

Proposed Local Development Plan: Schedule 4 Representation Responses for Submission to Scottish Ministers

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Issue 1	Introduction	
Development plan reference:	Pages 1 – 10.	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
Sir Peter Burt Viking (0035) Forth Ports Ltd (0180) Royal Society for the Protection of Birds (0185) Inch Cape Offshore Limited (0212) Gladman Developments (0213) Barratt David Wilson Homes (0246) Musselburgh Area Partnership (0291) East Lothian Liberal Democrat Party (0300) Fred Olsen Renewables (0313)	Haddington and District Amenity Society (0327) Community Wind Power (0336) Scottish Power Energy Networks (0338) Fisherrow Waterfront Group (0344) David Campbell (0361) Neart na Gaoithe Off-shore Wind Ltd (0386) The Scottish Government (0389) Scottish Power Generation (0391) Kate Smith (0400)	
Provision of the development plan to which the issue relates:	Landscape, Natural and Cultural Heritage (paragraphs 1.11-1.16) Population & Households (paragraphs 1.17-1.22) Energy & Resources (paragraphs 1.36-1.40) National Planning Framework & Scottish Planning Policy (paragraphs 1.44-1.48)	
Planning authority's summary of the representation(s):		
<p>Introduction</p> <p>Landscape, Natural and Cultural Heritage, Page 2</p> <p><u>Gladman Developments (0213/1)</u></p> <p>The statement at paragraph 1.15 (pg 2) is too broad to be accepted. Many settlements in the east have substantial capacity to absorb future development if managed in such a way as to preserve their character, identity and setting, where relevant.</p> <p>Population & Households, Page 3</p> <p><u>Royal Society for the Protection of Birds (0185/1)</u></p> <p>(Paragraphs 1.27 and 2.8). Although there are rather few “meaningful” brownfield sites suitable for redevelopment in East Lothian, such areas often support a greater richness and diversity of biodiversity, especially invertebrates and plants, than undeveloped agricultural land (which is generally poor for wildlife). Any development proposed for brownfield should, therefore, take into account existing biodiversity features and mitigate against their potential loss.</p> <p>Stirling Council have produced a biodiversity checklist which allows applicants and</p>		

planning officers to identify those developments which may have an impact on the natural environment. It allows developers and applicants to identify and address any nature conservation issues before a planning application is submitted. It also enables planning officers to determine what information is required to adequately assess the effects of development upon biodiversity and ensure that the proposed development will meet the Council's biodiversity objectives. This is a good practice example which East Lothian Council should consider adopting.

Fisherrow Waterfront Group (0344/5)

Para 1.18 implies Musselburgh should have a faster rate of growth – but as the largest town the proportion of previous growth is lower than other areas and this is a flawed analysis.

Energy & Resources, Page 6

Fred Olsen Renewables (0313/9)

Objects to the wording of paragraph 1.37 because it does not reflect the potential to maximise the generating capacities of existing sites through appropriately designed extensions and repowering projects that make best use of site infrastructure such as access tracks and grid connections.

Community Wind Power (0336/1)

With regard to the LDP guidance to the Spatial Framework for Onshore Wind Development, Community Wind Power Limited considers that the Council's presumption for repowering capacity in paragraph 1.37 of the LDP fails to identify opportunities for new development and is not consistent with SPP.

Scottish Power Energy Networks (0338/1)

Development by Scottish Power Energy Generation Networks to upgrade, reinforce and improve the transmission network in East Lothian is likely during the lifetime of the Local Development Plan. Large scale reinforcement works, including the provision of new overhead line routes and new substations, can fall within the scope of National Development 4, as defined by NPF3. LDP Paragraph 1.36 omits the National Development status afforded to this infrastructure.

Neart na Gaoithe Off-shore Wind Ltd (0386/1)

Neart na Gaoithe Off-shore Wind Ltd objects to LDP Paragraph 1.36 as it omits the National Development status afforded to proposed enhancements of the high voltage electricity transmission networks.

Scottish Power Generation (0391/1)

Paragraph 1.36 insert new 4th sentence ' NPF3 also recognises the potential of the former power station site for renewable energy and energy-related ports development, whilst in considering the potential for conflicting uses, seeks to promote development which maximises the site's economic development potential.'

Scottish Power Generation suggests the drafting of paragraph 1.36 be changed as it considers that this does not adequately reflect NPF3s position on the site. The suggested amendment provides a more accurate context to the planning basis afforded to energy infrastructure within East Lothian and is consistent with the approach adopted by the Council in providing more detail at paragraph 1.46, which is supported by Scottish Power Generation and it reserves the right to make further representations should a third party propose to make changes to this paragraph as it relates to its assets.

Summary, Page 6

David Campbell (0361/1)

Supports the Plan as it is required to support orderly development. However whilst the importance of the built heritage is acknowledged references to cultural heritage are more muted and sometimes absent. Representation proposes that additional text should be inserted at paragraph 1.41 page 6, LDP.

National Planning Framework & Scottish Planning Policy, Page 7

Forth Ports Ltd (0180/1)

The provisions of National Planning Framework 3 in relation to Cockenzie are recognised. Paragraph 1.46 of the Proposed Plan and broadly this is supported. In particular it notes,

“In relation to Cockenzie, the LDP is to.....(ii) recognise its potential for renewable energy related development as well as (iii) its potential for renewable energy related development as well as (iii) its potential for energy related port development”

However, NPF3’s support for energy related port development relates specifically to the marine renewable energy industry and not simply “port related developments.” The phrase ‘port related developments’ implies support for a broader range of port operations. Paragraph 3.34 of NPF3 states,

“Major infrastructure investment will provide the marine renewable energy industry with upgraded and new-build port and harbour facilities.....”

Forth Ports Ltd (0180/5)

Forth Ports are firmly of the view that national and local government should fully recognise the port facilities that have already been developed and operate throughout Scotland, and fully consider the options to further expand these facilities rather than consider the development of new. Existing major facilities across Scotland have developed based on their geographical location/advantage close to their customers. In the most part they have capability to expand at a cost substantially lower than the cost of a new development and often with reduced implications in relation to the environmental and planning matters.

The Scottish Government (0389/10)

The current wording in 1.47 that the CSGN ‘is to extend into East Lothian’ implies that it will be extended into the council area at some point in the future, whereas parts of the green network will already be there and linkages and enhancements to the network should already be being considered and acted on. The Scottish Government would

expect to see a clearer reflection of the CSGN already being in existence within the Council area.

NPF3 sets out 3 priorities for the CSGN: active travel, tackling vacant and derelict land and disadvantaged communities. The Scottish Government are aware that the CSGN Trust carried out a Review of Vacant and Derelict Sites in the East Lothian Council area (May 2014), which included 18 site reports, covering 17.68ha. Within the sentence about the purpose of the CSGN, we would therefore suggest the addition of reference to tackling vacant and derelict land.

Council Plan, Single Outcome Agreement & other Plans, Policies & Strategies, Page 8

David Campbell (0361/9)

The addition of references to HES and SNH is required and would increase public awareness of the framework within which the Council operates. The representation proposes inserting additional text at paragraph 1.58, page 8, LDP.

Vision, Aims, Objectives, Opportunities, Pages 9 & 10

Sir Peter Burt Viking (0035/2)

It is sad to see the plan drawn up with no long-term vision as to how best to integrate the demand for housing with the need to preserve the ambience of the county.

Musselburgh Area Partnership (0291/15)

The AP wants the LDP to have a long term vision for all and ensures the maintaining of local identity, cultural assets and healthy lifestyle options but it fails in this regard and hinders equalities across East Lothian. The plan has too many references to potential indicating a lack of vision, structure, positive community outcomes and not resulting in clear outcomes.

East Lothian Liberal Democrat Party (0300/8)

Concerns expressed about local planning decisions being overruled by Scottish Government. Local communities should be involved in the preparation of the development plan, and central government, local government and developers pay lip service to this. The level of resourcing of public and provide planning departments needs to be addressed.

Haddington and District Amenity Society (0327/1)

The approach to planning for Haddington, and elsewhere in the county, will not meet the strategic aim of the plan. The plan shows little evidence of the pro-activity or foresight needed to deliver its stated vision over the next 15 years.

David Campbell (0361/10)

It is important for conservation to get a mention in the Plans "Vision". The representation proposes rewording the paragraph on page 9 first subparagraph of "Promote sustainable

development”.

Kate Smith (0400/2)

The cumulative effect of all the proposed allocations to housing plus the recent new developments such as the 500 houses at North Berwick, has increased the need to travel which exacerbates greenhouse gas emissions.

Concerned that additional housing will not support economic development and tourism.

The 2011 Census states that East Lothian has the highest proportion of younger and older people in Scotland and that the number of older people between 2012 – 2037 is expected to increase by 72%. This should be recognised by planners specifically in relation to stretched health services. Retired people require different facilities and this will impact the current medical services and facilities for older people.

Introduction Miscellaneous

Inch Cape Offshore Limited (0212/1)

Planning permission in principle exists for the onshore elements of the offshore Inch Cape wind farm, referred to as onshore transmission works (OnTW). The objector is looking for the proposed LDP to provide an unambiguous and positive supporting policy framework within which the next stages of the OnTW will be considered. To this end the introduction to the plan should be modified to make clear that the planning system ‘must’ support the transition to a low carbon economy, to reflect NPF3 (para 2.7) and SPP (2014) (para 152). Currently the plan is ambiguous in this respect. It appears to favour thermal generation over all other forms of development at Cockenzie, a particular issue given that extant planning permission exists there for onshore transmission works.

Introduction Support

Royal Society for the Protection of Birds (0185/2)

RSPB support the reinstatement of a railway station at East Linton. This would help reduce road traffic and, thereby, CO2 emissions.

Royal Society for the Protection of Birds (0185/3)

RSPB support the Council’s aspiration for active travel and the provision of infrastructure (cycle-ways, footpaths) to support that.

Barratt David Wilson Homes (0246/1)

Paragraph 1.30 - Support the Council's promotion for the reopening / new station at East Linton and their bid to the Scottish Government for funding. It is important that the LDP commits to actively progress East Linton station through partnership with the Scottish Borders Council and other relevant key agencies / stakeholders.

Modifications sought by those submitting representations:

Introduction

Landscape, Natural and Cultural Heritage, Page 2

Gladman Developments (0213/1)

Page 2, paragraph 1.15 - the sentence 'Settlements further east are also near the limit of what can be achieved in the way of expansion without significantly changing their character, setting and identity' should be changed to '*Some settlements further east need careful planning for future development in order to facilitate expansion without significantly changing their character, setting and identity*'.

Population & Households, Page 3

Royal Society for the Protection of Birds (0185/1); Fisherrow Waterfront Group (0344/5)

No Modification sought

Energy & Resources, Page 6

Fred Olsen Renewables (0313/9)

Replace para 1.37 with: 'The Scottish Government is committed to promoting the increased use of renewable energy sources. This commitment recognises renewable' potential to support economic growth. Renewable energy has a central role to play in Scotland's transition to a low carbon economy – representing a safer, more secure and cost effective means of electricity generation than new nuclear plants; reducing our dependence on carbon-intensive fuels; and offering significant economic opportunities'.

Community Wind Power (0336/1)

No Modification sought

Scottish Power Energy Networks (0338/1)

Reword paragraph 1.36 as follows: "A number of major electricity transmission routes cross East Lothian. Such infrastructure, including that relating to large scale reinforcement of the electricity transmission network, is afforded national development status by virtue of national Planning Framework 3. Major gas distribution networks also cross East Lothian."

Neart na Gaoithe Off-shore Wind Ltd (0386/1)

Reword paragraph 1.36 as follows: "A number of major electricity transmission routes cross East Lothian. Such infrastructure, including that relating to large scale reinforcement of the electricity transmission network, is afforded national development status by virtue of national Planning Framework 3. Major gas distribution networks also cross East Lothian."

Scottish Power Generation (0391/1)

Paragraph 1.36 insert new 4th sentence ' NPF3 also recognises the potential of the former power station site for renewable energy and energy-related ports development, whilst in considering the potential for conflicting uses, seeks to promote development which maximises the site's economic development potential.'

Summary, Page 6

David Campbell (0361/1)

Insert at 1.41, after line 8 "Nowhere is this more true than of the built heritage".

National Planning Framework & Scottish Planning Policy, Page 7

Forth Ports Ltd (0180/1)

Representation seeks amendment to paragraph 1.46 by replacing the phrase "port related development" with "marine renewable energy related port development."

Forth Ports Ltd (0180/5)

Forth Ports are firmly of the view that national and local government should fully recognise the port facilities that have already been developed and operate throughout Scotland, and fully consider the options to further expand these facilities rather than consider the development of new. Existing major facilities across Scotland have developed based on their geographical location/advantage close to their customers. In the most part they have capability to expand at a cost substantially lower than the cost of a new development and often with reduced implications in relation to the environmental and planning matters.

The Scottish Government (0389/10)

1.47 (Central Scotland Green Network) Change:

"The Central Scotland Green Network is also a National Development which is to extend into East Lothian. It is to help maintain the environmental quality of the area and to promote active travel and healthier lifestyles."

To:

"The Central Scotland Green Network is also a National Development which extends into East Lothian. It is to help maintain the environmental quality of the area, tackle vacant and derelict land and promote active travel and healthier lifestyles."

Council Plan, Single Outcome Agreement & other Plans, Policies & Strategies, Page 8

David Campbell (0361/9)

Insert at end of para 1.58 "On conservation, the Council is required to treat the advice of HES and SNH as a material consideration in planning decisions. The Council will work with these national bodies to achieve a wider public understanding and appreciation of their important role."

Vision, Aims, Objectives, Opportunities, Pages 9 & 10

Sir Peter Burt Viking (0035/2); Musselburgh Area Partnership (0291/15); Haddington and District Amenity Society (0327/1); Kate Smith (0400/2)

No Modification sought

East Lothian Liberal Democrat Party (0300/8)

No specific modification sought or suggested, but the objection would suggest that changes should be made to the plan.

David Campbell (0361/10)

On Pg 9 first subparagraph of "Promote sustainable development" reword the paragraph to:- "To make efficient use of land, buildings and infrastructure and to conserve East Lothian's natural and built cultural heritage. Priority will be given to the development of previously developed land . . . etc"

Introduction Miscellaneous

Inch Cape Offshore Limited (0212/1)

The LDP Introduction should be modified to make clear that the planning system 'must' support the transition to a low carbon economy, to reflect NPF3 (para 2.7) and SPP (2014) (para 152). No specific modification suggested. No specific modification suggested.

Introduction Support

Royal Society for the Protection of Birds (0185/2); Royal Society for the Protection of Birds (0185/3); Barratt David Wilson Homes (0246/1)

No Modification sought

Summary of responses (including reasons) by planning authority:

Introduction

Landscape, Natural and Cultural Heritage, Page 2

Gladman Developments (0213/1)

The Council is of the view that the statement made at paragraph 1.15 is correct. The Council submits that the paragraph does not suggest there is no scope for the further expansion of settlements in the east of East Lothian, but that the scope for this is limited without significantly changing their character, setting and identity. This statement then leads to the overall spatial strategy and policy approach promoted by the plan. This includes the application of Green Belt and Countryside Around Town Policies to set out where the Council considers that development should and should not occur, taking in to account the need to identify appropriate and sufficient land to accommodate the SDPs development requirements. The Council submits that the LDP should be clear on where the Council would want to stimulate development and where it would want to resist it within the plan period and the reasons why. It should be noted that all the policies that create or constrain the supply of land for development will be reviewed as the LDP is reviewed, in the context of any further need to accommodate planned development. **The Council submits that no modification of the plan is necessary.**

Population & Households, Page 3

Royal Society for the Protection of Birds (0185/1)

The Council notes the comments made, and will have regard to the suggested best practice. However, the Council submits that the LDP has a robust policy framework in respect of natural heritage and design issues. In particular, the Council highlights the provisions of Policies NH1 – 5. Policy NH5 in particular requires the impact of proposed development on biodiversity to be assessed and, where relevant, for appropriate mitigation to be provided. The LDP Design Policies then extend this into how such matters should be addressed by design, including Policy DP1 criteria 2, Policy DP2 criteria 7, Policy DP4 criteria 1 and 2. **The Council submits that no modification of the plan is necessary.**

Fisherrow Waterfront Group (0344/5)

Para 1.18 explains that Musselburgh grew by 7% in population between 2001 and 2011. Elsewhere in East Lothian population growth was 10.7% in the same period. These are statements of fact. A contributory reason behind the different growth levels is the land allocations made in earlier development plans. However the Council does not accept that it is a flawed approach to allocate a substantial proportion of the growth in East Lothian in the Musselburgh area or to follow a compact growth strategy. Musselburgh has grown more slowly than other settlements such as Tranent over the analysed period and East Lothian is required to identify land for 10,050 homes in the period to 2024, including 6,250 homes in the period to 2019. The Council has proposed that Musselburgh contribute to meeting these requirements in the manner proposed for the reasons outlined at p42 of the MIR Table 5 Compact Growth Strategy, and at paragraph 2.1 – 2.11 and 2.14. **The Council submits that no modification of the plan is necessary.**

Energy & Resources, Page 6

Fred Olsen Renewables (0313/9)

The Council submits that no change is needed to para 1.37 as it adequately reflects the position in East Lothian. The plan is SPP compliant, and proposals will be assessed on their merit in line with the policies of the LDP, SPP and any other relevant material considerations. **The Council submits that no modification of the plan is necessary.**

Scottish Power Energy Networks (0338/1)

The Council submits that this matter is adequately addressed at paragraph 1.46 and 4.99 of the LDP. **The Council submits that no modification of the plan is necessary.**

Neart na Gaoithe Off-shore Wind Ltd (0386/1)

The Council submits that this matter is adequately addressed at paragraph 1.46 and 4.99 of the LDP. **The Council submits that no modification of the plan is necessary.**

Scottish Power Generation (0391/1)

The Council submits that the plan already adequately addresses this matter and that no

change to paragraph 1.36 is necessary. The Council's reasons for this are set out in its response on Issue 22. **The Council submits that no modification of the plan is necessary.**

Community Wind Power (0336/1)

Paragraph 1.37 is a description of the pattern of wind energy development in East Lothian, and sets out the Council's view (supported by the Landscape Capacity Study for Wind Turbine Development in East Lothian, as supplemented) on strategic capacity for windfarm development in the area with regard to landscape. It further indicates the Council's view that there may be opportunities for re-powering in the Area of Strategic Capacity. SPP (2014) does not require the plan to identify locations where new wind farm development will occur. SPP in paragraph 161 notes that development plans should set out the criteria for deciding all applications for windfarms of different scales, including repowering. It expects (SPP paragraphs 161 – 173) plans to identify a spatial framework for such development as well as criteria based policies that such proposals can be assessed against. The LDP gives such criteria in Policies WD1, WD2, WD3 and WD5. In this regard the plan is in line with SPP (2014). **The Council submits that no modification of the plan is necessary.**

Summary, Page 6

David Campbell (0361/1)

The Council submits that the LDP makes adequate reference to the cultural / built heritage assets within East Lothian, including at paragraph 1.14 and paragraph 1.41 as well as paragraphs 6.37 – 6.58. The suggested modification would also have the effect of placing the prominence of cultural / built heritage assets above all others within the area, and the Council submits that this would be inappropriate – a balanced view on the need for preservation, conservation and enhancement etc must be taken on a case by case basis. **The Council submits that no modification of the plan is necessary.**

