowing Edinburgh-Glasgow trains to stop at Edinburgh Gateway Station.
11.	East Coast Mainline Improvements Ongoing improvements to the East Coast Mainline and potential future improvements. Linked to capacity and platform improvements works at Edinburgh Waverley station.	2016-2030	Network Rail, Transport Scotland	t.b.c.	Underway Potential initial list of suggest improvements set out in Network Rail Scotland Route Study .
11A.	Four line section of track between Blindwells and Drem Capacity improvements and allows for new station to serve Blindwells development (see action 36)	2024-2030	Network Rail, Transport Scotland East Lothian Council	t.b.c	Proposed No commitment and further appraisal required
12.	Edinburgh-Glasgow via Shotts Line Electrification Electrification of 75 km of the Shotts Line between Holytown and Midcalder junctions. Will allow for faster services, including potential Edinburgh-Livingston-Glasgow Central express service	2016-2019	Network Rail, Transport Scotland, Abellio Scotrail	Funded	Underway Preparation work underway.
13.	Winchburgh Rail Station New station to support ongoing development in the Winchburgh Core Development Area.	2016-2019	Network Rail, Transport Scotland, SEStran, Abellio Scotrail, West Lothian Council.	Developer funded	Underway Design work on new stations is underway. New service and stops are included as part of recent Franchise award. Timetable details to be confirmed.
14.	Winchburgh M9 Junction New Junction on M9 supporting ongoing development in the Winchburgh Core Development Area.	2024-2030	Transport Scotland, West Lothian Council [lead t.b.c]	Developer funded	Policy support
15.	M9 Junction 3 Upgrade	2018-	Transport Scotland,	Developer funded	Policy support

	Development of Westbound slips on Junction East of Linlithgow.	2030	West Lothian Council [lead t.b.c]		
16.	East Linton and Reston Rail Stations New stations on East Coast Mainline supported by a new two-hourly service between Edinburgh and Berwick.	2018-2030	Network Rail, Transport Scotland, Abellio Scotrail, SEStran, East Lothian Council, Scottish Borders Council	Funding for design work by East Lothian Council and Scottish Borders Council	Underway Initial design work on new stations has been completed. New services and stations are included as priced options in the recent franchise.
17.	Levenmouth Rail Link Re-open rail line and new stations at Leven and Cameron Bridge for a passenger service.	2018-2030	Fife Council, Transport Scotland, Network Rail, SEStran, Abellio Scotrail	t.b.c	Policy support Fife Council has approved the findings and recommendations of the Levenmouth Scottish Transport Appraisal Guidance. This has been submitted to Transport Scotland for their consideration and approval of the recommendations. Following this Fife Council will engage with Network Rail to undertake the GRIP process.
18.	Edinburgh Cross-rail Services New cross-Edinburgh services and suburban rail capacity enhancements	2018-2030	Network Rail, Abellio Scotrail, SEStran	Unknown	Policy support Supported by SEStran. Fife - Edinburgh - Borders Rail services have been introduced.
19.	Dunfermline Northern Relief Road and Western Distributor Road Road improvements required to deliver planned housing and employment growth in Dunfermline	2016-2030	Fife Council	Funding to be secured through planning permission and legal agreements.	Policy support Policy support in FIFEplan
20.	Newbridge Junction Upgrade: Public transport improvements, incl. Edinburgh bound bus lane to roundabout. Safeguards included in emerging Edinburgh LDP	2016-2030	Transport Scotland, South East Scotland Transport, City of Edinburgh Council,	t.b.c	Underway A joint study looking at options for improving public transport services through junction has been

			West Lothian Council		completed, and new computerised junction control in place. New bus lanes on the A89 and A8 is also supported but no funding identified.
21.	<p>Improvements on trunk road approaches to Edinburgh including Junction Upgrades and Non-Car Alternatives</p> <p>This may include upgrades to junctions on the M9, M8, M90, A1, A71, A68, A89 and A8 and could include upgrades to strategic cycle routes as non-car alternatives.</p>	2018-2030	SEStran, Transport Scotland, SESplan Member Authorities	Unknown	<p>Proposed</p> <p>List of improvements will be generated based on evidence from the Cross Boundary Transport Appraisal and the Transport Appraisal of the Strategic Development Plan</p>
22.	<p>Park and Ride Sites:</p> <ul style="list-style-type: none"> • Extensions - Ingliston, Hermiston and Sheriffhall sites • Potential new sites - Gilmerton Road (City of Edinburgh Council area); Lasswade Road (City of Edinburgh Council area); North A68/A720 junction (Midlothian area); Lothianburn A702/A720; Rosyth; Broxburn; Heartlands (Whitburn); Winchburgh (new M9 Junction) Linlithgow (coach park and ride); Winchburgh rail station; Tranent & Blindwells to link with public transport options, including orbital bus routes • Park and Rail at proposed Halbeath Rail Halt 	2016-2030	SEStran, City of Edinburgh Council, Fife Council, West Lothian Council, Midlothian Council, Network Rail, Transport Scotland	t.b.c Various levels of commitment. Some funding will be raised through developer contributions.	<p>[progress on individual sites to be confirmed prior to publication]</p> <p>Land secured for Hermiston Extension. Rosyth Park and Ride has planning consent. Heartlands Park and Ride has planning consent.</p>
23.	<p>A701 and A702 improvements</p> <p>Relief road for A701 with link to A702</p>	2018-2030	Midlothian Council	t.b.c	Policy support
24.	<p>A801 Improvements</p> <p>Carriageway improvements and new viaduct to improve links between Grangemouth and the M8</p>	2018-2030	West Lothian Council, Falkirk Council	t.b.c To be funded by development	Policy support
25.	<p>A92 Junction Improvements</p> <p>Improvements to roundabouts on A92 around</p>	2018-2030	Fife Council	t.b.c To be funded by	Policy support Further appraisals required.