National Planning Framework & Scottish Planning Policy, Page 7

Forth Ports Ltd (0180/1)

The Council submits that NPF3 does not limit the potential for new build port or harbour facilities at Cockenzie to only the marine renewable energy industry. Paragraph 3.34 of NPF3 highlights that 'future infrastructure provision, combined with new business and industrial development, will reinforce the importance of key locations including Hunterston, Peterhead and Cockenzie'. Accordingly, NPF3 could be envisaging a situation where new infrastructure provision in the form of a new thermal power generating station at Cockenzie, combined with other business opportunities such as the construction and / or servicing of off-shore wind farms, could justify new build port or harbour at Cockenzie. This is reflected in paragraph 1.46 of the LDP since in (i) it is affirmative about the 'status' of the Cockenzie site, whilst in (ii) and (iii) it signposts other 'potential' opportunities. The potential for new build port or harbour facilities at the Cockenzie site should relate to National Development 3 and 'marine renewable energy related development' – i.e. 'energy' related development. Many power stations are developed in locations close to water for cooling purposes and for access to waterways to provide alternatives to overland routes for construction etc. As such the potential for new build port and harbour facilities at Cockenzie should be to facilitate 'energy' related development. The Council's

reasons for this are set out in its response to Issue 22. **The Council submits that no modification of the plan is necessary.**

Forth Ports Ltd (0180/5)

The Council submits that it has appropriately reflected the aspirations of Scottish Ministers in respect of this matter. The Council's reasons for this are set out in its response to Issue 22. **The Council submits that no modification of the plan is necessary.**

The Scottish Government (0389/10)

The Council submits that para 1.47 has been misinterpreted. The second sentence is to be read in the context that it discusses a national policy initiative that 'extends' to include East Lothian – i.e. it does not discuss the existence or otherwise of green network assets. The existence of a green network within East Lothian is confirmed at paragraph 5.25, and the manner in which it should be extended is described at paragraphs 5.24 – 5.26. The requirement to secure this as part of new development is set out in policies DC10, DP1 criteria 2, DP2 criteria 4 and 7. **The Council submits that no modification of the plan is necessary.**

Council Plan, Single Outcome Agreement & other Plans, Policies & Strategies, Page 8

David Campbell (0361/9)

The Council submits that it is not necessary to introduce select key agencies to this part of the plan. Furthermore, the suggested modification would be read out of context and would be inappropriate here, since this paragraph describes the link between the LDP and the SEA Environmental Report. **The Council submits that no modification of the plan is necessary.**

Vision, Aims, Objectives, Opportunities

Sir Peter Burt Viking (0035/2)

The Council submits that the LDP should be read and, will be applied as, a whole. As such the Council submits that the spatial expression of the LDP vision, aims and objectives is set out in its description of the spatial strategy and in its policies and proposals that set out where development of different types and scales should and should not occur, and how development should be designed and delivered.

The LDP is required to conform to the SDP which means meeting its housing land requirements. Sites were chosen after assessment by ELC Landscape Officers, taking into account their comments. SNH, with its landscape remit, was consulted throughout the preparation of the plan and their comments generally taken into account.

The Council has also worked with Scottish Environmental Protection Agency and Historic Environment Scotland in the preparation of the LDP, and taken their comments into account as appropriate. The LDP states the Council intends to produce Supplementary Planning Guidance containing Conservation Areas Character Statements which will guide development in those areas. The proposed Plan includes Countryside Around Town and

Green Belt designations, which are intended to guide development away from locations where the setting of the City of Edinburgh and settlements in East Lothian would be most affected, so helping to integrate housing. Local landscape designations have been reviewed, leading into the proposed designation of Special Landscape Areas, and the LDP guides development in locally valued landscapes. The policies and proposals of the LDP, read as a whole, are intended to secure the appropriate integration of housing while preserving the ambience of East Lothian. **The Council submits that no modification of the plan is necessary.**

Musselburgh Area Partnership (0291/15)

The LDP must comply with SESplan 1 and its vision is set out on pages 9 and 10 within that of SESPlan 1. The Council submits that the LDP should be read and will be applied as a whole. As such, the Council submits that the spatial expression of the LDP vision, aims and objectives is set out in its description of the spatial strategy and in its policies and proposals that set out where development of different types and scales should and should not occur, and how development should be designed and delivered. The resultant sections of the LDP set out the outcomes both for each cluster area and across East Lothian as clearly as it can. **The Council submits that no modification of the plan is necessary.**

East Lothian Liberal Democrat Party (0300/8)

Concerns about local planning decisions being over-ruled are noted. An up-to-date development plan with an appropriate and sufficient amount of land allocations should address this point. In terms of community consultation, the Council submits that it had complied with the statutory minimum requirements in the preparation of the Local Development Plan, and has exceeded these where possible, as set out in its Participation Statement. **The Council submits that no modification of the plan is necessary.**

Haddington and District Amenity Society (0327/1)

The support for the vision of the SDP is noted and welcomed. The Council submits that the LDP must by law 'be consistent' with the SDP. The LDP takes its lead from the development and policy requirements of the strategic development plan. These strategic requirements stem from the vision and aims of the SDP, and so by virtue of the LDP being consistent with the SDP, the SDP vision for East Lothian will be provided for by the LDP. The Council further submits that in the preparation of the LDP through the MIR it has considered the principal, social, economic and environmental characteristics of the area. Having identified related opportunities and constraints, including spatially where relevant and appropriate, the Council has planned to conserve and where possible and appropriate enhance the area and the opportunities and amenities it provides for future generations. The Council submits that it has engaged during the plan preparation process with members of the public, statutory consultees and other stakeholders and has taken account of their comments as appropriate. The Council has also been pro-active in preparing a series of accompanying technical notes and documents to inform, support and deliver the plan, including statutory and non-statutory supplementary guidance. It has also made clear its intention to continue to develop such guidance to inform the proper planning of the area can continue as the plan is operative; these will also be the subject of consultation prior to adoption. The Council submits that accommodating further new development within the plan area means that change will need to occur, and that the local development plan sets out a suitable spatial strategy and a framework of policies and

proposals that will be used to manage where new development of different types and scales should and should not occur, as appropriate. **The Council submits that no modification of the plan is necessary.**

David Campbell (0361/10)

The Council submits that the LDP makes adequate reference to the cultural / built heritage assets within East Lothian, including under the Objective and Outcome 3, bullet 1, 2,3 and 5, and also at paragraph 1.14 and paragraph 1.41 as well as paragraphs 6.37 – 6.58. The suggested modification may also be read so as to omit the importance of cultural heritage that is not 'built', such as designed landscapes etc. **The Council submits that no modification of the plan is necessary.**

Kate Smith (0400/2)

The LDP takes the Council's Local Transport Strategy 2015 – 2025 into account. The LDP seeks to integrate new development with East Lothian's existing transport networks and services and the emerging LTS's vision for how these will change and be improved in future. The emerging LTS promotes an enhanced active travel network that is integrated as part of East Lothian's Green Network and public transport options: this could provide a realistic alternative to the private car for some journeys, including longer ones, and may in time form part of the national walking and cycling network. The emerging LTS vision includes improvements to the road and rail networks, including the enlargement of station car parks and platforms (for larger trains), the potential provision of new rail stations. The majority of new development is planned in parts of East Lothian that are, or will become, connected via high speed digital networks or that are, or can become, accessible, including by public transport. If a significant travel generating development would be reliant on private car use it should not be supported unless there is a way to provide sustainable transport options, including active travel. Improvements to the transport network to make locations more accessible particularly by public transport and active travel modes could help reduce reliance on the car, including the introduction of small park and ride sites on rural bus routes and development of the strategic path network. For development proposals that are expected to generate a significant number of trips a Transportation Assessment will be required.

The Local Development Plan for East Lothian must conform to SESplan which requires that 76 hectares of employment land be maintained in East Lothian and 10,050 homes delivered by 2024. Introducing new development to East Lothian in a way that recognises the area's strengths and opportunities while helping to address its weaknesses will help ensure that the future development of the area occurs in a sustainable way. The SDP establishes a policy framework on matters such as employment, housing, town centres and retailing, minerals, energy and waste, transportation and infrastructure, water and flooding, and on green belts, countryside around towns and green networks. The LDP must conform to the strategy, development requirements and policies of the SDP. New development can bring new families to keep local schools, shops and businesses open, as well as the many voluntary and social activities without undermining the character of the environment.

The LDP supports the principle of specialist housing provision and provision for other specific housing needs. For Local Housing Strategy purposes, the HNDA will be supplemented by further study on the need and demand for specialist housing including accessible and adapted housing, wheelchair housing and supported accommodation,

such as sheltered and extra care housing. This is to help inform the needs to be met through the affordable housing policy of this plan as well as other forms of delivery in the area. The Council has set out the implementation requirements for new developments in East Lothian. Proposals and Policies in the LDP and the associated Supplementary Guidance (SG) will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure. The key agency with the responsibility for health provision, NHS Lothian, was consulted during the publication of the proposed plan. As the local health board, they have not indicated that expansion on the scale proposed would cause difficulties in the capacity of primary care. The Council continues to work with NHS Lothian on healthcare capacity across East Lothian to resolve issues. **The Council submits that no modification of the plan is necessary.**

Introduction Miscellaneous

Inch Cape Offshore Limited (0212/1)

The Council submits that the plan is sufficient in its current drafting concerning support for the transition to a low carbon economy. The Council also notes that NPF3 is clear that 'low carbon' energy generating facilities include, but are not limited to, those that fall within the definition of National Development 3 – i.e. an efficient fossil fuel thermal power generating station with carbon capture and storage facilities. NPF3 does not restrict the interpretation of infrastructure that will facilitate the transition to a low carbon economy to mean only onshore and offshore renewable energy developments, and it would be inappropriate to read the document that way. This is clear from reading NPF3 as a whole, including at para 3.10, and from the Low Carbon Place spatial strategy diagram (which illustrates National Development 3) and from Section 3 of the document. Taken together these parts of NPF3 (and others) identify a need for new or upgraded efficient fossil fuel generating stations, including at Cockenzie, as part of the transition to a 'low carbon' economy – offshore renewable energy infrastructure (and associated onshore infrastructure) is also expected to play an increasing role in this in future. However, NPF3 is clear that thermal generating stations will be required to ensure security of supply (see reasons for National Development 3, NPF3 page 63). **The Council submits that no modification of the plan is necessary.**

Introduction Support

Royal Society for the Protection of Birds (0185/2); Royal Society for the Protection of Birds (0185/3); Barratt David Wilson Homes (0246/1)

Support noted

Reporter's conclusions:

Reporter's recommendations:

Issue 2	Spatial Strategy	
Development plan reference:	Spatial Strategy pages 11 - 14	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
Pat Morris (0018) John Slee (0049) Richard Atkins (0076) Russell and Gillian Dick (0090) Mr & Mrs Hepburn (0147) Network Rail (0181) Donald Hay (0183) James Millar (Kilduff) Ltd (0204) Inch Cape Offshore Limited (0212) Barratt David Wilson Homes (0246) Omnivale (0268) Scottish Natural Heritage (0280) Musselburgh Area Partnership (0291) Wemyss and March Estate (0295) East Lothian Liberal Democrat Society (0300) Eve Ryan (0307) Gullane Opposing Overdevelopment (0309) Musselburgh Grammar School Parent Council (0317)	Duncan Edmondson (0324) North Berwick Community Council (0326) Haddington and District Amenity Society (0327) Karting Indoors Ltd. (0342) Fisherrow Waterfront Group (0344) Midlothian Council (0348) David Campbell (0361) Musselburgh Conservation Society (0368) A J Whitehead (0383) Inveresk Village Society (0385) E Dickson (0404) Gary Donaldson (0407) Rob Moore (0418) Loreen Pardoe (0422) Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426) Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438)	
Provision of the development plan to which the issue relates:	Spatial Strategy pages 11 - 14	
Planning authority's summary of the representation(s):		
<p>Spatial Strategy Main Text</p> <p><u>Mr & Mrs Hepburn (0147/2)</u></p> <p>The LDP is focusing the vast majority of proposed new housing to the west of the county. This will disproportionately impact on the quality of living for the residents in this area due to such things as road congestion/safety/reduction of open space and poorer air quality due to increased traffic. What is the plan for future development in the next 50 years.</p> <p><u>James Millar (Kilduff) Ltd (0204/1)</u></p> <p>Drem is a similar sized settlement to Athelstaneford, with a railway station, and in a location where other improvements are identified elsewhere in the LDP which can be facilitated (in part) by development at Drem, and elsewhere. This should be shown on the Main Strategy Diagram because the safeguarding sought can contribute to delivering the</p>		

strategy identified.

Inch Cape Offshore Limited (0212/2)

The LDP acknowledges at paragraph 2.13 that an enhanced high voltage electricity transmission grid is a National Development relevant to East Lothian. However throughout the rest of the document this national development is given less priority than National Development 3 at Cockenzie. Objector is of the view that, at Cockenzie, National Development 3 and 4 have equal status, unless competing proposals emerge in which case NPF3 requires stakeholders to work together to prioritise these competing land uses. Objection notes there are no thermal generating proposals seeking planning permission at the Cockenzie site, that PPP exists for the Inch Cape offshore interconnector and that its delivery is in some doubt because of the position the plan takes (would the plan support such development there is adopted in the format proposed), and that the LDP misinterprets NPF3s aspiration for joint working to ensure best use is made of land and infrastructure in the area. The wording of NPF3 is less stringent than that of the LDP, and the LDP should be modified in light of this. Objector also notes that the Council is undertaking consultation work to consider future potential land uses for the site, when the LDP policy position seeks to safeguard the site for thermal generation and Carbon Capture and Storage facilities only – this is confusing for stakeholders and investors and should be changed.

Barratt David Wilson Homes (0246/2)

The Proposed Plan's Spatial Strategy appears to focus new housing and economic development around the main settlements within East Lothian. The needs and demands for additional housing in the eastern areas of East Lothian should be fully recognised.

Musselburgh Area Partnership (0291/1)

Does not support the Compact Growth Strategy; would prefer to see a fairer and less divisive distribution of land for development across East Lothian; the plan suggests the west of the county is less than that of the east and it will have a significant negative impact on the Musselburgh area which is concerning and irreversible. Contradicts SESplan2. There is no vision merely large scale developments to meet housing needs without real thought to the future consequences of a compact strategy.

Musselburgh Grammar School Parent Council (0317/5)

Most of the green belt around Musselburgh will be eliminated and no effort has been made to protect green corridors ensuring nature and wildlife can thrive.

Haddington and District Amenity Society (0327/2)

Question the adequacy of the strategy. The proposed plan should be examined in the context of previous development plans to see if it is appropriate for the future. The plan has too narrow a focus on meeting the SDPs housing numbers. The call for sites stage is questionable as it hands the initiative to developers whose agenda is profit driven.

Fisherrow Waterfront Group (0344/1)

Objects to the LDP as the level of housing proposed is unsustainable in terms of good

physical, social, community and leisure infrastructure.

Fisherrow Waterfront Group (0344/3)

The LDP appears driven by the need to respond to the SDP which sees East Lothian as part of the City Region and its housing market. The LDP has no meaningful vision for East Lothian other than this and fails to reflect the role of East Lothian, and within it, Musselburgh, as a place to live, visit and enjoy.

Fisherrow Waterfront Group (0344/4)

The LDP section on Musselburgh says little other than it is accessible to Edinburgh; if Musselburgh is to grow as set out in the LDP its purpose as a place needs revisited in the LDP or it will simple be a dormitory town with few supporting community and other facilities.

Musselburgh Conservation Society (0368/1)

Objects to the compact growth spatial strategy para 2.1 – 2.13 of the LDP which is fundamentally flawed in terms of the impact 5300 houses (c50% increase in population) would have on the town. There is an over concentration on Musselburgh that is unrealistic, damaging and may be undeliverable. Compact growth saturates Musselburgh harming its individual character and identity contrary to para 1.61 of the LDP. This level of growth is exacerbated by major developments proposed nearby in Edinburgh and Midlothian and is contrary to NPF3 which wants to see growth that respects the quality of environment, place and life, and will not create the kind of places SPP seeks to create. Musselburgh does not have the capacity or infrastructure to cope with scale of change which will impact heavily on the town centre negating the alleged advantages of a compact strategy and harming its potential for economic investment. Measures proposed to deal with traffic are insufficient. The accessibility of the west of East Lothian is overstated as some places further east with through/express public transport have better connections with Edinburgh.

Inveresk Village Society (0385/6)

Objects to the overall spatial strategy for East Lothian para 2.1 – 2.13 of the LDP. There is an over concentration of development in Musselburgh. Compact growth strategy is fundamentally flawed. There should be a reduction of 1,000 dwellings in the cluster for the reasons given in the representation made by Musselburgh Conservation Society (representation 0368/1). Concerned that land adjacent to Inveresk village is vulnerable to inappropriate development proposals that would harm the Conservation Area in the absence of a 5 year land supply.

Spatial Strategy Main Map

James Millar (Kilduff) Ltd (0204/2)

Drem is a similar sized settlement to Athelstaneford, with a railway station, and in a location where other improvements are identified elsewhere in the LDP which can be facilitated (in part) by development at Drem, and elsewhere. This should be shown on the Main Strategy Diagram because the safeguarding sought can contribute to delivering the strategy identified.

At Para 1.5 there are references to the Proposals Maps identifying areas “where land is safeguarded so as not to prejudice a certain type of development occurring” or to “ensure an area can be considered as a potential future development location”. However, from our review of the Plan we can only see one safeguard (at Blindwells), but there are references in the Plan to other potential locations which have not been safeguarded (such as at Drem at Para 2.154) and we believe they should.

Karting Indoors Ltd. (0342/1)

Land to the north of the A1 at Gladsmuir Junction currently occupied by Raceland Karting should be identified as a specific development proposal for roadside services within the Tranent Cluster.

Spatial Strategy Miscellaneous

Pat Morris (0018/2)

If Scotland must have more houses, have them inland - leave our coastal strip as a pleasant place to visit, not an overcrowded place.

John Slee (0049/2)

The representation states an objection to ‘unwanted urbanisation’ at the eastern (rural) end of East Lothian. It is not clear which proposals constitute 'unwanted urbanisation' or where the boundary between eastern and western East Lothian is taken to be.

Richard Atkins (0076/2)

Suburban development is highly inefficient and unsustainable and does not achieve the densities of housing which better contribute to social cohesion, reduce the cost of land and infrastructure provision, allow for economic provision of services, support local shops & businesses, and maximise the benefits of physical and energy resource allocation.

Scottish Natural Heritage (0280/1)

At present, policies and proposals require preparation of “a comprehensive masterplan that conforms to relevant Development Brief”. The status of these development briefs is unclear. As the draft Supplementary Guidance will have an important role in securing natural heritage safeguards and enhancements, the LDP must provide “sufficient hook” to give it the required statutory weight. Scottish Natural Heritage are concerned that as currently drafted, the position of the development briefs as part of the plan is not sufficiently clear, increasing the risk of loss or damage to the area’s natural heritage assets.

Musselburgh Area Partnership (0291/5)

It is wrong to allocate so much prime quality agricultural land for development which is irreversible and unsustainable.

East Lothian Liberal Democrat Party (0300/12)

Priority should be given to restoring and bringing unoccupied and derelict housing or

potential housing back into the market.

East Lothian Liberal Democrat Party (0300/13)

The scale of development outlined in the plan will mean that many settlements will grow considerably in the coming five-years. This rate of development may be possible in the next five years, but may not be possible in future five-year plans. It is important that communities, notably along the coast between Musselburgh and North Berwick remain separated and not joined together. Capacity for further development here is limited once and if the plan under consideration is fulfilled. Similar issues exist in Dunbar where Belhaven and West Barns should remain separate from Dunbar.

Eve Ryan (0307/1)

Objector is appalled at the rate and extent of construction projects, particularly in the west of East Lothian. East Lothian has significant natural and cultural heritage assets that are being concreted over. Objector does not support any further growth whether under a compact or dispersed spatial strategy and rejects that East Lothian is part of the wider Edinburgh city region, and that the area has a role to play in accommodated associated development requirements.

Gullane Opposing Overdevelopment (0309/2)

Asserts that the LDP is not compliant with the Strategic Development Plan (which directs the majority of new housing land to the main settlements in West of the district) due to the percentage of development proposed in Gullane, which lies within the North Berwick cluster, and not within the SDA in the west of the district. The number of new housing units proposed in Gullane on greenfield sites is around 300 new units plus 100 on a brownfield site – the former fire training site. This strategy is more to profitability and desirability of sites by developers than to effectiveness and proper planning.

Duncan Edmondson (0324/2)

This general principle applies throughout the LDP where, not only is the 10,000 target unrealistically high, but the plan even allows for more than this number. Shouldn't planners be directing developers to where the most appropriate development areas are, not letting profits dictate the most appropriate areas. Given this it would seem sensible to instead consider a phased approach, allowing a gradual step change in population, parallel step changes in service provision and infrastructure and the chance to withdraw commitment to developing all the options until the impact of a more measured increase in housing has been assessed.

North Berwick Community Council (0326/1)

An area plan for North Berwick should be prepared. The spatial strategy of the LDP would benefit from the proposed final extent of North Berwick, which the community council believe has nearly been reached. It should also consider the location of facilities within the town relative to the spatial distribution of development. The LDP approach runs counter to the North Berwick Coastal Area Partnership's approach.

Midlothian Council (0348/1)

Midlothian Council notes that the Musselburgh Cluster has the highest concentration of housing and economic growth proposed. This will place significant pressure on infrastructure requirements and in particular the trunk road and local road network capacity and junctions. Midlothian Council is unclear about the impact of through traffic in the Millerhill and Shawfair areas from sites MH1, MH2 and MH3, and in Dalkeith from sites MH14 and MH15. Midlothian Council notes SESplan's cross boundary transport study, and wants to work with East Lothian following adoption of plans to ensure that proposals can be managed in a coordinated manner to minimise any adverse impacts.

David Campbell (0361/2)

For ease of reference - after reference to "the town centre first principle" in the penultimate sentence of para 2.10: additional wording should be inserted.

A J Whitehead (0383)

The representation does not support the proposed LDP.

Inveresk Village Society (0385/1)

Fully supports the representation made by Musselburgh Conservation Society (Submission 0368) as it affects Inveresk, but objects to the omission of a spatial strategy or vision for Musselburgh in paragraphs 2.14 to 2.20. Supports the representations by Musselburgh Conservation Society (0368/2).

Inveresk Village Society (0385/3)

The fingers of green belt that provide the setting for Inveresk should never be sacrificed to development and the unique character of the village, one of the finest conservation areas in Scotland, as explained in the Inveresk Conservation Area Appraisal must be respected and safeguarded.

E Dickson (0404/1)

The western sector of East Lothian (as per the compact map) cannot cope with any further developments. Objector mentions the impacts on road and rail networks, including at A720/A1 Old Craighall Junction, A1/A198 Bankton Junction and Musselburgh. Public transport (particularly trains) is already at capacity. Increased population and traffic will exacerbate congestion and associated problems, including air quality, and this will impact negatively on people's health and well being. Countryside and open space is important to people's quality of life and should not be lost in the west of the area. The compact strategy will increase house prices in the east of East Lothian, making it harder for low waged and first time buyers to get on the property or rental market, making towns like North Berwick for the elite and rich. Also, it will not increase the demand for public transport, due to lack of demand. A dispersed approach should be adopted instead, as it will be fairer and not generate the problems suggested to arise from the compact strategy; a dispersed strategy would resolve the anticipated inequalities.

Gary Donaldson (0407)

Cockenzie and Port Seaton Community Council do not believe that focusing development, especially housing development, in the west of East Lothian is the best strategy. This

would put great strain on shared services especially schools and doctors surgeries. The volume of traffic on the roads in the west of East Lothian is also causing many problems, and further development will lead to road traffic accidents. The concentration in traffic will also lead to a decrease in local air quality, including in Musselburgh. Cockenzie and Port Seaton Community Council considers that development would best be spread across East Lothian.

Rob Moore (0418/1)

Overall plans are too focused on the west of East Lothian which will have a detrimental effect on infrastructure and quality of life.

Loreen Pardoe (0422/1)

Objector has concern that the spatial strategy is impacting on the villages of East Lothian, so significantly affecting village life for the people that live there. It also impacts on infrastructure capacity and the character of the settlement and local area. Larger communities can be more successfully expanded.

Spatial Strategy Support

Russell and Gillian Dick (0090)

Supports the overall strategy

Network Rail (0181/7)

Network Rail supports the Spatial Strategy and growth options and how it focuses on sustainable public transport in its locational characteristics and strategy.

Donald Hay (0183/1)

Supports the compact spatial strategy.

Omnivale (0268/2)

Support the compact growth approach to the LDP. Agree Tranent is a main settlement in the SDA and close to the city therefore it is an appropriate location for strategic land release.

Wemyss and March Estate (0295/1)

Welcomes and supports the spatial strategy for East Lothian.

Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426/2)

At MIR stage a hybrid approach of both the dispersed and compact growth strategy was suggested. The spatial strategy presented in the LDP is supported by Development Briefs, this is supported and particular support is given to the Development Brief relating to HN2.

The allocations of two sites, Letham Mains and Letham Mains expansion at PROP HN1 and HN2 are supported.

Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438/1)

At MIR stage a hybrid approach of both the dispersed and compact growth strategy was suggested. The spatial strategy presented in the LDP is supported by Development Briefs, this is supported and particular support is given to the Development Brief relating to HN2.

The allocations of two sites, Letham Mains and Letham Mains expansion at PROP HN1 and HN2 are supported.

Modifications sought by those submitting representations:

Spatial Strategy Main Text

Mr & Mrs Hepburn (0147/2); Musselburgh Grammar School Parent Council (0317/5); Haddington and District Amenity Society (0327/2); Fisherrow Waterfront Group (0344/1)(0344/3);

No Modification sought

James Millar (Kilduff) Ltd (0204/1)

Introduce a new Para following Para 2.9, before Para 2.10, (on Page 12) with subsequent renumbering, as follows; "Drem is also a sustainable location for medium to long term future growth to be facilitated in a plan led manner for a sensitive large scale landscaped mixed use development opportunity centred around the railway station and village core for approximately 2,000 homes, a site for a Primary School, local road improvements, drainage improvements, expanded railway station car parking, playing fields, open space, core path improvements and a new village centre on 150ha of land. There are a number of wider items identified in the LDP (east coast main line improvements to Edinburgh for example) which can be facilitated (in part) by development at Drem and other developments elsewhere in the locality. This plan safeguards a potential Drem Expansion Area to enable the necessary investigations to be undertaken and solutions explored with service and infrastructure providers to resolve known issues and allow advance planting to take place prior to development commencing. A solution will need to be found to the identified issues to convert the safeguarding to an allocation through a review of the LDP".

Inch Cape Offshore Limited (0212/2)

Modify paragraph 2.51 of the plan to ensure that, at Cockenzie, National Development 3 and 4 have equal status, unless competing proposals emerge in which case NPF3 requires stakeholders to work together to prioritise these competing land uses. No specific modification suggested.

Barratt David Wilson Homes (0246/2)

Paragraphs 2.1 – 2.13 The Spatial Strategy should recognise the need for additional housing to be provided within the eastern areas of East Lothian, especially in East Linton.

Musselburgh Area Partnership (0291/1)

Change the spatial strategy to redistribute across East Lothian.

Fisherrow Waterfront Group (0344/4)

LDP should change Musselburgh's purpose as a place.

Musselburgh Conservation Society (0368/1)

Musselburgh Conservation Society wish amendments to be made to properly reflect the issues and constraints that we outline below in respect of over-concentration in Musselburgh and including a consequential reference to an approach to dwelling numbers proposed there.

Musselburgh Conservation Society are not however proposing abandoning the plan and switching to a dispersed strategy. This is because we are concerned about the impact of further delay and the prospect of development proposals coming forward on inappropriate sites and being supported on appeal if a five year supply of effective housing land is lacking. We are seeking a damage limitation, call it a hybrid, approach with an emphasis on the west that does not flood Musselburgh with development in a form which would make it unattractive to residents and investors alike and unable to meet the plan's objectives. We therefore propose a reduction in the housing allocation to the Musselburgh cluster of 1000 dwellings which is based partly upon not replacing the numbers lost when Goshen Farm was removed from the Plan. It would also represent a gesture to the people of Musselburgh who are faced with an unrealistic and damaging level of expansion which may well prove to be undeliverable.

Inveresk Village Society (0385/6)

We wish amendments to be made to properly reflect the issues and constraints that we outline below in respect of over-concentration in Musselburgh and including a consequential reference to an approach to dwelling numbers proposed there. We are not however proposing abandoning the plan and switching to a dispersed strategy. This is because we are concerned about the impact of further delay and the prospect of development proposals coming forward on inappropriate sites and being supported on appeal if a five year supply of effective housing land is lacking. We are seeking a damage limitation, call it a hybrid, approach with an emphasis on the west that does not flood Musselburgh with development in a form which would make it unattractive to residents and investors alike and unable to meet the plan's objectives. We therefore propose a reduction in the housing allocation to the Musselburgh cluster of 1000 dwellings which is based partly upon not replacing the numbers lost when Goshen Farm was removed from the Plan. It would also represent a gesture to the people of Musselburgh who are faced with an unrealistic and damaging level of expansion which may well prove to which would make it unattractive to residents and investors alike and unable to meet the plan's objectives. We therefore propose a reduction in the housing allocation to the Musselburgh cluster of 1000 dwellings which is based partly upon not replacing the numbers lost when Goshen Farm was removed from the Plan. It would also represent a gesture to the people of Musselburgh who are faced with an unrealistic and damaging level of expansion which may well prove to be undeliverable.

Spatial Strategy Main Map

James Millar (Kilduff) Ltd (0204/2)

Identify Drem as a settlement in a similar manner to Athelstaneford on the Main Strategy Diagram (on Page 14) and identify a safeguarding in a similar manner to Blindwells safeguard.

Karting Indoors Ltd. (0342/1)

Land to the north of the A1 at Gladsmuir Junction currently occupied by Raceland Karting should be identified as a specific development proposal for roadside services within the Tranent Cluster.

Spatial Strategy Miscellaneous

Pat Morris (0018/2); John Slee (0049/2); Richard Atkins (0076/2); Musselburgh Area Partnership (0291/5); Eve Ryan (0307/1); Duncan Edmondson (0324/2); Midlothian Council (0348/1); A J Whitehead (0383); Inveresk Village Society (0385/3); Gary Donaldson (0407); Rob Moore (0418/1); Loreen Pardoe (0422/1)

No Modification sought

Scottish Natural Heritage (0280/1)

Policies and proposals in this section should include a clear hook to the draft Development Briefs Supplementary Guidance (parts 1 and 2).

Gullane Opposing Overdevelopment (0309/2)

Remove NK7, 8, 9 from the plan.

East Lothian Liberal Democrat Party (0300/12); (0300/13)

No specific modification sought or suggested, but the objection would suggest that changes should be made to the plan.

North Berwick Community Council (0326/1)

Prepare an area plan for North Berwick that deals with the full range of issues raised by the Community Council.

David Campbell (0361/2)

For ease of reference - after reference to "the town centre first principle" in the penultimate sentence of paragraph 2.10 insert the text "Many of these centres are of great cultural importance, and all development proposals, including road improvement schemes, will be assessed against all relevant Local Development Plan policies".

Inveresk Village Society (0385/1)

Amend paras 2.14- 2.21 to incorporate: Given the scale of development proposed in the Musselburgh cluster and its likely impact it should be provided in accordance with a spatial strategy for the area which is based upon what physically gives the town its identity and character now and makes it an attractive place to live and do business, what's good and

should be preserved and protected and where development should go to cause least damage. It is about getting the right amount of development in the right places whilst protecting acknowledged assets, in other words maintaining a sense of place. To achieve these aims the strategy proposes protecting four major open areas which give the town breathing space, provide separation from adjoining communities and bring the countryside into the town. They are: (i) To the west Newhailes Park and, outwith East Lothian, the adjacent Brunstane area which together give separation between Musselburgh and Edinburgh. Unfortunately it looks like the Brunstane area is to be developed as part of the Edinburgh Local Plan leaving only Newhailes parkland as open land here. (ii) The open lung to the west of the river Esk from south of the A1 through Monktonhall Golf Course and The Haugh to Olive Bank bridge.

E Dickson (0404/1)

Para 2.3 should be amended to promote a dispersed spatial strategy.

Spatial Strategy Support

Russell and Gillian Dick (0090); Network Rail (0181/7); Donald Hay (0183/1); Omnivale (0268/2); Wemyss and March Estate (0295/1); Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438/1); Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426/2)

No Modification sought

Summary of responses (including reasons) by planning authority:

Spatial Strategy Main Text

Mr & Mrs Hepburn (0147/2)

The spatial strategy of the LDP is a compact one as it focuses the majority of new development in the west of East Lothian. This is where the best opportunities are to locate new housing and economic development in the most accessible part of the area. Appropriate development sites that have or can be integrated with sustainable transport options are allocated. This is so new development will have good access via sustainable transport modes to existing or new employment locations or community facilities that are or will become available locally or regionally. This will minimise the need to travel by car and associated CO2 emissions. The sites selected also provide opportunities to further the regeneration of communities in East Lothian's former western coal field. However, not all new development is to be located in the west and some additional development has been distributed to the east. This is in recognition of the need and demand for new homes and economic development opportunities in other appropriate and accessible parts of East Lothian where local service provision and sustainable transport options are good.

In the preparation of the LDP the Council has carried out environmental and infrastructure assessments and used these to identify the mitigation requirements set out within the plan and to be delivered in accordance with Policy DEL1: Infrastructure and Facilities Provision. The summary of the relevant LDP policies is set out in Table DEL1. The Council has also prepared Supplementary Guidance: Developer Contributions Framework, to set out for applicants what their developer contribution requirements will be to deliver the necessary interventions. **The Council submits that no modification of the plan is necessary.**

James Millar (Kilduff) Ltd (0204/1)

The Council submits that it has made its settled view clear in respect of Drem as one potential future development location that may be considered in to the longer term. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP. However, for this LDP period the only site that the Council chose to safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian. More generally, the SDP allows consideration to be given to potential housing development locations beyond 2024, but it anticipates that the majority of any longer term housing land requirements would be satisfied from planned and committed sites to the extent that they are not developed by 2024. Whilst the SDP acknowledges (paragraph 112) that in the preparation of LDPs it may be possible to identify other opportunities for housing growth, it is also clear that confirmation of these will be subject to the conclusions of a future review of the SDP itself. As such, the SDP does not explicitly or implicitly provide a supportive position in respect of strategic growth at Drem, or on land to the south of the East Coast Main Line at Drem, or at Fenton Barns. The Council submits that such representations made in respect of the LDP (Cala: Drem (0246) (Wallace Land: Fenton Barns (0281) suggest either land allocations or land safeguards with an overall capacity of 2,000 - 3,000+ homes. The Council further submits that it is premature to consider the planning merits of whether any, all or part of such land should be safeguarded for development – i.e. to define a site boundary for land that should be safeguarded. A better approach is the one set out within the LDP, namely that a statement is used to describe high level potential opportunities and constraints, to encourage landowners and developers to work together to find deliverable solutions that would allow these locations to be considered as realistic potential development locations into the longer term, subject to a review of SDP1 and LDP1. Accordingly, the Council submits that it is unnecessary and would be inappropriate at this stage to safeguard land at Drem or Fenton Barns or land south of the East Coast Main Line at Drem for a potential future strategic development. It should be noted that the plan also safeguards land for mitigating interventions, such as for school campus expansions or transport interventions, and this is why paragraph 2.154 is worded as it is, not because potential development areas intended to be safeguarded have been omitted. The Council further submits that no additional development land is required during this LDP period for the reasons given in the Council's response to Issue 11 and 12. **The Council submits that no modification of the plan is necessary.**

Barratt David Wilson Homes (0246/2)

Para 2.3 states that 'The spatial strategy is a compact one, as it focuses the majority of new development in the west of East Lothian. This is where the best opportunities are to locate new housing and economic development in the most accessible part of the area'. However, not all new development is to be located in the west of the area. Some additional development has been distributed further east. This is in recognition of the need and demand for new homes and economic development opportunities in other appropriate and accessible parts of East Lothian where local service provision and sustainable transport options are good. Para 2.8 continues 'Expansion of existing settlements is promoted where infrastructure solutions have been found and where landscape capacity allows'. The Council further submits that no additional development land is required during this LDP period for the reasons given in the Council's response to Issue 11 and 12. **The Council submits that no modification of the plan is necessary.**

Musselburgh Area Partnership (0291/1)

The Council supports the spatial strategy for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth. The Council has considered the impact of all the new housing and employment development proposed by the LDP. The Council has selected sites for expansion in the Musselburgh cluster that will minimise the impact on the setting of the town as it retains significant parts of the green belt that provide, for example, green wedges between Wallyford and Musselburgh and around Inveresk. The largest area of expansion is at Craighall and it is acknowledged that here development will, in time, meet with the boundaries of Midlothian at Shawfair and Edinburgh at Newcraighall. Sites at Musselburgh are proposed for allocation to meet the housing land requirement set by SDP1. SDP2, to which the representation refers, assumes that the level of growth proposed by the LDP has been implemented and provides a spatial steer for any strategic development requirements for the period beyond 2030, if required. **The Council submits that no modification of the plan is necessary.**

Musselburgh Grammar School Parent Council (0317/5)

Although there will be a loss of green belt land around Musselburgh all new housing developments will be provided with new open space and play facilities in line with Policies OS3 and OS4 of the LDP. Existing green space within the Musselburgh area is protected by Policy OS1 of the LDP. The LDP also plans to mitigate against the overall cumulative effect of new development by supporting a Green Network within and between settlements. See paragraphs 5.24 to 53.26 and Policy DC10: The Green Network. This is intended to improve connections for people and biodiversity. A Green Network Strategy will be adopted as supplementary guidance to the LDP. The Council has selected sites for expansion in the Musselburgh cluster that will minimise the impact on the setting of the town as it retains significant parts of the green belt that provide, for example, green wedges between Wallyford and Musselburgh and around Inveresk. The Council submits this will maintain the character and identity of each settlement within the green belt. The largest area of expansion is at Craighall and it is acknowledged that here development will in time meet with the boundaries of Midlothian at Shawfair and Edinburgh at Newcraighall. Sites in Musselburgh are proposed to be allocated to meet the development requirements of the SDP, not just housing requirements. Employment land is proposed here too. **The Council submits that no modification of the plan is necessary.**