	Kirkcaldy and Glenrothes. Includes works to Redhouse Roundabout			development	
26.	West Edinburgh infrastructure improvements: Upgrade of A8 dumbbells (two roundabouts linked by a bridge or underpass) and Eastfield Rd, Gogar link road (through International Business Gateway site connecting airport to Gogar roundabout), upgraded junctions, International Business Gateway tram halt and bus priority measures.	2016-2030	Edinburgh International Development Partnership comprising Scottish Government, Scottish Enterprise, Transport Scotland, City of Edinburgh Council, Edinburgh Airport, RHASS, private landowners	In excess of £56m	Policy support Policy support in Rural West Edinburgh Local Plan and Proposed LDP. Application for International Business Gateway phase 1 submitted with transport study.
27.	A1 Junction Improvements: Improvements to junctions on A1(T) in East Lothian to accommodate development in East Lothian LDP. Does not cover Old Craighall which will be assessed under Cross-Boundary Transport Appraisal.	2018-2030	Transport Scotland, East Lothian Council, Developers. [Lead t.b.c prior to publication]	Unknown	Proposed More detail will be set out in East Lothian LDP Transport Appraisal.
27A	New A1(T) Junction at Adniston The potential for a new trunk road interchange on the A1(T) at Adniston to facilitate further development in the area including the potential for an eastern by-pass of Tranent, will be investigated.	2024-2030	Transport Scotland, East Lothian Council, Developers	Unknown	Proposed Further investigation appraisal work is required.
28.	A720 Improvements Potential junction improvements and non-car alternatives that will be required to mitigate impact of development on movement along radial	2018-2030	Transport Scotland, City of Edinburgh Council, East Lothian, Midlothian	Unknown	Proposed No committed interventions yet. Cross Boundary Transport Appraisal to inform prioritisation process.

	routes to, and orbital routes around Edinburgh.		Council		
29.	Edinburgh Orbital Bus and Associated Park and Ride Part dedicated bus route supporting orbital movement around Edinburgh with supporting park & ride infrastructure.	2018-2030	SEStran, City of Edinburgh Council, Midlothian Council, East Lothian Council, Transport Scotland	Unknown	Proposed Supported by SEStran led appraisal complete but no commitment or funding. Policy support in SDP and RTS.
30.	Strategic Walking and Cycling Routes: Functional Routes				
30a.	Glenrothes - Kirkcaldy Connects major towns with strategic centres.	2018-2030	Fife Council, SEStran, Sustrans, SNH	Unknown	Proposed
30b.	Dunfermline - Edinburgh Would connect settlement, expansion areas and employment centres along the A90 corridor which suffers from significant congestion. Good quality off-road route exists between Edinburgh and southern Bridgehead but there is no quality provision between Dunfermline and Rosyth.	2018-2030	Fife Council, City of Edinburgh Council SEStran, Sustrans, SNH	Unknown	Proposed No current commitment to undertake work between Dunfermline and Rosyth
30c.	A89/A8 Would connect settlement, expansion areas and employment centres along A8/A89 corridor which suffers from significant congestion. Off-road route exists between Bathgate and Broxburn along A89. Some sections in City of Edinburgh area are narrow, poorly surfaced and need upgrading.	2016-2030	City of Edinburgh Council, West Lothian Council, SEStran, Sustrans, SNH	t.b.c.	Underway Route safeguarded from Harthill to Bathgate. Works underway at Gogar interchange as part of Edinburgh Gateway Station works, forming a hub and providing additional safe crossing point of A8. Upgrade of surface and width along A8 commenced 2015/16, further work planned for 2017/18.
30d.	A71 Separated Route Current proposal for high quality separated new route along the route of the A71 from West Calder to Edinburgh. Would provide a safe route along	2016-2030	City of Edinburgh Council, West Lothian Council, SEStran, Sustrans,	t.b.c.	Underway West Lothian Council have appointed AECOM to undertake route study. City of Edinburgh