Haddington and District Amenity Society (0327/2)

The Council submits that the strategy options, including where these differ from the previous plan, were consulted on extensively during the MIR consultation period. The Council selected its preferred strategy within the MIR taking into account the principal policies of SPP and the findings of its interim SEA. The Council then considered the consultation responses it received on the MIR and finalised its proposed strategy and technical work, including its assessment of the plan's impact on key infrastructure and facilities capacity with identification of mitigation and its cost apportionment. It is true that identifying sufficient and appropriate land to meet the SDPs development requirements, particularly its housing requirements, has been a significant challenge including in terms of identifying the matching infrastructure capacity or solutions. However, the Council has met this challenge and taken a responsible decision to promote an appropriate development strategy that provides sufficient and appropriate development land. The call for sites stage, although not statutory, is an important step in the plan preparation process; such a

demonstration of willingness to release land for development is an important step in seeking to develop a plan which is deliverable. Whilst this stage has been a consideration in the development of the plan, many more sites were suggested to the Council for consideration than it has included within the proposed LDP. Additionally, using the MIR, the Council also sought to signpost where it may consider potential developments sites even though none were suggested during the call for sites stage (see 'other options' discussed in the MIR). **The Council submits that no modification of the plan is necessary.**

Fisherrow Waterfront Group (0344/1)

The level of housing required to be accommodated within East Lothian was set out in SDP1 and the SESplan Supplementary Guidance on Housing Land 2014 (Core doc). The LDP must therefore conform to the SDP and to its vision. Throughout the preparation of the LDP the Council has had regard to the implications of new development on the infrastructure of the area and has indicated where additional facilities are required as explained in the LDP section on Growing Our Economy and Communities. **The Council submits that no modification of the plan is necessary.**

Fisherrow Waterfront Group (0344/3)

The LDP must be consistent with the SDP (Core Doc s16(6) Town & Country Planning Scotland) Act 1997). The Musselburgh area is part of the wider Edinburgh housing market area (Core Doc SESplan Housing Market Area Assessment October 2013). The Council considers that the LDP has met the SDP requirements by supporting a compact growth strategy for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth. The spatial approach to East Lothian is explained in the paras 2.1-2.13 and in the Musselburgh area in paras 2.14 - 2.21 of the LDP and the Council considers this is sufficient. **The Council submits that no modification of the plan is necessary.**

Fisherrow Waterfront Group (0344/4)

The Council acknowledges that there is a significant level of out commuting from East Lothian for work. To help counteract this, the LDP section on Planning for Employment explains where land will be allocated for employment purposes and how employment proposals will be dealt with to achieve more jobs within East Lothian. The Council submits that the allocation of land for employment at Musselburgh is intended to increase the job density in the Musselburgh area, and within East Lothian as a whole. This area is influenced by the wider Edinburgh housing and labour market areas. It is also the most accessible part of East Lothian where there is some regeneration potential. Co-locating new housing and employment opportunities here will help to retain people who live and work in and around Musselburgh, and also encourage businesses to locate and people to work there, and employees to use the town and its services and facilities. This additional population, household and economic growth will generate spin-off benefits too, including helping to sustain services and facilities and support the town centre etc. **The Council submits that no modification of the plan is necessary.**

Musselburgh Conservation Society (0368/1)

The sites selected for development in the Musselburgh cluster are proposed to meet the housing land requirement set by the SDP. The Council supports a compact growth strategy for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact

Growth and this meant that sites were required that were formerly included in the green belt. Whilst it is accepted that these sites represent a significant expansion to Musselburgh and to Wallyford, Whitecraig and Old Craighall, the sites selected are nonetheless appropriate for development. They are highly accessible from road and rail networks, and adjacent to areas that present regeneration potential or significant employment opportunities. They are also in marketable locations where new housing, employment and economic development opportunities can be delivered. The impacts on the landscape and on infrastructure can also be mitigated by appropriate design, and development briefs and masterplans will be prepared for these sites.

The Council contends that allocating land at Craighall reduces some of the potential impact of development on Musselburgh and that allocating land at Wallyford and Whitecraig will bring regeneration benefits to these communities. The Council has assessed the impact on the education, transport, health and community facility infrastructure in the Musselburgh cluster in the preparation of the LDP and has set out the implementation requirements for new development. The associated Supplementary Guidance (SG) will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure.

With regard to transport concerns, central to the preparation of the plan has been the need to understand how the existing transport infrastructure would accommodate the additional planned development and this has been examined in the Transport Appraisal prepared for the LDP (Core doc) which focussed on the land use and transport interventions that are directly relevant to the supply and demand for travel to, from and within East Lothian. This included input from the SEStran multi-modal Regional Model (SRM 12) which covers the entire SESplan area. Core model scenarios 'Without the LDP' and 'With LDP' were modelled up to a forecast year of 2024 with the latter including a worst case scenario of the addition of a full build out of all identified ELLDP sites including those that will extend beyond the lifespan of the LDP to 2038. All road and public transport networks were examined and the models showed that the LDP sites would have a negative transport impact on road and public transport networks in terms of network performance increased congestion, increased delays to buses and general traffic and increased crowding on the rail network.

With reference to the impacts of the LDP on the national and local transport road network the Transport Appraisal identified where there are capacity constraints and where mitigation is required and the form it will be required to take. Consequently the LDP section, Our Infrastructure and Resources, contains a series of proposed transport interventions to mitigate the planned growth. In relation to road traffic these are to both the trunk road and local road networks where the effect of each development has been considered and developers will be expected to contribute to the mitigation of transport related impacts, including cumulative impacts. Associated Supplementary Guidance (SG) will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The Council considers that these provide an adequate framework to accommodate the development proposed without unacceptable impacts on the transport network. **The Council submits that no modification of the plan is necessary.**

Inveresk Village Society (0385/6)

The sites selected for development in the Musselburgh cluster are proposed to meet the

housing land requirement set by the SDP. The council supports a compact growth strategy for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth and this meant that sites were required that were formerly included in the green belt. While it is accepted that these sites represent a significant expansion to Musselburgh and to Wallyford, Whitecraig and Old Craighall, it is considered that this scale of development was unavoidable in the context of the housing land requirements.

The Council contends that allocating land at Craighall reduces some of the impact of development on Musselburgh and that allocating land at Wallyford and Whitecraig will bring regeneration benefits to these communities. The Council has assessed the impact on the education, transport, health and community facility infrastructure in the Musselburgh cluster in the preparation of the LDP and has set out the implementation requirements for new development. The associated Supplementary Guidance (SG) will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure.

With regard to transport concerns, central to the preparation of the plan has been the need to understand how the existing transport infrastructure would cope with the additional planned development and this has been examined in the Transport Appraisal prepared for the LDP (Core doc) which focussed on the land use and transport interventions that are directly relevant to the supply and demand for travel to, from and within East Lothian. This included input from the SEStran multi-modal Regional Model (SRM 12) which covers the entire SESplan area. Core model scenarios 'Without the LDP' and 'With LDP' were modelled up to a forecast year of 2024 with the latter including a worst case scenario of the addition of a full build out of all identified ELLDP sites including those that will extend beyond the lifespan of the LDP to 2038. All road and public transport networks were examined and the models showed that the LDP sites would have a negative transport impact on road and public transport networks in terms of network performance increased congestion, increased delays to buses and general traffic and increased crowding on the rail network.

With reference to the impacts of the LDP on the national and local transport road network the Transport Appraisal identified where there are capacity constraints and where mitigation is required and the form it will be required to take. Consequently the LDP section, Our Infrastructure and Resources, contains a series of proposed transport interventions to cope with the planned growth. In relation to road traffic these are to both the trunk road and local road networks where the effect of each development has been considered and developers will be expected to contribute to the mitigation of transport related impacts, including cumulative impacts. Associated Supplementary Guidance (SG) will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The Council considers that these provide an adequate framework to accommodate the development proposed without unacceptable impacts on the road network.

The Council notes the concerns contained within the representation with regard to land adjacent to Inveresk should the 5 year land supply fail. No land adjacent to Inveresk is allocated in the LDP and the Council does not support a proposed new site at Pinkiehill which it considers is neither required nor would be in keeping with the character, appearance and setting of Inveresk Conservation Area as outlined in the Inveresk Conservation Area Character Appraisal. The Council acknowledges that some appeal

decisions have previously considered that landscape sensitivities can be overridden by the need for housing land but considers that the LDP allocates more than sufficient land (see Issue 12) that should not lead to a failing in the five year land supply. **The Council submits that no modification of the plan is necessary.**

Spatial Strategy Main Map

James Millar (Kilduff) Ltd (0204/2)

It should be noted that Drem is identified as a village with a defined settlement boundary on inset map 10. Athelstaneford is identified on the Main Strategy Diagram (on page 14) as it is a settlement with a primary school. The Council submits that it has made its settled view clear in respect of Drem as one potential future development location that may be considered in to the longer term. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP. However, for this LDP period, the only site that the Council chose to safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian. **The Council submits that no modification of the plan is necessary.**

Inch Cape Offshore Limited (0212/2)

The Council has explained how and why it has interpreted the term ‘competing proposals’ in relation to Cockenzie in the wider discussion set out in the main part of Issue 22. In that context, the Council submits that the objector’s interpretation of that term is incorrect and too narrow – i.e. that National Development 3 and 4 can complete with one another (in this regard, the Council also notes the terms of representation 0391/3). The Council submits that this term should be interpreted sequentially to mean any proposal that completes with National Development 3, including National Development 4, and then any proposals that compete with National Development 4. On the specific point of Proposal EGT1 limiting the use of the Cockenzie site to National Development 3 only, the Council submits that the objector has misinterpreted Proposals EGT1. Proposal EGT1 does prioritise National Development 3, which in the context of NPF3 and SESplan’s SDP1 is the correct approach to follow, particularly given the changes in circumstance over time (as described fully in the main part of Issue 22). It is true that NPF3 promotes collaborative working to make best use of land and infrastructure in the area, and that should there be insufficient land for competing proposals then those that make best use of the locations assets and bring the greatest economic benefits are to be prioritised; a masterplan is to be the outcome of this joint working. At this stage, and in the context of NPF3 and SDP1, the Council submits that the preparation of such a masterplan is dependent on a clear understanding of how much land is to be safeguarded to deliver National Development 3, which there is no surety about currently. However, the LDP allows for circumstances to change through time again, either through the approval of planning permission consistent with proposal EGT1 or through a change in the national policy position. Such opportunities would be reflected in the preparation of Supplementary Guidance, which could take the form of a masterplan; such a masterplan might be used to suggest an alternative aspiration for the site in the next National Planning Framework. It should be noted that, at this stage, there is no statutory connection between the Council’s master planning work and the LDP policy position. The Council is merely seeking to take the lead in identifying potential land use options at the Cockenzie site in future, for example should the aspirations of any future NPF in respect of the site change. This

would seem to be a prudent approach to follow, in the circumstances. **The Council submits that no modification of the plan is necessary.**

Karting Indoors Ltd. (0342/1)

The Council submits that the Raceland Karting site is currently proposed to be included within the Proposal BW2: Safeguarded Blindwells Expansions Area (Proposals Map Inset Map 7) and within the Policy DC1: Rural Diversification (Proposals Map Inset Map 3). Applying Policy DC1 and Proposal BW2 together would not presume against the continued operation of the existing facility or an appropriate expansion of it, subject to satisfying Proposal BW2s provision that such a proposal would not undermine the ability to expand Blindwells. Similarly, uses that could be supported in principle under Policy DC1 would also be acceptable on the site, subject to Proposal BW2. Whilst in respect of roadside services a case could be made that a location adjacent to a trunk road interchange such as this is sufficient justification for a countryside location, the Council submits that the nature of such a proposal and its associated impacts are unknown. This would need to be fully understood before it could be included within the plan as a proposal, including the assessment of the site in terms of SEA and HRA and the ability to demonstrate consistency with SPP (2014) paragraphs 282 and 290. Nonetheless, the Council considers there to be adequate existing provision of roadside facilities and lorry parking eight miles to the west of the Raceland Karting site at Old Craighall Services, Musselburgh. Given the complexity and detailed design required in respect of such facilities, particularly in light of the need to ensure access via the Gladsmuir interchange for any such proposals would not undermine the expansion of Blindwells, the Council submits that any such proposal would best be addressed at project level through the Development Management process, and considered in the context of Proposal BW2. It should be noted that Transport Scotland would be a key consultee in respect of any proposals. **The Council submits that no modification of the plan is necessary.**

Spatial Strategy Miscellaneous

Pat Morris (0018/2)

The LDP is required by law to be consistent with the SDP. It must identify appropriate and sufficient land to meet the housing and employment land requirements of the SDP. The development locations selected by the LDP are guided by the principles of sustainable development, greenhouse gas emission reduction and the vision, aims and objectives of the LDP. The spatial strategy is therefore a compact one, focussing the majority of new development in the west of East Lothian. Some sites outwith the SDA were chosen in order to meet the housing land requirement of the SDP. The LDP identifies an area of coast on the Proposals Map. Proposed Policy DC6 requires that development proposals in the coastal area are assessed against the relevant qualities of the coastal area, consistent with SESplan SDP1 Policy 7. Those proposals in the constrained coast will only be supported if a coastal location is required. **The Council submits that no modification of the plan is necessary.**

John Slee (0049/2)

The Council submits that the opening paragraphs of the spatial strategy for each cluster area (2.14, 2.49, 2.65, 2.82, 2.110, 2.129 and 2.151) describe those that are within the SDP1 Strategic Development Area either in whole or part, and do same for the settlements. The Council submits that this is based on the SDP Spatial Strategy Technical

Notes (Core Doc). As such, the clusters related to Musselburgh, Prestonpans / Cockenzie, Blindwells and parts of the Tranent cluster are within the SDA (and the compact spatial strategy area); parts of the Haddington and the Dunbar cluster areas are also within the SDA (but outwith the compact spatial strategy area). The majority of the North Berwick Cluster area is outwith the SDA, but the very small settlement of Drem and its rail halt are within the SDA. The Council therefore submits that the geography of the Council's spatial strategy is fully explained within the LDP itself. The Council agrees that the Spatial Strategy should focus development in the west of East Lothian. The SESplan Housing Land Requirement for the period 2009-2024 for East Lothian is set at 10,050, and the LDP must conform to this. SPP paragraph 40 sets out policy principles for development plans to follow in promoting a sustainable pattern of development appropriate to an area. In this context, the Council has considered the principal physical, social, environmental characteristics and the environmental and infrastructure opportunities and constraints in the area, including how the housing market functions (see LDP paragraph 1.21). This is explained by the LDP within the section on East Lothian: The Place (paragraphs 1.10 – 1.42) and within Section 2 of the Council's Main Issues Report. Taken together, and with SESplan SDP1 Policy 7, these considerations helped shape the spatial strategy for the area and the selection of development sites (see paragraph 2.3 of the LDP in particular). To ensure the design and appearance of the new development is appropriate for the area, the Council has prepared draft development briefs that must be conformed to in the preparation of masterplans for relevant sites, in line with LDP Policy DP4. The Council intends to adopt the briefs following examination, so that any consequential amendments to them arising from any modifications to the LDP can be made. The Council submits that there is an appropriate LDP policy framework in place to ensure that the design of new development will be appropriate for the local area in which it is proposed. **The Council submits that no modification of the plan is necessary.**

Richard Atkins (0076/2)

The LDP acknowledges at P139 that new residential development must ensure efficient use of land and other resources and create mixed communities. Low density development (less than 30 dwellings per ha net) makes an inefficient use of land and places greater dependence on use of the private car. Policy DP3 Housing Density places a requirement on housebuilders to provide a minimum net density of development of 30 dwellings per ha and is a move to promote a higher density of development at a level appropriate to the character of the area. Where appropriate Policy HOU3 will support higher density of development provided all other relevant local plan policies can be satisfied. The Council's full response to this issue is set out at Issue 30. **The Council submits that no modification of the plan is necessary.**

Scottish Natural Heritage (0280/1)

The Council submits that the Development Briefs (subject to review after consultation) are to be adopted as supplementary planning guidance by the Council – i.e. they are not intended to be statutory Supplementary Guidance. This approach is in line with the Scottish Government Chief Planner's letter (January 15th 2015) (Core Doc) concerning the need to minimise the amount of Statutory Supplementary Guidance produced. In this regard, the Council is of the view that the Development Briefs are a matter that would be more appropriately dealt with as non-statutory guidance. The Council submits, however, that the LDP does require that the designs for sites conform to the relevant development brief. The intention is that, although they would be non-statutory guidance and carry less weight than the LDP itself, the briefs have nonetheless been subject to the same level of

consultation as the LDP and so should be 'conformed to'. However, the Council submits that the briefs have been drafted and will be adopted to reflect that certain matters are non-negotiable, such as where there is a need to make developer contributions and that in these circumstances words such as 'must' and 'will' shall be used. Yet where there is scope to consider alternative approaches or options, words such as 'should' or 'could' shall be used. The Council intends to adopt the briefs following this examination, so that any consequential amendments to them arising from any modifications to the LDP can be made. The Council submits that weight to be attached to the terms of the Development Briefs will ultimately be a matter for the decision maker. The Council's full response to this matter is set out at Issue 30. **The Council submits that no modification of the plan is necessary.**

Musselburgh Area Partnership (0291/5)

Agricultural Land: In relation to paragraph 80 of Scottish Planning Policy, which states "development on prime agricultural land ... should not be permitted except where it is essential as a component of the settlement strategy...", the Council considers the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the required development needs identified in the SDP. The Council notes that no reference is made in paragraph 40 of Scottish Planning Policy to prime agricultural farmland being a specific policy principle for development plans to follow in promoting a sustainable pattern of development appropriate to an area. The Council considers the Proposed Plan is consistent with Scottish Planning Policy on the use of prime agricultural farmland for producing a development strategy. Where possible, brownfield sites have been proposed for allocation (including NK6). Given the scale of development requirement identified in the SDP for East Lothian, the shortage of available brownfield land in East Lothian, and the geographical location of prime agricultural farmland, it has been inevitable that agricultural land has had to come forward for allocation. Use of prime agricultural land has been considered in the Draft Environmental Report under taken in the preparation of the Local Development Plan. Prime agricultural farmland, as with Green Belt land, is one of a range of factors taken into account in considering sites to fit a sustainable development strategy. Other factors which require to be considered as part of a development strategy include, but not exclusively, proximity of sites to: public transport, facilities (e.g. leisure and retail), services, employment, landscape and topography. A decision balancing all of these factors is required and the Council considers the sites allocated in the Proposed Plan are appropriate given the need to consider there wider factors. **The Council submits that no modification of the plan is necessary.**

East Lothian Liberal Democrat Party (0300/12)

The Council submits that the plan allows for appropriate proposals to restore and bring unoccupied and derelict housing or potential housing back into the market, subject to compliance with plan policies. In a general sense, the principle of this is allowed for by the policies of the Growing Our Communities section of the plan, including the General Urban Development policies TC2: Town Centres and RCA1: residential Character and Amenity. Such development can also be supported in principle subject to policies within the Countryside and Coast Section of the plan, namely policies DC2: Conversion of Rural Buildings to Housing, DC3: Replacement Dwellings in the Countryside, DC4: New Build Housing in the Countryside, DC7: Development in the Edinburgh Green Belt. Design Policies DP5: Extensions and Alterations to Existing Buildings and DP7: Infill and Backland Development set out relevant design considerations. **The Council submits that**

no modification of the plan is necessary.

East Lothian Liberal Democrat Party (0300/13)

The Council notes the points made in respect of the spatial strategy and has the following comments to make. Firstly, the need for any additional development land, and the locations that ought to be prioritised to accommodate any such additional development, will be a matter for the review of the development plan. In that context, the Council submits that the spatial strategy of the proposed LDP acknowledges (at para 2.11) that, into the longer term, environmental and infrastructure constraints in the west of East Lothian are expected to result from the implementation of the compact spatial strategy. In future these constraints may dictate that settlements in the east of East Lothian need to play a more prominent role as part of a more dispersed spatial strategy: there may also be a need to consider if more than one new settlement in the area is required. The Council submits that these points, taken together with the other spatial strategy statements of the plan (e.g at para 2.7; 2.19 – 2.20; 2.54 – 2.56; 2.78; 2.85 and 2.88; 2.114 and 2.116-2.117; 2.132 and 2.134-2.135; 2.154 and 2.157 – 2.158) set out a suitable sense of direction in terms of the potential options for a longer term spatial strategy for the area. The Council also submits that it has recognised the increasing development pressure on its communities. In this respect the Council submits when the plan is operative that the application of green belt policy, policy on Countryside Around Towns and on green networks will help protect the character and appearance of the area and in particular manage new development such that the identity and setting of settlements is conserved. These policies and where they are to apply will be reviewed with the review of the LDP. The Council's full response to this matter is set out at Issue 26. **The Council submits that no modification of the plan is necessary.**

Eve Ryan (0307/1)

The Council submits that Scottish Ministers have approved the boundaries of the SESplan area – i.e. the Edinburgh and South East Scotland Strategic Development Plan area. East Lothian is included within these city region boundaries for strategic planning purposes. SESplan must, by law, prepare a Strategic Development Plan for the SESplan SDP area. The Council submits that East Lothian must by law prepare an LDP that is consistent with the approved SDP. This includes a requirement to accommodate the development land requirements prescribed for East Lothian by the SDP, and the need to test the feasibility of an expansion of Blindwells. The Council submits that the LDP Main Issues Report consulted on the preferred and compact spatial strategy options. Following consideration of responses to the MIR, the Council has prioritised the compact spatial strategy for its proposed LDP with some additional dispersal also included. This is for the reason set out in the Main Issues Report 'Development Locations' section and at paragraph 2.1 – 2.13 of the proposed LDP. The Council also submits that the LDP contains a robust policy framework that will protect, conserve and where appropriate enhance the natural and cultural heritage of the area. **The Council submits that no modification of the plan is necessary.**

Gullane Opposing Overdevelopment (0309/2)

The Council submits that the LDP is consistent with the SDP, including in so far as the allocation of sites at Gullane is concerned. The former Fire Training School (NK6) at Gullane is previously developed land, and this brownfield site has been considered for development before the development of greenfield sites. However, the Council submits

that there are very few meaningful brownfield sites remaining across East Lothian, due to the successful implementation of planning policies that allow infill development to take place within urban areas. In recognition of this, the Council further submits that the allowance it has made for windfall development occurring during the plan period is low because future brownfield development opportunities are largely identified by the plan as proposals, including within the Established Housing Land Supply. Should any additional windfall development occur during the plan period, the Council submits that this would help to maintain an adequate effective housing land supply. These factors in combination with the scale of the SDPs Housing Land Requirements mean that there is a need to allocate greenfield land for development. The selection of sites for development has taken into account the spatial strategy of the SDP and the environmental and infrastructure opportunities and constraints within the area, as well as where there is need and demand for new housing, including affordable housing. The LDP spatial strategy focuses new development within the west of the area, but also distributes some new development further east. Whilst the SDA is to be prioritised as a location for new housing land allocations, sites outwith the SDA can be allocated subject to SDP Policy 7 where this is needed to maintain a five years' supply of effective housing land. Gullane is a marketable location, likely to deliver homes in the short term, and second only to North Berwick in terms of the size of settlement and the range of services and facilities available in this local area; North Berwick itself is also constrained in terms of further growth beyond those sites proposed to be allocated by the LDP unless and until foul drainage capacity is increased at the town (and thus also for Dirleton) by Scottish Water. The Council therefore submits that there is capacity available in the drainage network at Gullane, that education capacity is available and can be increased at Gullane Primary School (if necessary by utilising part of site NK7) and at North Berwick High School to accommodate the sites proposed for development. Impacts on the transport network can be addressed at a local level and at a strategic level where impacts will be mitigated on a cumulative basis. Sufficient capacity is also available within local GP services, with a new facility having recently been completed at Gullane. The LDP addresses the need for developers to contribute towards additional capacity in infrastructure and services through Policy DEL1: Infrastructure and Facilities Provision, and the associated Supplementary Guidance: Developer Contributions Framework. The Council submits that the impacts of development on the landscape and local area can be mitigated by appropriate design. The Council further submits that it proposes to introduce a Countryside Around Town designation to protect the wider landscape setting of the settlement. **The Council submits that no modification of the plan is necessary.**

Duncan Edmondson (0324/2)

The SDP sets out the spatial strategy for the SESplan area and sets an overall housing requirement of 107,343 homes up to 2024. East Lothian is required to provide land capable of delivering 10,050 homes in this time period, with an interim, requirement for land capable of delivering 6250 homes up to 2019. The LDP must by law be consistent with the SDP. SESplan's Supplementary Guidance on Housing Land, sets the Housing Land Requirement for East Lothian at 10,050. This development cannot be re-allocated and must therefore be met within East Lothian. The Council's full response on these issues is set out in its response to Issue 12. The spatial strategy of the LDP is a compact one, as it focuses the majority of new development in the west of East Lothian. This is where the best opportunities are to locate new housing and economic development in the most accessible part of the area. Some additional development has been distributed further east. This is in recognition of the need and demand for new homes and economic development opportunities in other appropriate and accessible parts of East Lothian where

local service provision and sustainable transport options are good. At Paragraph 3.72 on pg 74 of the proposed LDP it is acknowledged that new housing development will generate demand for education, community, health and social care services and for the provision of more capacity throughout East Lothian. As part of the strategy, consideration has been given to where best use can be made of existing facilities and where and how new facilities can be provided to support a sustainable pattern of development and local service provision in the area. The spatial strategy distributes development to locations where such capacity exists or can be provided. The LDP addresses the need for developers to contribute towards additional capacity in infrastructure and services through Policy DEL1: Infrastructure and Facilities Provision, and the associated Supplementary Guidance: Developer Contributions Framework. **The Council submits that no modification of the plan is necessary.**

North Berwick Community Council (0326/1)

The Council submits that the Local Development Plan is to be an area wide document, and it deals with East Lothian's different local geographies in an appropriate way. The Area Partnerships were in the process of being set up, and were not fully established, during the preparation of this plan. The LDP has been prepared following extensive public consultation through the MIR process between 17th November 2014 and the 8th of February 2015. This included open drop-in and workshop sessions within communities, including at North Berwick on the 4th December 2014. Council officers also attended a meeting of the Area Partnership on 27th January. The plan is sufficiently detailed to manage development in local areas. It has policies to protect the town centre from inappropriate development, to safeguard education and community facilities and open spaces etc. More detailed supplementary planning guidance will be prepared for local areas or topics, such as town centres and conservations areas. In the preparation of future planning guidance there is an opportunity to work collaboratively with the Area Partnerships and Community Council in the preparation of such guidance for more local areas. The Council is also available to discuss the planning implications of projects should any planning applications be anticipated. **The Council submits that no modification of the plan is necessary.**

Midlothian Council (0348/1)

East Lothian Council notes the comments and concerns from Midlothian Council officers in relation to the cross boundary transport impacts. East Lothian Council also notes SESplan's cross boundary transport study and is working with Midlothian Council and other authorities to address any cross boundary impacts. East Lothian Council submits that its local development plan is based on macro modelling work (based on the SESplan cross-boundary transport model) as well as micro transport modelling work. Based on this East Lothian Council has prepared draft Supplementary Guidance Developer Contributions Framework to address the impact of planned development in its area on infrastructure in its area. Additionally, LDP Proposals for sites MH1, MH2 and MH3, and MH14 and MH15 are clear that development proposals must address their impacts, including on a cumulative basis with other proposals. East Lothian Council submits that Midlothian Council could consider related project level impacts at application stage, and seek to ensure appropriate mitigation is justified and provided in any consultation response made through the development management process. **The Council submits that no modification of the plan is necessary.**

David Campbell (0361/2)

The Council submits that the LDP should be read as a whole, and that the cross-reference is therefore unnecessary. **The Council submits that no modification of the plan is necessary.**

A J Whitehead (0383)

The Council notes that the representation does not support the proposed LDP. **The Council submits that no modification of the plan is necessary.**

Inveresk Village Society (0385/1)

Noted. See response to representation 0368/2 Musselburgh Conservation Society in Issue 3 Musselburgh Cluster. **The Council submits that no modification of the plan is necessary.**

Inveresk Village Society (0385/3)

The LDP Spatial Strategy for the Musselburgh Cluster map on p15 does not show former green belt land around Inveresk allocated for development. The Council further submits that the Council's approach to the remaining green belt land here is explained at paragraph 2.19 of the plan and illustrated on the Proposals Map (Inset Map 26). MH15 is the closest site but this is a former hospital site and was not green belt land. The Inveresk Conservation Area Character Appraisal identifies land around Inveresk that is important to its setting (para 7.8 of the Appraisal) (Core Doc): none of it is allocated for development in the LDP. The unique character of Inveresk which is wholly within a designated Conservation Area will be managed with reference to the LDP Design and Cultural Heritage policies informed by the Inveresk Conservation Area Character Appraisal which is a material consideration. **The Council submits that no modification of the plan is necessary.**

E Dickson (0404/1)

East Lothian Council submits that the compact spatial strategy was consulted on extensively through the MIR process, and there was broad support for that approach. The reasons for prioritising development in the west of East Lothian are explained 2.1-2.13 of the proposed LDP, and the Council submits that this compact strategy approach complies with Scottish Government planning policy and the Strategic Development Plan for the SESplan area. The Council also submits that the Strategic Environmental Assessment published in interim form with the MIR and in draft form with the proposed LDP supports the compact strategy approach. The Council submits that in transport terms, the west of East Lothian is the most accessible part of the area including via public transport. Development there should help minimise the need to as well as distance that need be travelled and encourage public transport use, thereby minimising the impacts on the transport network. Accessibility and the availability and frequency of public transport options further east is more limited than in the west. Commuting travel patterns from development in the east will cause people to travel through the west of the area since there is limited route choice to and from East Lothian. The plan has been informed by macro and micro transport modelling work, the findings of which are reported in the Transport Appraisal published with the proposed LDP. The plan sets out mitigation measures where this modelling identifies a need for them, to ensure satisfactory performance of the transport network. The same mitigation measures, combined with

improved bus fleet and reduced particulate emissions, will ensure air quality is managed and improved, including in Musselburgh town centre. The Council submits that the plan contains policies that seek to protect and enhance existing open spaces in the area (see Policy OS1) and to provide new open spaces in association with new development (see policies OS3 and OS4). The Council will also seek to deliver over the long term an enhanced green network throughout East Lothian, including as part of site development (see Policy DC10). The Council further submits that some opportunities for new development have been distributed further east, in recognition of the need and demand for homes there as well as employment opportunities and job creation, as explained at para 2.3 of the proposed LDP. The Council also submits that, should there be a need for further development land in future, in the longer term settlements in the east may need to play a more prominent role as part of a more dispersed spatial strategy, as explained at para 2.11 of the proposed LDP. **The Council submits that no modification of the plan is necessary.**

Gary Donaldson (0407)

East Lothian Council submits that the compact spatial strategy was consulted on extensively through the MIR process, and there was broad support for that approach. The reasons for prioritising development in the west of East Lothian are explained 2.1-2.13 of the proposed LDP, and the Council submits that this compact strategy approach complies with Scottish Government planning policy and the Strategic Development Plan for the SESplan area. The Council also submits that the Strategic Environmental Assessment published in interim form with the MIR and in draft form with the proposed LDP supports the compact strategy approach. The Council submits that in transport terms, the west of East Lothian is the most accessible part of the area including via public transport. Development there should help minimise the need to and distance that need be travelled as well as encourage public transport use, thereby minimising the impacts on the transport network. Accessibility and the availability and frequency of public transport options further east is more limited than in the west. Commuting travel patterns from development in the east will cause people to travel through the west of the area since there is limited route choice to and from East Lothian. The plan has been informed by macro and micro transport modelling work, the finding of which are reported in the Transport Appraisal published with the proposed LDP. The plan sets out mitigation measures where this modelling identifies a need for them, to ensure satisfactory performance of the transport network. The same mitigation measures, combined with improved bus fleet and reduced particulate emissions, will ensure air quality is managed and improved, including in Musselburgh town centre. The Council also submits that the plan contains policies that seek to protect and enhance existing open spaces in the area (see Policy OS1) and to provide new open spaces in association with new development (see policies OS3 and OS4). The Council will also seek to deliver over long term an enhanced green network throughout East Lothian, including as part of site development (see Policy DC10). The Council further submits that some opportunities for new development have been distributed further east, in recognition of the need and demand for homes there as well as employment opportunities and job creation, as explained at para 2.3 of the proposed LDP. The Council also submits that, should there be a need for further development land in future, in the longer term settlements in the east may need to play a more prominent role as part of a more dispersed spatial strategy, as explained at para 2.11 of the proposed LDP. **The Council submits that no modification of the plan is necessary.**

Rob Moore (0418/1)

The spatial strategy of the LDP is a compact one as it focuses the majority of new development in the west of East Lothian. This is where the best opportunities are to locate new housing and economic development in the most accessible part of the area. Appropriate development sites that are or can be integrated with sustainable transport options are allocated. This is so new development will have good access via sustainable transport modes to existing or new employment locations or community facilities that are or will become available locally or regionally. This will minimise the need to travel by car and associated CO2 emissions. The sites selected also provide opportunities to further the regeneration of communities in East Lothian's former western coal field. However not all new development is to be located in the west and some additional development has been distributed to the east. This is in recognition of the need and demand for new homes and economic development opportunities in other appropriate and accessible parts of East Lothian where local service provision and sustainable transport options are good.

Development there should help minimise the need to and distance that need be travelled as well as encourage public transport use, thereby minimising the impacts on the transport network. Accessibility and the availability and frequency of public transport options further east is more limited than in the west. Commuting travel patterns from development in the east will cause people to travel through the west of the area since there is limited route choice to and from East Lothian. The plan has been informed by macro and micro transport modelling work, the findings of which are reported in the Transport Appraisal published with the proposed LDP. The plan sets out mitigation measures where this modelling identifies a need for them, to ensure satisfactory performance of the transport network. The same mitigation measures, combined with improved bus fleet and reduced particulate emissions, will ensure air quality is managed and improved, including in Musselburgh town centre. The Council also submits that the plan contains policies that seek to protect and enhance existing open spaces in the area (see Policy OS1) and to provide new open spaces in association with new development (see policies OS3 and OS4). The Council will also seek to deliver over long term an enhanced green network throughout East Lothian, including as part of site development (see Policy DC10). The Council further submits that some additional development has been distributed further east, in recognition of the need and demand for homes there as well as employment opportunities and job creation, as explained at para 2.3 of the proposed LDP. The Council also submits that, should there be a need for further development land in future, in the longer term settlements in the east may need to play a more prominent role as part of a more dispersed spatial strategy, as explained at para 2.11 of the proposed LDP. The LDP addresses the need for developers to contribute towards additional capacity in infrastructure and services through Policy DEL1: Infrastructure and Facilities Provision, and the associated Supplementary Guidance: Developer Contributions Framework. **The Council submits that no modification of the plan is necessary.**

Loreen Pardoe (0422/1)

The Council notes the objector's concerns in respect of the potential impact on the character and appearance of the local area, including villages and smaller settlements. However, the plan is seeking to provide sufficient land in appropriate locations where people want to live to meet the development requirement set for East Lothian by the Strategic Development Plan. The LDP spatial strategy notes that change will need to occur in East Lothian to accommodate these strategic development requirements (para 2.1). The LDP also contains a range of policies and proposals that seek to mitigate the

impact of development on the capacity within infrastructure and facilities, including schools and so on (see Policy DEL1: Infrastructure and Facilities Provision). The plan also contains a range of Design Polices aimed at ensure that new development is properly integrated into the character of settlements and the local area (see policies on pages 137-141 of the plan). **The Council submits that no modification of the plan is necessary.**

Spatial Strategy Support

Russell and Gillian Dick (0090); Network Rail (0181/7); Donald Hay (0183/1); Omnivale (0268/2); Wemyss and March Estate (0295/1)Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438/1); Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426/2)

Support Noted

Reporter’s conclusions:

Reporter’s recommendations:

Issue 3	Musselburgh Cluster			
Development plan reference:	Musselburgh Cluster (pgs 15-22)	Reporter:		
Body or person(s) submitting a representation raising the issue (including reference number):				
<table border="1"> <tr> <td> <p>Sven Seichter & Lisa Helbig (0005) Dalrymple Trust (0006) Neil Murray (0008) Sharon Hadden (0102) Louise Adam (0146) Brian Morland (0153) Maggie MacSporran (0157) Network Rail (0181) Royal Society for the Protection of Birds (0185) Nicola Dick (0202) Rachel Cayly (0216) Historic Environment Scotland (0228) Buccleuch Property (0230) Andrew Agnew (0234) Musselburgh & Inveresk Community Council (0245) Scottish Environment Protection Agency (0252) Lothian Park Ltd. (0256) Lothian Park Ltd. (0257) Wallace Land Investments (0285) Zoe Bennett-Levy (0263) Sirius Sport & Leisure (0274) Scottish Natural Heritage (0280) Alistair Hadden (0296) East Lothian Liberal Democrat Party (0300) Queen Margaret University (0306) Scottish Wildlife Trust (0316) Persimmon Homes (0334) East Lothian Developments Ltd. (0337)</p> </td> <td> <p>Joan Coyle and 49 others (0341) Wallyford Community Council (0343) Midlothian Council (0348) East Lothian Developments Ltd. (0351) Emma Hay (0357) Andrew Coulson (0359) Lisa Helbig (0362) Elaine Edwardson (0363) Musselburgh Conservation Society (0368) Amanda Ferguson (0375) Michael Izzi (0380) Lianne Millar (0381) Fraser Millar (0382) Inveresk Village Society (0385) Tay Wilson (0387) Robert Richardson(0388) Scottish Power Generation (0391) CALA Management (0393) Historic Environment Scotland (0394) Ewan Rutherford (0408) Traquair & Stewart Families (0409) Neil Murray (0423) Mike Hay (0428) Suzanne Brett (0429) Sue Howie (0430) Samantha Brown (0431) Nichola Taylor (0432) Kaye Nicholl (0433) Christina Hall (0434) Marnie Sutherland (0435) Maureen McGhee (0436)</p> </td> </tr> </table>			<p>Sven Seichter & Lisa Helbig (0005) Dalrymple Trust (0006) Neil Murray (0008) Sharon Hadden (0102) Louise Adam (0146) Brian Morland (0153) Maggie MacSporran (0157) Network Rail (0181) Royal Society for the Protection of Birds (0185) Nicola Dick (0202) Rachel Cayly (0216) Historic Environment Scotland (0228) Buccleuch Property (0230) Andrew Agnew (0234) Musselburgh & Inveresk Community Council (0245) Scottish Environment Protection Agency (0252) Lothian Park Ltd. (0256) Lothian Park Ltd. (0257) Wallace Land Investments (0285) Zoe Bennett-Levy (0263) Sirius Sport & Leisure (0274) Scottish Natural Heritage (0280) Alistair Hadden (0296) East Lothian Liberal Democrat Party (0300) Queen Margaret University (0306) Scottish Wildlife Trust (0316) Persimmon Homes (0334) East Lothian Developments Ltd. (0337)</p>	<p>Joan Coyle and 49 others (0341) Wallyford Community Council (0343) Midlothian Council (0348) East Lothian Developments Ltd. (0351) Emma Hay (0357) Andrew Coulson (0359) Lisa Helbig (0362) Elaine Edwardson (0363) Musselburgh Conservation Society (0368) Amanda Ferguson (0375) Michael Izzi (0380) Lianne Millar (0381) Fraser Millar (0382) Inveresk Village Society (0385) Tay Wilson (0387) Robert Richardson(0388) Scottish Power Generation (0391) CALA Management (0393) Historic Environment Scotland (0394) Ewan Rutherford (0408) Traquair & Stewart Families (0409) Neil Murray (0423) Mike Hay (0428) Suzanne Brett (0429) Sue Howie (0430) Samantha Brown (0431) Nichola Taylor (0432) Kaye Nicholl (0433) Christina Hall (0434) Marnie Sutherland (0435) Maureen McGhee (0436)</p>
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Provision of the development plan to which the issue relates:	Musselburgh Cluster (pgs 15-22)			
Planning authority's summary of the representation(s):				
<p>Musselburgh Cluster Strategy Map</p> <p><u>Sirius Sport & Leisure (0274/1)</u></p> <p>The site name given by the Council is Howe Mire. The site is not located at Howe Mire</p>				

which is some distance away to the west. It therefore gives rise to an impression that development is proposed in an alternative location. It is locally known by its historic name of Gula Flats. All submissions made to the Council by Sirius Sport & Leisure Ltd refer to Gula Flats. Accordingly, the Council is invited to amend the name.