	this busy road corridor.		Transport Scotland, SNH		examining potential of enhancements along Calder Road.
30e.	Edinburgh - Penicuik Connects existing settlements, growth areas, Straiton Commercial Centre and Science and Knowledge Cluster along commuter heavy A701 corridor	2018-2030	Midlothian Council, City of Edinburgh Council, SEStran, Sustrans, Transport Scotland. SNH	t.b.c.	Proposed Support for different parts of route connecting settlements along A701 in Midlothian LDP.
30f.	Edinburgh - Gorebridge New route from Gorebridge to Dalkeith via Newtongrange, Mayfield and Easthouses, with a safe crossing at Sheriffhall and on to Edinburgh. Potentially including A7 urbanisation work. Connects settlements, major growth areas and major employment locations.	2018-2030	Midlothian Council, City of Edinburgh Council, SEStran, Sustrans, Transport Scotland, SNH	t.b.c.	Policy support Support for different parts of routes connecting settlements along A701 in Midlothian LDP.
30g.	A1/A199 Spinal through the centre of East Lothian broadly following the A1 corridor and the route of the A199. Links existing settlements employment sites and housing growth areas (including Queen Margaret University, Wallyford and Blindwells).	2016-2030	East Lothian Council, City of Edinburgh Council, SEStran, Sustrans, Transport Scotland, SNH	t.b.c.	Underway East Lothian Council have appointed Ironside Farrar to undertake route study
30h.	Edinburgh Orbital Route Proposed route following the Edinburgh bypass (A720). Sections would include route along former railway path between Straiton and Shawfair. Proposed linking with Gyle and A90 at Barnton. Could be developed as part of Orbital Bus proposal.	2018-2030	City of Edinburgh Council, East Lothian Council, Midlothian Council, SEStran, Sustrans, Transport Scotland, SNH	t.b.c.	Proposed No detail appraisal work undertaken at this stage. Sustrans plan to construct Straiton to Shawfair path within the next 2 years.
31.	Strategic Walking and Cycling Route Recreational Routes				
31a.	Pilgrims Way – Culross & North Queensferry to St Andrews	2016-2030	SESplan Member Authorities, Sustrans, SEStran, SNH	Unknown	[progress on individual sites to be confirmed prior to publication]
31b.	John Buchan Way Extension to Clyde Walkway	2016-	SESplan Member	Unknown	[progress on individual sites to be

		2030	Authorities, Sustrans, SEStran, SNH		confirmed prior to publication]
31c.	Tweed Cycleway Peebles to Kelso	2016-2030	SESplan Member Authorities, Sustrans, SEStran, SNH	Unknown	Innerleithen to Walkerburn completion due in 2019
31d.	River Tyne Walkway Extension from Haddington to Vogrie Country Park	2016-2030	SESplan Member Authorities, Sustrans, SEStran, SNH	Unknown	[progress on individual sites to be confirmed prior to publication]
32.	High Speed Rail Linking Edinburgh and Glasgow city centres with London and offering good connections to the rest of the rail network.	2016-2038	Scottish Government	Unknown	Policy support National policy support. An extended a joint study between Transport Scotland, the Department for Transport and HS2 Ltd, into bringing HS2 further and faster into Scotland is expected to report in 2016.
33.	A1 Dualling between Dunbar and Berwick Upon Tweed Proposal to complete dualling of the A1 within Scotland creating a better connection along East Coast.	2018-2038	Scottish Government	t.b.c.	Policy support Local policy support but no current support or commitment from Scottish Government. Further appraisal work required. Department of Transport is committed to the important work on the A1 between Newcastle and the Border dualling 13 miles of the single carriageway in Northumberland.
34.	Borders Railway Extensions to Hawick and Carlisle	2018-2038	Transport Scotland, Scottish Borders Council, Abellio	Unknown	Policy support All partners are committed to scoping potential further feasibility