The site boundary should extend to 11.8 ha rather than the 10.7 ha identified by the Council in the Development Brief and accordingly, the plan shown for PROP MH13 on the Spatial Strategy for the Musselburgh Cluster (page 15 of the Proposed Plan) should show a different boundary.

Musselburgh Cluster Introduction

Rachel Cayly (0216)

Supports the Musselburgh Conservation Society submission (0368) in relation to the four open space lungs largely areas of green belt surrounding Musselburgh which should be protected from development in the long term. These are 1) the Brunstane/Newhailes area 2) open land west of river Esk 3) large area east of the river from Carberry, across Howe Mire and into Lewisvale Park and 4) the north east coastal strip from Levenhall Links through to Royal Musselburgh Golf Course. Development should be directed at Wallyford (the development underway) and Craighall.

Musselburgh & Inveresk Community Council (0245/1)

The compact growth strategy and 5,300 new houses in the Musselburgh area will place undue pressure on its local infrastructure.

Musselburgh & Inveresk Community Council (0245/7)

To protect its identity Musselburgh needs to maintain its town boundaries and green belt between it and surrounding areas.

Emma Hay (0357/2)

Seeks modification to the wording of para 2.19 in the introduction to the Musselburgh Cluster which requires a secure long term safeguard preventing settlement coalescence in the area. Stronger protection of settlement separation is needed. Supports its references to the important function of land to the west of Wallyford but considers this to be inconsistent with the allocation of PROP MH13.

Musselburgh Conservation Society (0368/2)

Add to paras 2.14 -2.21 that the LDP should have a clear vision statement for Musselburgh. This should propose four major open areas to give the town breathing space and bring the countryside to the town; these are: 1 Newhailes Park and, outside East Lothian, Brunstane; though it is noted that Brunstane is to be developed; 2 The open lung to the west of the River Esk from south of the A1 through Monktonhall golf course and The Haugh to Olive Bank bridge 3; Open lung east of the river from Carberry to Howe Mire including land north of Whitecraig, into Inveresk and Lewisvale Park incorporating the strip of land north of Wallyford station which separates Whitecraig [*NB this is probably intended to read Wallyford*] from Musselburgh and provides a link with area 4 below; this land is important because of the Battlefield site and gives Inveresk Conservation Area its separate

identity; 4 The north east coastal strip from Levenhall Links to Royal Musselburgh Golf Course including Goshen Farm and Drummohr; this area is important because of its links to adjoining nature conservation area and the separation it provides from Prestonpans and its undeveloped coast. These areas of land should be protected by green belt designation and a new protected land status. Major development in the Musselburgh area should be focussed to the south east at Wallyford; to the south west around Queen Margaret University and at Craighall.

PROP MH1: Land at Craighall

Dalrymple Trust (0006)

PROP MH1 should contain detail on the nature of structural landscaping proposed along the contiguous boundary of East Lothian and City of Edinburgh Council. Buffer planting is required to separate residential development on the City of Edinburgh side and the employment uses proposed on the East Lothian side of the boundary.

Zoe Bennett-Levy (0263/1)

Objects to PROP MH1: Land at Old Craighall Village which destroys class 1 prime agricultural land as highlighted in Core Document Environmental Report Appendix 5. Taken together, PROP MH1, PROP MH2 and PROP MH3 represents an over development of the area and destroys/diminishes a significant part of the green belt which needs to be of a greater scale. The general need for more land is due to the wasteful manner in which new land is proposed instead of redeveloping underdeveloped areas to reuse infrastructure and resources and avoid breaking up existing social structures. A comprehensive joint masterplan of the area along with Midlothian and City of Edinburgh is required in this area.

Queen Margaret University (0306/1)

Queen Margaret University makes a number of representations in relation to proposal MH1, including in respect of the Proposal itself (and the associated Development Brief subject to separate consultation and consideration). 1 QMU submits that Proposal MH1 is too vague and should be split into separate sub-proposals and contain triggers for the provision of enabling infrastructure; in particular, the land to the north west of QMU should be identified separately from the rest of the allocation to ensure it has a specific focus and that infrastructure requirements associated with its delivery are clearly identified. The employment land should be delivered early, since it will replace land lost from the 2008 local plan; access will therefore need to be provided via the completion of the grade separated junction at QMU early too. It is acknowledged that the housing will enable this, but based on assumed phasing for the site the representation presumes this will be delivered after 2024 or even after 2030/31. This would block QMU's Commercial Hub and the Innovation Park until then, which is not supported. It is suggested that an appropriate trigger for the provision of this access would be before the completion of the 100th house on the overall Craighall site, which could see the junction delivered by 2020. This is seen as fundamental to the delivery of the QMU Commercial Hub and the Innovation Park.

Persimmon Homes (0334/1)

Supports the allocation of PROP MH1 Craighall but requests that an amendment is made

to the wording of PROP MH1 to delete the reference to approximate housing numbers of 350 houses for each of the two sites at Old Craighall and north of the A1.

Midlothian Council (0348/2)

Midlothian Council notes the LDP proposal to create a new local centre at Craighall. The new town centre at Shawfair has the potential to serve Craighall in its start-up phases, and the provision of bus and active travel links should be encouraged between Craighall and Shawfair should be encouraged. This will also support the Scottish Borders Railway. The new local centre should be restricted to the size needed to serve the new community only.

Elaine Edwardson (0363/1)

The representation appears to refer to the draft development brief for Craighall and provides detailed commentary on some of its sections. The main concern is that the B6415 is stated to be inadequate for the amount of traffic that will be using it in future following the completion of proposed developments that affect Old Craighall as well as from new development at Millerhill. Considers that existing houses at Old Craighall should be offered a quiet safe road rather than experience a high increase in traffic.

Musselburgh Conservation Society (0368/10)

In respect of education provision for Old Craighall – no mention of joint education provision with Midlothian Council in respect of the Craighall area – this was mentioned in the Main Issues Report and could relieve pressure on Musselburgh Grammar School.

Musselburgh Conservation Society (0368/13); Inveresk Village Society (0385/8)

Amend PROP MH1: Craighall to reduce the number of homes by 430. Site is supported but should have fewer houses south of the A1 with correspondingly more employment here.

Ewan Rutherford (0408)

Owner of 1.05 acres of land between 1 Old Craighall Road and Stanmore Cottage is allocated as part of PROP MH1: Land at Craighall but owner would like housing to come forward separately and in the shorter term to complement the wider PROP MH1 development. It should be zoned either as a separate housing proposal or as part of the PROP MH1 proposal.

PROP MH2: Land at Old Craighall

Zoe Bennett-Levy (0263/2)

Objects to PROP MH2: Land at Old Craighall Village because it does not respect the setting of a significant category A listed building; it destroys a significant part of the green belt and it destroys class 1 agricultural land as highlighted in Core Document Environmental Report Appendix 5. Taken together, PROP MH1, PROP MH2 and PROP MH3 represent an over development of the area and destroys/diminishes a significant part of the green belt, which needs to be of a greater scale. The general need for more land is due to the wasteful manner in which new land is proposed instead of redeveloping underdeveloped areas to reuse infrastructure and resources and avoid breaking up

existing social structures.

Traquair & Stewart Families (0409/1)

Seeks extension of PROP MH2: Land at Old Craighall Village and associated green belt removal (capacity 30-40 units over 3 ha) and alteration to the Proposals Map. The site is stated to be and available in the short term, in a sustainable location that can accommodate development.

PROP MH3: Land at Old Craighall Junction South West

Zoe Bennett-Levy (0263/3)

Objects to PROP MH3: Land at Old Craighall Village which destroys class 1 prime agricultural land as highlighted in Core Document Environmental Report Appendix 5. Taken together, PROP MH1, PROP MH2 and PROP MH3 represents an over development of the area and destroys/diminishes a significant part of the green belt which needs to be of a greater scale. A comprehensive joint masterplan of the area along with Midlothian and City of Edinburgh is required in this area. The employment allocation should be reduced.

Elaine Edwardson (0363/2)

PROP MH3 Land at Old Craighall Junction South West – this representation appears to refer to the draft development brief for Land at Old Craighall Junction South West and provides detailed commentary on some of its sections. The respondent has the following concerns about PROP MH3: the road infrastructure at Old Craighall is unsuitable for the proposed development; the train station is too far away to be likely to be used by people based at the proposed new development therefore there will be an increase in traffic in the area and no plan for parking which would have implications for Old Craighall as there is currently a parking problem here; there will be constant disruption for residents during construction including to utility services and the proposed development does not maintain the secluded character and identity of Old Craighall, removing the green belt status of the area.

Amanda Ferguson (0375)

Land at Old Craighall Junction South West – objects to this site which will change a green belt area and lead to air pollution. Concerned about the potential height of buildings used for employment purposes.

PROP MH4: Land at Old Craighall Junction

Lothian Park Ltd. (0257/1)

Lothian Park welcomes the continued allocation of this site for Class 4, 5 and 6 uses. Lothian Park notes the Council has not prepared a Development Brief for this site and would welcome the preparation of a brief to guide the development of this allocated site. A Development Brief will confirm the Council's requirements for the development of the site. For the reasons set out in relation to comments on Policy MH17 and Policy DP9, this should include a degree of flexibility and consideration of mutual connectivity with adjacent sites.

PROP MH5: Former Edenhall Hospital Site

Inveresk Village Society (0385/5)

Any housing proposed at PROP 5: Former Edenhall Hospital Site must have a vehicular access from Pinkie Road and not Carberry Road at Inveresk.

PROP MH8: Levenhall

Sven Seichter & Lisa Helbig (0005)

Opposed to PROP MH8: Levenhall on the grounds of harm to wildlife; the proposed vehicular access is close to a point where children play; noise impact from new neighbours and cars; construction noise, traffic and dust potentially for 1-2 years; the site is an entry point for nature walks in the area.

Neil Murray (0008)

Disagrees with PROP MH8: Levenhall on grounds of loss of green belt land between Wallyford, Musselburgh and Prestonpans; traffic congestion through Musselburgh and Wallyford including during construction and on the already slow A199; there is room for house building further east or south in East Lothian; will residents continue to have access to the A199 through the stone wall; Musselburgh has insufficient infrastructure to cope with the additional housing with reference to doctor's surgeries and schools; sufficient housing land at Wallyford; inadequate sewage system at Ravensheugh Crescent area to which Levenhall should not connect; lengthy period of construction noise; increased traffic equals increased emissions to the detriment of residents at Ravensheugh Crescent. The site is a designated battlefield and has a historic path, Beggar's Bush on its edge. Trees should be retained alongside the burn otherwise new houses would be able to see into the back gardens of some houses at Ravensheugh Crescent

Lisa Helbig (0362/1)

Objects to PROP MH8: Levenhall as it is untouched rural land used by deer and bats as well as dog walkers and children for playing. Concerned about noise and dust during construction.

CALA Management (0393/1)

Seeks amendments to PROP MH8: Levenhall to reduce the indicative capacity to circa 50 units due to physical and technical constraints of the site that have reduced the developable area available whilst the local housing market has an under supply of larger family homes and a full range and choice of housing is required to support place making and balanced communities.

Neil Murray (0423)

Opposed to PROP MH8: Land at Levenhall on grounds of loss of green belt, construction noise, dust and vibration over a prolonged period, harm to the wildlife of the area

PROP MH9: Land at Wallyford

Sharon Hadden (0102/1)

Respondent raises issues regarding the detailed planning application at Barbachlaw Wallyford. Does not support any more housing at Wallyford particularly if on a green field site and notes new housing already under construction at the south and east of Wallyford.

Maggie MacSporran (0157)

With reference to MH9 accepts that development has to happen but concerned that it is not being implemented sensitively in relation to the site boundary with existing residents at Wallyford Farm Cottages

PROP MH10: Land at Dolphingstone

Scottish Natural Heritage (0280/2)

SNH have expressed concern regarding potential allocation of this site throughout the plan preparation process. While PROP MH10 requires mitigation of development related impacts and a careful approach to placemaking, SNH consider that the mitigation of landscape impacts, including avoidance of the loss of important views to Edinburgh, the Forth Estuary and Fife will be very difficult to achieve, even with close adherence to matters set out in the Draft Development Brief for this site.

Musselburgh Conservation Society (0368/14); Inveresk Village Society (0385/11)

Amend PROP MH10: Land at Dolphingstone to reduce the number of dwellings by 200. Suggest any employment land lost at Howe Mire could be located here.

PROP MH12: Land at Barbachlaw, Wallyford

Nicola Dick (0202/1); Andrew Agnew (0234/1); Alistair Hadden (0296/1); Mike Hay (0428/1); Suzanne Brett (0429/1); Sue Howie (0430/1); Samantha Brown (0431/1); Nichola Taylor (0432/1); Kaye Nicholl (0433/1); Christina Hall (0434/1); Marnie Sutherland (0435/1); Maureen McGhee (0436/1)

PROP MH12 Barbachlaw should be de-allocated for housing should the stadium not be financially viable and that a stadium is the only acceptable use for the part of the site currently identified for it. A clearer statement in terms of alternatives to the stadium is required.

Emma Hay (0357/3)

PROP MH12: Barbachlaw, Wallyford should be modified to de-allocate for housing should the stadium prove financially unviable and that a stadium is the only acceptable use for its part of the site. Concerned that landowner may push for housing across the whole site.

PROP MH13: Land at Howe Mire, Wallyford

Nicola Dick (0202/2); Andrew Agnew (0234/2); Alistair Hadden (0296/2); Robert Richardson(0388); Mike Hay (0428/2)Suzanne Brett (0429/2); Sue Howie (0430/2);

Samantha Brown (0431/2); Nichola Taylor (0432/2); Kaye Nicholl (0433/2); Christina Hall (0434/2); Marnie Sutherland (0435/2); Maureen McGhee (0436/2)

Land at Howe Mire should be deleted because the proposed use of a small parcel of land currently designated as green belt as a car park (an appeal decision) does not justify the release of a larger area for mixed use development; there is no certainty that the stadium will be completed and a legal agreement is still required to tie the stadium to the housing. Howe Mire is land that separates Inveresk/Musselburgh from Wallyford and is visually prominent and forms part of the setting of Wallyford and Inveresk, which will become even more important as Wallyford expands through PROP MH9. Taking into account PROP MH9: Land at Wallyford and PROP MH10: Land at Dolphingstone there is no justification to release such a significant part of green belt in terms of visual impact and settlement separation for just 170 homes which could be accommodated within MH9 and MH10 instead.

Historic Environment Scotland (0228/1); Historic Environment Scotland (0394)

The proposed plan states that there would be a requirement to demonstrate that the land can be developed in line with Policy CH5. It is difficult to see how this would be possible, given the sensitivity of the site and the level of development proposed and that the principles in Policy CH5 are consistent with those set out in SPP. In light of this Historic Environment Scotland (HES) consider that the impacts of such development would not be in line with SPP policy 149 which states that planning authorities should seek to protect, conserve and, where appropriate, enhance the key landscape characteristics and special qualities of sites in the National Inventory of Historic Battlefields. It is on this basis that HES is seeking the removal of this allocation from the Local Development Plan.

(The reporter may wish to note that Historic Environment Scotland has additionally provided a number of notes, advice and comments on a variety of sites across all cluster areas in the LDP many of which are on the development briefs and the Environmental Report. The Council submits that these are not representations to the LDP and has not therefore formally recorded these or responded to them. Where relevant, these will be taken into consideration at the time of finalising development briefs or at the time of a relevant planning application).

Sirius Sport & Leisure (0274/2)

Development Framework Report submitted in support of the allocation of this site in the Proposed Plan and at the previous stages of the emerging Local Development Plan confirms the delivery of economic development on the allocated site. It is requested that the text in the first sentence is amended from could to would.

The text in Paragraph 2.38 needs to be amended to reflect ongoing research over the last 2 years. Reference to the site being in the core should be deleted as being irrelevant and an adjacent decision at appeal should be deleted. The key issue of the significance of the impact on the battlefield is fully covered by reference to Policy CH5: Battlefields and this is retained.

It is acknowledged that adjacent allocated sites should respect requirements for access; connectivity and permeability. Accordingly, these requirements are mutual and apply to both sites: PROP MH9 and PROP MH13.

East Lothian Liberal Democrat Party (0300/4)

Strongly object to Proposal MH13: Howe Mire, since it is within the core of the battle of Pinkie site. It is also at the heart of the open lung east of the river Esk. Development here would compromise the green belt boundary and set a precedent for further development there. The site is important to the setting of neighbouring settlements

Wallyford Community Council (0343)

Objects to PROP MH13 – Land at Howe Mire, Wallyford on the following grounds; adds further housing on top of the 1,450 at St Clements Wells development, the 600+ at Dolphingstone and the 49 houses under construction at Dovecot Wynd on Salters Road; the very good community spirit of the village will be put under immense strain jeopardising the safety and strength of the community; will lead to the loss of land with historical significance in connection with the Battle of Pinkie Cleugh; Howe Mire acts as a welcome delineation between Musselburgh and Wallyford and there is a striking view of the battle grounds and towards St Michael's Church at Inveresk; transport impact on Salter's Road is problematic at present with tailbacks towards the A1 creating problems for people crossing Salter's Road; there has been no proper consultation as this proposal came at a time when the Community Council has had a change over in community members.

East Lothian Developments Ltd. (0351)

Objects to PROP MH13: Land at Howe Mire because of its adverse impact on a National Inventory of Historic Battlefields site; lack of education capacity at the new Wallyford Primary School; significant harmful impact on green belt landscape; not aware that the traffic impacts of the site development have been fully tested in particular concern this site would require a junction on to Salters Road within 50m of the major junction on Salters Road that is to serve the 2,000 house and associated two new schools.

Emma Hay (0357/1)

PROP MH13: Land at Howe Mire, Wallyford should be deleted because the proposed use of a small parcel of land designated as green belt as a stadium car park does not justify the release of a much larger area for mixed use development. Questions whether the stadium will ever be completed despite the legal agreement linked to associated housing. Howe Mire land is integral to the separation between Inveresk/Musselburgh and Wallyford and this will become more important as Wallyford expands (PROP MH9). No justification in terms of housing numbers for the release of this site in terms of visual impact and settlement separation just for 170 homes which could be accommodated in PROP MH9 and PROP MH10 through careful planning and design.

Andrew Coulson (0359)

PROP MH13: Land at Howe Mire should be deleted as it is inconsistent with Policy CH5: Battlefields. If implemented this would destroy the character and identity of the National Inventory of Historic Battlefields defined battlefield area. The site extends up to the battle commemorative stone which was located at a point that provided a visual understanding of the landscape of the battle that would be lost if the site were developed. The reference in para 2.40 to significant landscape planting to define new defensible green belt boundaries would further harm sightlines of the battlefield which is increasingly seen as a field of

honour given the numbers that died there.

Musselburgh Conservation Society (0368/11)

Delete PROP MH13: Land at Howe Mire. This is an unacceptable development site that is of national significance as the site of the Battle of Pinkie Cleugh and no mitigation would be possible to counter its impact. It lies in open land that, if developed, its new green belt boundary to the west and north would be indefensible and would open up to development a swathe of land important to Musselburgh's and Inveresk's character and identity. Its allocation is contrary to the Reporter's recommendation at the Barbachlaw inquiry and is prime quality agricultural land that should be retained. Amend Proposals Map accordingly.

Lianne Millar (0381); Fraser Millar (0382); Tay Wilson (0387)

Land at Howe Mire should be deleted. It is visually prominent, forms an important part of the setting of Wallyford and Inveresk which will become even more important as Wallyford expands through PROP MH9. Taking into account MH9 and MH10 there is no justification in terms of housing numbers to release such a significant part of green belt in terms of visual impact and settlement separation for just 170 homes which could be accommodated within MH9 and MH10 instead.

Inveresk Village Society (0385/9)

Delete PROP MH13: Land at Howe Mire for the reasons given in the representation made by Musselburgh Conservation Society representation (0368/11/PROP/MH13). Amend Proposals Map Inset 26 accordingly

PROP MH14: Land at Whitecraig South

Louise Adam (0146)

Objects to new housing and expansion of the primary school at Whitecraig, implicitly to South Whitecraig. Plans for housing at Whitecraig were not available for viewing in July 2016.

Brian Morland (0153/2)

Concerned about PROP MH14 Whitecraig South on grounds that Whitecraig Avenue is not suited to additional traffic and the site should not be accessed from here. It is designated green belt, part of open green space important to residents that helps define the border with Midlothian. New housing at Whitecraig will not resolve deprivation and investment is required in other local facilities for example the site of the old bowling club, to improve the lives of current residents before new residents arrive. Whitecraig North is a better site than Whitecraig South with safer access and better connections within Whitecraig.

PROP MH15: Land at Whitecraig North

Wallace Land Investments (0285/1)

The Whitecraig North site has capacity for around 250 homes, rather than the 200 indicated in the proposed LDP. Request that capacity of the site be increased to reflect this. Request also made to modify the site boundary to allow access to the site, in

particular to allow visibility spays to be provided given the existence of telecommunications infrastructure.

Musselburgh Conservation Society (0368/12)

PROP MH15 Whitecraig North is in an area that should be a long term green lung for Musselburgh and would have indefensible green belt boundaries that could in the longer term lead to a loss of more key open land that serves a function in avoiding coalescence. Loss of prime agricultural land, over development of Whitecraig, and its development may direct additional traffic through Inveresk.

Inveresk Village Society (0385/10)

Delete PROP 15: Land at Whitecraig North for the reasons given in the representation made by Musselburgh Conservation Society (Submission 0368/12/PROP/MH15) and the effect it would have on the setting, separate identity and character of Inveresk and that it would result in more traffic channelled through Inveresk.

Policy MH17: Development Briefs

Lothian Park Ltd. (0256/2)

The Council's site *Development Briefs* are based on limited information and surveys. It is probable that through further detailed survey and design, an acceptable proposal could be delivered. At this stage in the Planning process, a degree of flexibility is necessary. Accordingly, compliance with the site *Development Brief* should incorporate some flexibility.

Lothian Park Ltd. (0257/2)

The Council's site *Development Briefs* are based on limited information and surveys. It is probable that through further detailed survey and design, an acceptable proposal could be delivered. At this stage in the Planning process, a degree of flexibility is necessary. Accordingly, compliance with the site *Development Brief* should incorporate some flexibility.

Wallace Land Investments (0285/2)

Representation on Development Brief Policy (MH17). The Council's development briefs are based on limited information and surveys. It is probable that through further detailed survey and design, an acceptable proposal could be delivered at Whitecraig North. At this stage in the planning process a degree of flexibility is needed in respect of the Brief. Accordingly the need for compliance with the development brief should incorporate some flexibility.

Sirius Sport & Leisure (0274/3)

The Council's site Development Briefs are based on limited information and surveys. It is probable that through further detailed survey and design, an acceptable proposal could be delivered. At this stage in the planning process, a degree of flexibility is necessary. This is already highlighted in relation to the wording in PROP MH13. Accordingly, compliance with the site Development Brief should incorporate some flexibility. In terms of the Development

Brief for this site, a case is presented in the Development Framework Report for a second access from Salter's Road to improve permeability and connectivity of the site to adjacent developments already under construction. It should also be noted that the boundary of the site is smaller because of an error by the Council is showing the boundary of the adjacent Stadium car park in the wrong location. This reduces the site by 1.1 ha. The site boundaries are shown in the Development Framework Report and these should be adopted in the Local Development Plan.

CALA Management (0393/2)

Reference to the development brief should be omitted until a more inclusive and credible process has been undertaken to finalise the briefs.

PROP MH18: Levenhall Links to Prestonpans: Area for Habitat Improvement

Royal Society for the Protection of Birds (0185/4)

The reclamation of intertidal mudflat feeding grounds for wintering waders and other birds was a significant loss to the qualifying features of the Firth of Forth SPA and have not been compensated for. RSPB would wish to see detailed proposals for the opportunities referred to for further habitat improvement at the lagoons. PROP MH18: RSPB commend the aim to improve the availability of suitable habitat for qualifying interests (bird species) of the Firth of Forth SPA.

Scottish Wildlife Trust (0316/1)

Scottish Wildlife Trust (Local Group) welcomes Proposal MH18 Levenhall to Prestonpans: Area for Habitat Improvement, but would like to see a broader statement of the management of the site as currently this is limited to the qualifying interests of the Firth of Forth SPA. In particular there may be opportunities to consider the creation of a local nature reserve there.

Scottish Power Generation (0391/2)

Scottish Power Generation supports Proposal MH18, which largely relates to the former ash lagoons associated with the former Cockenzie site, but reserves the right to make further representations should a third party propose to make changes to this paragraph as it relates to its assets. No modifications proposed.

Musselburgh Cluster Miscellaneous

Scottish Environment Protection Agency (0252/1)

The representation states that although these sites in Table MH1 are not shown on the spatial strategy drawings within the PP, the majority are shown on the proposal maps which accompany the plan. SEPA have not had an opportunity to comment on these sites previously, during the preparation of this LDP, i.e. SEPA have not been provided with shape files which allow assessment of the sites against all relevant information held on record. It is not clear if these allocations have been through the SEA process with the same rigour as other sites and the majority have not been assessed by the SFRA and the requirement for Flood Risk Assessments (FRA) to be submitted with planning applications, where appropriate, has not been identified in the PP. As less consideration of flood risk

has been given to these sites, particularly taking into account significant changes in legislation, policy and the physical environment (such as the higher annual rainfall being experienced in East Lothian) it is not possible to establish the principle of development at these sites.

East Lothian Developments Ltd. (0337/3)

ELDL would oppose the allocation of Goshen Farm for development were it to be considered by a Reporter because it would be harmful to the green belt; it would have a harmful impact on the Pinkie battlefield National Inventory of Historic Battlefields site; the development does not correspond with the Council's Education strategy and there is insufficient education capacity to serve it and the promoters have not demonstrated that the site can be developed without a harmful impact on the road network.

Lisa Helbig (0362/2)

Not all neighbours were notified about this proposal in the LDP.

Musselburgh Cluster Support

Network Rail (0181/8)

Network Rail welcomes the detailed analysis and information on the development within the Musselburgh cluster and how it seeks to ameliorate this through improvements, which accord with our own strategy and proposals. The cross reference to and the detailed policies set out through the Transport section of the LDP and in particular the detailed policies on improvement works and contributions required are welcomed. This forms a sound and detailed basis and one which we support.

Scottish Environment Protection Agency (0252/26)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH4. A FRA for this site should consider culverts within the site.

Scottish Environment Protection Agency (0252/27)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH3. A FRA for this site should consider culverts adjacent to the site.

Scottish Environment Protection Agency (0252/28)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH1. A FRA for this site should consider culverts adjacent to the site.

Scottish Environment Protection Agency (0252/29)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH7.

Scottish Environment Protection Agency (0252/30)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH9.

Scottish Environment Protection Agency (0252/31)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH8.

During high flows, there are recorded instances of the Ravenshaugh Burn flooding adjacent to Beggar's Bush House where the burn joins with an unnamed tributary and was culverted into small pipes. The culverts have been replaced with a large open channel. The FRA should take these factors into account.

Scottish Environment Protection Agency (0252/32)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH5.

A tributary from of the Pinkie Burn is believed to flow through the site as shown on the SEPA fluvial flood map. A FRA was carried out in April 2010 and identified that a 600mm diameter culvert emerges at Pinkie St Peter's Primary School. The exact location of the culvert upstream is unknown.

A FRA should determine whether the tributary is culverted beneath the former hospital. No new development should take place above the culvert.

Scottish Environment Protection Agency (0252/33)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH10.

There is a small watercourse along boundary of the site which may pose a small risk of flooding. This should be addressed in the FRA.

Scottish Environment Protection Agency (0252/34)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH2.

Buccleuch Property (0230)

Supports the allocation at Whitecraig South PROP MH14 for the release of land for 300 units

Scottish Environment Protection Agency (0252/35)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH14.

It is possible that a culverted watercourse flows along the northern boundary adjacent to

the School and the FRA should assess the risk from this watercourse, if it is present.

Scottish Environment Protection Agency (0252/36)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH12.

A small watercourse could be culverted along the northern boundary of the site and the FRA should address this possibility.

Scottish Environment Protection Agency (0252/37)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at Prop MH15.

Scottish Environment Protection Agency (0252/38)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at MH13.

Joan Coyle (0341)

This petition has been signed by a total of 50 individual people with addresses in Wallyford, Tranent and Elphinstone. Supports PROP MH13: Land at Howe Mire for mixed use development (circa 170 homes and employment uses).

Michael Izzi (0380/2)

Supports the allocation of PROP 13 Howe Mire.

East Lothian Developments Ltd. (0337/1)

East Lothian Developments Ltd. support PROP MH10: Land at Dolphingstone [which is on a site in their ownership].

East Lothian Developments Ltd. (0337/2)

East Lothian Developments Ltd. support MH11: New Secondary School Establishment [which is on a site in their ownership].

Modifications sought by those submitting representations:

Musselburgh Cluster Strategy Map

Sirius Sport & Leisure (0274/1)

PROP MH13 site boundary should be extended to 11.8 ha and the Musselburgh Cluster strategy map altered to reflect this as highlighted in the representation.

The name of the allocation should be changed to Gula Flats from Howe Mire.

Musselburgh Cluster Introduction

Network Rail (0181/8); Musselburgh & Inveresk Community Council (0245/1);
Musselburgh & Inveresk Community Council (0245/7)

No Modification sought

Rachel Cayly (0216)

Amend paras 2.14 - 2.21 and associated Proposals

Emma Hay (0357/2)

Amend para 2.19 to include reference to strategic landscape mitigation.

Musselburgh Conservation Society (0368/2)

Amend Paras 2.14- 2.21 to incorporate: Given the scale of development proposed in the Musselburgh cluster and its likely impact it should be provided in accordance with a spatial strategy for the area which is based upon what physically gives the town its identity and character now and makes it an attractive place to live and do business, what's good and should be preserved and protected and where development should go to cause least damage. It is about getting the right amount of development in the right places whilst protecting acknowledged assets, in other words maintaining a sense of place. To achieve these aims the strategy proposes protecting four major open areas which give the town breathing space, provide separation from adjoining communities and bring the countryside into the town. They are:

- (i) To the west Newhailes Park and, outwith East Lothian, the adjacent Brunstane area which together give separation between Musselburgh and Edinburgh. Unfortunately it looks like the Brunstane area is to be developed as part of the Edinburgh Local Plan leaving only Newhailes parkland as open land here.
- (ii) The open lung to the west of the river Esk from south of the A1 through Monktonhall Golf Course and The Haugh to Olive Bank bridge.
- (iii) The major open lung east of the river from Carberry across Howe Mire, including land north of Whitecraig, into Inveresk and Lewisvale Park, incorporating the strip of land north of Wallyford station which separates Whitecraig from Musselburgh and provides a link with area (iv). This area is of special importance because it contains much of the historic Pinkie Cleugh battlefield site and gives Inveresk Village Conservation Area its separate identity.
- (iv) The north east coastal strip from Levenhall Links through to Royal Musselburgh Golf Course including the Goshen Farm and Drummohr areas which provide an undeveloped buffer to the adjoining nature conservation area. Overall the area provides separation from Prestonpans, maintains the undeveloped waterfront, protects the designed landscape of Drummohr House and contains another key area of the battlefield site.

Unless there is a persuasive case for limited development which causes no harm, and Whitecraig South and Levenhall are examples, and allowing for extant planning permissions, these areas will be protected by maintaining Green Belt status and introducing new protected open land status where necessary.

Musselburgh would thus remain recognisable and retain its identity long term, and there should be no decisions now that would compromise this structure,

including allowing minor developments which would threaten the integrity of the open areas. Where major development should be focussed is to the far side of existing built up areas (a) up to the A1 to the south east of the town. i.e. the Wallyford development now underway, and (b) south west of the town around QMU and Craighall where generated traffic can be directed onto upgraded A1 junctions and away from the town centre'.

PROP MH1: Land at Craighall

Dalrymple Trust (0006)

Amend para 2.24 of LDP. Amend development brief

Zoe Bennett-Levy (0263/1)

None specified

Queen Margaret University (0306/1)

“PROP MH1a: land at Craighall Musselburgh – Queen Margaret University. Queen Margaret University and land to the North of Queen Margaret Drive provides an opportunity to deliver the Commercial Hub and Innovation Park as identified in the QMU Masterplan and Delivery Strategy (2016). In addition to the University, a Commercial Hub, and Innovation Park is envisaged for the site, incorporating up to 45 000 sq m of commercial (including a mix of uses such as hotel, local centre, community facilities, etc) and Innovation Park. The delivery of this opportunity is predicated on the completion of the approved grade-separated junction on the A1 at QMU, to facilitate appropriate access to the site. This will be enabled by using housing development elsewhere within MH1 Craighall Allocation as outlined below. Land to the North East of the University is allocated for mixed use development, including relocated QMU car park and housing uses.”

“PROP MH1b: Land at Craighall, Musselburgh – Mixed Use Development
Land at Craighall, straddling the A1, is allocated for mixed use development including xx homes (exact number as included in finalised LDP), around 41 hectares of employment land, a new primary school and community uses, as well as infrastructure and associated works. This includes:

- 55ha of land to the east of Millerhill Marshalling Yards, between the freight rail loop and south of the A1, which is allocated for mixed use development including up to xx homes (as above) and around 20 hectares of employment land, to which policy EMP1 will apply. Access to this land will be from the upgraded grade-separated junction on the A1 at QMU
- 21 hectares of land to the south of the A1 at Old Craighall, which is allocated for a mixed use predominately housing development, which has capacity for xx homes (as above). Access to this land will be from the local road network
- 15 hectares of land to the east of Queen Margaret University and north of the A1, which is allocated for housing and has capacity for xx homes (as above). Access to this land will be from the local road network”

“PROP MH1c: Land at Craighall, Musselburgh – Masterplanning and Enabling Development
A comprehensive masterplan for the entire MH1 allocated site, which conforms to the MH1 Development Brief, will be required as part of any planning application for the allocated

land. The masterplan shall include a phasing plan which will commit to enabling infrastructure provision as follows:

- The completion, and opening for public use, of the approved grade-separated junction on the A1 at QMU (Prop T16) prior to the occupation of a maximum of 100 houses within the overall MH1 allocation;
- The Delivery of the infrastructure requirements for the site as outlined in the approved MH1 development Brief, in accordance with the requirements of Policy DEL1: Infrastructure and Facilities Provision and Supplementary Guidance: Developer Contributions Framework.”

Persimmon Homes (0334/1)

Delete reference to approximate housing numbers of 350 houses for each of the two sites at Old Craighall and north of the A1

Midlothian Council (0348/2); Elaine Edwardson (0363/1); Musselburgh Conservation Society (0368/10); Inveresk Village Society (0385/8)

No Modification sought

Musselburgh Conservation Society (0368/13)

Amend PROP MH1 to reduce the numbers by 430.

Ewan Rutherford (0408)

Amend PROPMH1 or add new Proposal MH1a

PROP MH2: Land at Old Craighall

Zoe Bennett-Levy (0263/2)

Delete PROP MH2

Traquair & Stewart Families (0409/1)

Amend and extend Proposal MH2 and amend Proposals Map accordingly

PROP MH3: Land at Old Craighall Junction South West

Zoe Bennett-Levy (0263/3)

Amend PROP MH3 to reduce the allocation

Elaine Edwardson (0363/2); Amanda Ferguson (0375)

No modification sought

PROP MH4: Land at Old Craighall Junction

Lothian Park Ltd. (0257/1)

The representation suggests that a development brief should be prepared for the site.