			Scotrail, Network Rail, SEStran, Carlisle City Council and Dumfries & Galloway Council		work in relation to extending the Borders Railway line towards Hawick and Carlisle, including turning options at and beyond Tweedbank. It is envisaged that pre-feasibility work in relation to extending the Borders Railway will be initiated in 2016.
35.	Dunfermline-Alloa Passenger Rail Link Create sustainable connection between Alloa and Dunfermline using existing track.	2018-2038	Transport Scotland, Fife Council, Clackmannanshire Council	Unknown	Policy support Local policy support but no current support or commitment from Scottish Government.
36	Blindwells Rail Station New rail station to support sustainable development of new settlement.	2018-2038	Transport Scotland, Network Rail, East Lothian Council	Unknown	Policy support Policy support in emerging East Lothian LDP but no current support or commitment from Scottish Government.
37.	Edinburgh Tram Extensions				
37a.	St Andrew Square to Newhaven - Needed to support significant scale of development at Leith and Waterfront	2016-2030	City of Edinburgh Council	No funding in place. Developers along tram routes would be expected to contribute.	Policy support Council has approved in principle and period of site investigation and procurement underway over next year. Firm commitment still to be confirmed.
37b.	Newhaven to Granton - Needed to support significant scale of development at Waterfront	2018-2030	City of Edinburgh Council	No funding in place. Developers along tram routes would be expected to contribute.	Policy support Rights to start construction extend to March 2021. City of Edinburgh Council approved a report in March agreeing to compulsory purchase the land before the rights expire. Other routes have policy support only.
37c.	Ingliston Park & Ride to Newbridge	2018-2030	City of Edinburgh Council	No funding in place. Developers along tram routes would	

				be expected to contribute.	
37d.	City Centre to Edinburgh BioQuarter, Newcraighall and Queen Margaret University	2018-2030	City of Edinburgh Council	No funding in place. Developers along tram routes would be expected to contribute.	Policy support
37e.	Roseburn to Granton	2018-2030	City of Edinburgh Council	No funding in place. Developers along tram routes would be expected to contribute.	Policy support
Place for Communities					
37.	<u>Supplementary Guidance for Cross-boundary Green Networks 1. Edinburgh & East</u>	2016-2019	SESPlan, Scottish Natural Heritage, City of Edinburgh Council, Midlothian Council, East Lothian Council, Forestry Commission Scotland, Scottish Environmental Protection Agency, Lothian and Fife Green Network Partnership, Sustrans	t.b.c.	Proposed Technical Paper on SESplan Green Networks Published 2015
38.	<u>Supplementary Guidance for Cross-boundary Green Networks 2. Edinburgh & West</u>	2016-2019	SESPlan, Scottish Natural Heritage, City of Edinburgh Council, West Lothian Council,	t.b.c.	Proposed Technical Paper on SESplan Green Networks Published 2015

			Forestry Commission Scotland, Scottish Environmental Protection Agency, Lothian and Fife Green Network Partnership, Sustrans		
39.	<p><i>Cross Boundary Green Network Framework for the Green Network Priority Areas that do not cross boundaries.</i></p> <p>Note: Scottish Borders is not italicised since it was not selected as part of the Central Scotland Green Network National Development.</p> <p><i>Dunfermline North & East Ore Valley Kirkcaldy Gateways Levenmouth & Coast</i></p>	2016-2024	Fife , Scottish Natural Heritage, Forestry Commission Scotland, Lothian and Fife Green Network Partnership, Scottish Environmental Protection Agency	t.b.c.	Underway Green Networks in Fife – FIFEplan Background Paper setting out recommendations as to how green networks should be spatially defined and assessed for inclusion in the Fife LDP.
	<i>Linlithgow</i>	2016-2024	West Lothian Council , Scottish Natural Heritage, Forestry Commission Scotland, LFGNP, Scottish Environmental Protection Agency	t.b.c.	Proposed

	<i>Polkemmet & Breich Water</i>	2016-2024	West Lothian Council , Scottish Natural Heritage, Forestry Commission Scotland, Lothians and Fife Green Network Partnership, Scottish Environmental Protection Agency	t.b.c.	Proposed
	<i>Forth Shores</i>	2016-2024	City of Edinburgh Council , Scottish Natural Heritage, Forestry Commission Scotland, Lothians and Fife Green Network Partnership, Scottish Environmental Protection Agency	t.b.c.	Proposed
	Scottish Borders	2016-2024	Scottish Borders Council , Scottish Natural Heritage, Forestry Commission Scotland, Scottish Environmental Protection Agency	t.b.c.	Policy support Scottish Borders Council intends to produce Supplementary Guidance
40.	Monitor SESplan Housing Land Supply	2016-	SESplan, SESplan	n/a	Underway

	SESplan and SESplan member authorities will work with Homes for Scotland to develop standards for the preparation of Housing Land Audits. Prepare an annual housing audit including information on the housing land supply and other factors such as completions and significant appeal decisions in consultation with Homes for Scotland.	2030	member authorities, Homes for Scotland		
41.	<u>Monitor need for specialist housing provision.</u> SESplan member authorities will work together through the South-east Scotland Housing Forum to update housing need information for communities with specialist housing needs.	2016-2030	SESplan member authorities	n/a	Proposed
42.	<u>Review Remit and Purpose of SESplan Housing Market Partnership</u> Review the remit and purpose of SESplan Housing Market Partnership. Consider whether the remit could be expanded to include additional joint action to support the rate of market and affordable housing delivery.	2016-2018	SESplan member authorities, Homes for Scotland, SESplan Housing Market Partnership	n/a	Proposed