PROP MH5: Former Edenhall Hospital Site

Inveresk Village Society (0385/5)

None

PROP MH8: Levenhall

Sven Seichter & Lisa Helbig (0005); Lisa Helbig (0362/1);

No Modification sought

Neil Murray (0008); Neil Murray (0423)

Delete PROP MH8

CALA Management (0393/1)

Amendment to MH8 to reduce capacity to circa 50

PROP MH9: Land at Wallyford

Sharon Hadden (0102/1); Maggie MacSporran (0157)

No Modification sought

PROP MH10: Land at Dolphingstone

Scottish Natural Heritage (0280/2)

In terms of natural heritage impacts SNH consider that other alternative sites put forward at the MIR stage would have fewer impacts. No specific modification has been sought. However, objection is raised to development of the site suggesting that the site is removed from the LDP.

Musselburgh Conservation Society (0368/14); Inveresk Village Society (0385/1)

Amend PROP MH10: Land at Dolphingstone to reduce the number of dwellings by 200

PROP MH12: Land at Barbachlaw, Wallyford

Nicola Dick (0202/1); Andrew Agnew (0234/1); Alistair Hadden (0296/1); Emma Hay (0357/3); Mike Hay (0428/1); Suzanne Brett (0429/1); Sue Howie (0430/1); Samantha Brown (0431/1); Nichola Taylor (0432/1); Kaye Nicholl (0433/1); Christina Hall (0434/1); Marnie Sutherland (0435/1); Maureen McGhee (0436/1)

Amend PROP MH12

PROP MH13: Land at Howe Mire, Wallyford

Nicola Dick (0202/2); Historic Environment Scotland (0228/1); Andrew Agnew (0234/2); Alistair Hadden (0296/2); East Lothian Developments Ltd. (0351); Lianne Millar (0381); Fraser Millar (0382); Tay Wilson (0387); Robert Richardson(0388); Historic Environment Scotland (0394); Mike Hay (0428/2); Suzanne Brett (0429/2); Sue Howie (0430/2); Samantha Brown (0431/2); Nichola Taylor (0432/2); Kaye Nicholl (0433/2); Christina Hall (0434/2); Marnie Sutherland (0435/2); Maureen McGhee (0436/2)

Removal of allocation PROP MH13: Land at Howe Mire, Wallyford from the Plan. (Paragraphs 2.38-2.40)

Sirius Sport & Leisure (0274/2)

Modifications to paragraph 2.38:

It is requested that the text in the first sentence is amended from could to would.

It is recommended that the second and third sentences are deleted.

It is recommended that the following text is added to the end of paragraph 2.38 to read "PROP MH9 and vice versa for PROP MH 13".

East Lothian Liberal Democrat Party (0300/4)

No specific modification sought or suggested, but the objection would suggest that changes should be made to the plan

Wallyford Community Council (0343)

No Modification sought

Emma Hay (0357/1)

Delete PROP MH13 and provide strategic landscape mitigation

Andrew Coulson (0359)

No Modification sought

Musselburgh Conservation Society (0368/11); Inveresk Village Society (0385/9)

Delete PROP MH13 and amend Proposals Map Inset 26 accordingly

PROP MH14: Land at Whitecraig South

Louise Adam (0146/1); Brian Morland (0153/2)

No Modification sought

PROP MH15: Land at Whitecraig North

Wallace Land Investments (0285/1)

Within Proposal MH15, modify the capacity of the site from 200 homes to 250 homes. Add the following text after the words Development Brief 'and any agreed amendments to this brief' etc. Modify site boundary on the proposals map to that shown in Development Framework Report.

Musselburgh Conservation Society (0368/12); Inveresk Village Society (0385/10)

Delete Whitecraig North and amend the Whitecraig Inset Map 37 accordingly

Policy MH17: Development Briefs

Lothian Park Ltd. (0256/2); Lothian Park Ltd. (0257/2); Sirius Sport & Leisure (0274/3); Wallace Land Investments (0285/2)

Replace second sentence of Policy MH 17 with the following text: "Proposed master plans should generally conform to the relevant development brief."

CALA Management (0393/2)

Amendment to Policy MH17 to read Site Masterplans - as part of any planning application for any allocated site, comprehensive masterplan solutions for the entire allocated site must be submitted. Proposed masterplans must demonstrate how the relevant objectives for the allocated site will be secured, how the development will be delivered on an appropriate phased basis, and set out design requirements to ensure the development will be properly integrated with its surroundings and the character of the local area

PROP MH18: Levenhall Links to Prestonpans: Area for Habitat Improvement

Scottish Wildlife Trust (0316/1)

Designate a Local Nature Reserve at Levenhall Links by modifying paras 2.47-2.48 and Proposal MH18.

Scottish Power Generation (0391/2)

No Modification sought

Royal Society for the Protection of Birds (0185/4)

No specific modification is sought however, the representor would wish to see any proposals for future habitat improvement at the lagoons.

The representation commends the aim of PROP MH18.

Musselburgh Cluster Miscellaneous

Scottish Environment Protection Agency (0252/1)

SEPA objects to the inclusion of sites within Table MH1 in the LDP, without them being subject to the same process and review as all other sites to be included in the LDP.

East Lothian Developments Ltd. (0337/3)

No Modification sought

Lisa Helbig (0361/2)

No Modification sought

Musselburgh Custer Support

Network Rail (0181/8); Buccleuch Property (0230); Scottish Environment Protection Agency (0252/26) (0252/27) (0252/28) (0252/29) (0252/30) (0252/31) (0252/32) (0252/33) (0252/34) (0252/35) (0252/36) (0252/37) (0252/38) Joan Coyle (0341); Michael Izzi (0380/2); East Lothian Developments Ltd. (0337/1); East Lothian Developments Ltd. (0337/2)

No modification sought

Summary of responses (including reasons) by planning authority:

Musselburgh Cluster Strategy Map

Sirius Sport & Leisure (0274/1)

The Council notes that there may be a minor difference between the planning permission site boundary and the boundary shown in the draft development brief and on the spatial strategy map on p15 of the LDP and Proposals Map (Inset 26). However, according to the Council's GIS records the mapping is accurate. Should the Reporter be minded to modify the relevant spatial strategy map and Proposals Map Inset in light of this representation, the site plan provided in association with Appeal PPA-210-2018 may provide a basis for consideration of this. The draft development brief will be finalised after the Examination.

The Council notes that the current Ordnance Survey map does not refer to Gula Flats and the Council therefore used the name of the closest area that is named on the OS map, Howe Mire. The Council submits that this is of more help to anyone looking to find where development is proposed than the use of a supposed historic name not used on current OS maps. The Council submits that Ordnance Survey maps from the 1st Edition in 1854 through to the present do not use the name Gula Flats and instead the names Howe Mire, Rosehill and Barbachlaw are used in the vicinity of the site. The 1745 Roy Map uses the names Wallyford, Clammer Hill and Little Fauldside to reference farms in the area. Again there is no reference to Gula Flats on this historic map. The Council acknowledges that Gula Flats may have been a local name but cannot find any evidence of this. The Council submits that if evidence is found then it would be prepared to consider the use of the name Gula Flats in future street naming as and when the site is developed. **The Council submits that a modification of the LDP is not necessary.**

Musselburgh Cluster Introduction

Rachel Cayly (0216)

The Council notes the four major open areas proposed in this representation to bring the countryside into the town the support for major development to the south east of Musselburgh at Wallyford, to the south west around Queen Margaret University and at

Craighall. The Council submits that SDP Policy 1A: The Spatial Strategy requires the LDP to direct '*strategic development*' within East Lothian to the East Lothian Strategic Development Area (SDA). Policy 1B: Development Principles requires the LDP to allocate sites which meet the specified criteria, including avoiding significant adverse impacts on designated areas and having regard to the need to improve quality of life and deliver high quality design and energy efficiency. The Council submits that the major LDP proposal sites are to the south east of Musselburgh at Wallyford, to the south west around Queen Margaret University and at Craighall. The Council also submits that land around Musselburgh not allocated for development is designated as green belt and that the LDP retains sufficient land as green belt that prevents the coalescence of settlements and retains the separate identities of Wallyford, Whitecraig, Inveresk and Musselburgh. The Council acknowledges that the character and identity of Old Craighall will change significantly as major development is proposed there including a primary school and new commercial and community facilities. The Council submits that most of the land identified in this representation as 'green lungs' is retained as green belt to the benefit of the setting of Musselburgh and the wider area. The Council considers that the use of green belt to define areas of land to direct development to the most appropriate locations around Musselburgh while supporting regeneration remains the most appropriate planning tool to achieve this and does not consider that any further protected land status is required. **The Council submits that a modification of the LDP is not necessary.**

Musselburgh & Inveresk Community Council (0245/1)

The Council acknowledges that an increase of 5,304 houses will have implications for local infrastructure in the Musselburgh area. This has been fully considered and where appropriate, planned for in the preparation of the LDP. The Council accepts that the proposed sites for new homes represent a significant expansion in the Musselburgh cluster but considers that this scale of development was required here in the context of the housing land requirements and the Compact Growth Strategy adopted for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth. The Council notes that the SDP together with its Supplementary Guidance on Housing Land requires the LDP to ensure sufficient housing land is available to deliver 6,250 homes in the period 2009 to 2019 and a further 3,800 homes in the period 2019 to 2024. In total, sufficient housing land is needed so 10,050 homes can be built in the period 2009 - 2024. The Council's approach to planning for housing set out in the proposed LDP is explained within Technical Note 1. The Council submits that SDP Policy 1A: The Spatial Strategy: Development Locations requires the LDP to direct '*strategic development*' within East Lothian to the East Lothian Strategic Development Area (SDA). Policy 1B: Development Principles requires the LDP to allocate sites which meet specified criteria, including avoiding significant adverse impacts on designated sites and having regard to the need to improve quality of life and deliver high quality design and energy efficiency. SESplan has defined the East Lothian SDA using its spatial strategy assessment (see the SDP Spatial Strategy Assessment Technical Note) (Core Doc). SESplan applied assessment criteria to different areas within the city region. A comparative analysis was undertaken by SESplan to establish which areas should and should not be included within an SDA. Musselburgh is one of the most accessible areas of East Lothian and is included in the SDA.

The Council submits that it has addressed specific issues in relation to the effects of the development sites within the LDP on local infrastructure in its schedule 4 responses to Affordable Housing, Education, Community and Healthcare, Open Space and Play provision and Transport and that the Delivery section of the LDP, p142-144, addresses key additional infrastructure facilities or interventions that are required to enable the

development of the LDP sites. The supplementary guidance on Developer Contributions supports this ensuring that an appropriate contribution will be made by developers to the costs of required infrastructure, facilities and interventions. **The Council submits that a modification of the LDP is not necessary.**

Musselburgh & Inveresk Community Council (0245/7)

The concerns of the Community Council are noted.

The Council submits that due to a lack of brownfield land and its coastal location, Musselburgh cannot accommodate the expansion planned in the LDP whilst maintaining its present town boundaries. The Council submits that it has selected sites for development at Musselburgh that minimise impact on its setting as it retains significant and important parts of the green belt that provide greenfield wedges between Wallyford and Musselburgh and around Inveresk to maintain its high quality setting. The Council submits that the expansion of Wallyford to the west has made it more important for there to be green belt land between Wallyford and Inveresk and Wallyford and Musselburgh and the Council does not wish to see this diminished any further, in the interests of protecting the settings and identities of Musselburgh, Inveresk and Wallyford in this area. The largest area of expansion proposed is at Craighall which is closest to Edinburgh and Midlothian and it is acknowledged that here development will in time meet with the administrative boundaries of Midlothian at Shawfair and Edinburgh at Newcraighall.

Sites at Musselburgh are proposed for allocation in order to meet the housing land requirement set by the SDP as noted in the response to 0245/1 above. While the Council accepts that these sites represent a significant expansion to Musselburgh, it is considered that this scale of development was necessary in the context of the SDP housing land requirements. In respect of the scale and distribution of Housing Land Requirements, the SDP required that Supplementary Guidance be prepared by SESplan to set the additional housing requirements for East Lothian's LDP (SDP paragraph 56). The preparation of this guidance was to be based on a 'fresh' analysis of development opportunities and of environmental and infrastructure opportunities and constraints in the SDP area. This analysis is set out in the Supplementary Guidance Housing Land Technical Note (May 2014) Section 7: Delivery (Core Doc). This is a refresh of the SDP Spatial Strategy Assessment Technical Note (Core Doc). In respect of the East Lothian West assessment area the findings of the refreshed strategic assessment were as follows:

Accessibility: this area is the most accessible part of East Lothian

Infrastructure Capacity: Water and Drainage capacity exists in this area. Education capacity varied but was generally limited.

Land Availability and development capacity: During the preparation of the SDP some capacity for expansion of Musselburgh and Longniddry were identified though it was noted that a number of existing allocations were undeveloped. The 'call for sites' exercise undertaken by the Council in the preparation of the MIR /LDP revealed further interest in development in the west of East Lothian.

Green Belt: Strategic development in the western part of this area is likely to have a significant impact on the green belt.

Landscape Designations: No change

Regeneration Potential: Although there were some areas of deprivation it was considered that the scope for regeneration benefit related to new development was limited.

Prime Agricultural Land: The strategic assessment noted that all land in this area was

of prime quality.

Transport: The strategic assessment notes that there is increasing congestion on the A198 and A1 approaching Edinburgh affecting the public transport service, there were issues at Old Craighall junction on the A1 and limited capacity at other junctions. Rail capacity issues on North Berwick line services and a very limited increase in Edinburgh to Dunbar services.

When preparing the MIR and selecting sites, the Council took into account the results of relevant assessment and appraisal, including cumulative effects, through Strategic Environmental Assessment (SEA) and Transport Appraisal. Consideration of infrastructure opportunities and constraints featured, including where existing facilities have capacity or can be expanded or where new facilities will be required to accommodate development. Preliminary work on Habitats Regulation Appraisal (HRA) was carried out at this stage. Preferred sites and reasonable alternatives were identified in consultation with internal / external service / infrastructure providers / consultees, including SNH, SEPA, HES.

The Council submits that there were also responses to the MIR from landowners and developers and the house building industry. These suggested that significantly more housing land than was 'preferred' to be allocated by the MIR would be required in East Lothian to meet the SDP Housing Land Requirement and to maintain a five years' supply of effective housing land, particularly in the short term up to 2019. Those consultation responses also suggested that a combination of the 'compact' and 'dispersed' spatial strategy options consulted on at MIR stage should be followed by the proposed LDP, as all of East Lothian is a marketable location.

The Council submits that in the preparation of the proposed LDP it took into account the responses to the MIR, SPP (2014) including its principal policies, the development requirements and spatial strategy of the SDP and its Supplementary Guidance on Housing Land as well as its own assessment of the principal physical, social economic and environmental characteristics of the area, as summarised within Section 2 of the MIR.

When selecting sites for inclusion in the proposed LDP, the Council looked first to those which were 'preferred' in the MIR and which had no technical issues in general principle raised through the MIR consultation. However, further sites were needed over and above those and many of the 'reasonable alternative' sites in the west of East Lothian were chosen for inclusion within the proposed LDP. Overall, most of the 'reasonable alternative' sites are included within the proposed LDP. However, sites at east Tranent (ALT – T5, T6 and T7) were not selected despite being within the SDA for the reasons explained within the MIR and because it was considered they may prejudice the development of Blindwells. Land at Eweford (MIR reference ALT-D1) was not included as it was a large site and in terms of effectiveness is considered it could not be developed in the short term.

The Council submits that despite the scale of development proposed in the LDP, because of the location of the proposal sites at Craighall, adjacent to the Midlothian and Edinburgh administrative boundaries and the continued presence of the green belt to the south and east of the town and between it and Wallyford and Inveresk, the identity of Musselburgh can continue to be maintained. **The Council submits that a modification of the LDP is not necessary.**

Emma Hay (0357/2)

While the Council agrees that settlement coalescence in the Musselburgh cluster is

undesirable, it considers that the use of the green belt to define areas of land to direct development to the most appropriate locations around Musselburgh while supporting regeneration remains the most appropriate planning tool to achieve this. Additional clarification of para 2.19 of the LDP as suggested by the representation may be acceptable should the Reporter be minded it is necessary. The decision to allocate PROP MH13: Land at Howe Mire taken by members on 17 November 2015 was in the knowledge of its environmental impact as reported in its SEA site assessment. **The Council submits that a modification of the LDP is not necessary.**

Musselburgh Conservation Society (0368/2)

The Council notes four major open areas proposed in this representation that the representation suggests would bring the countryside into the town and that the representation supports major development to the south east of Musselburgh at Wallyford, to the south west around Queen Margaret University and at Craighall. The Council submits that SDP Policy 1A: The Spatial Strategy requires the LDP to direct '*strategic development*' within East Lothian to the East Lothian Strategic Development Area (SDA). Policy 1B: Development Principles requires the LDP to allocate sites which meet the specified criteria, including avoiding significant adverse impacts on designated areas and having regard to the need to improve quality of life and deliver high quality design and energy efficiency. The Council submits that the major LDP proposal sites are to the south east of Musselburgh at Wallyford, to the south west around Queen Margaret University and at Craighall. The Council also submits that land around Musselburgh that is not allocated for development is designated as green belt and that the LDP retains sufficient land as green belt that prevents the coalescence of settlements and retains the separate identities of Wallyford, Whitecraig, Inveresk and Musselburgh. The Council acknowledges that the character and identity of Old Craighall will change significantly as major development is proposed there including a primary school and new commercial and community facilities. The Council submits that most of the land identified in this representation as 'green lungs' is retained as green belt to the benefit of the setting of Musselburgh and the wider area. The Council considers that the use of green belt to define areas of land to direct development to the most appropriate locations around Musselburgh while supporting regeneration remains the most appropriate planning tool to achieve this and does not consider that any further protected land status is required. **The Council submits that a modification of the LDP is not necessary.**

PROP MH1: Land at Craighall

Dalrymple Trust (0006)

The development of PROP MH1 will require to be in accordance with the site development brief which will be finalised after the Examination. All comments made to the development brief will be fully considered before the brief is finalised. The Council considers that the matter of landscape treatment between the two uses is an issue more appropriate to the development brief and not for the text of the local development plan proposal. **The Council submits that a modification of the LDP is not necessary.**

Zoe Bennett-Levy (0263/1)

The Council acknowledges the importance of Monkton House and its gatepiers which are category A listed buildings set within a locally important designed landscape. As a category A listed building Historic Environment Scotland has a role to play in considering

its setting. In addition Monkton Gardens nearby is a category B listed building and there is a scheduled monument close to the house. During the preparation of the LDP the Council has had regard to the comments submitted by Historic Environment Scotland. Monkton House is situated close to the administrative border with Midlothian Council in a strategically important part of countryside and green belt south east of Edinburgh. The Strategic Development Plan for South East Scotland (SDP) and the associated Supplementary Guidance on Housing Land sets the Housing Land Requirement for each local authority area within the city region, including for East Lothian. The Housing Land Requirement for the period 2009-2024 for East Lothian requires sufficient land to be allocated that delivers 10,050 houses by 2024. East Lothian Council is not able to reallocate its requirement. The Council has approved a compact growth strategy for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth. Old Craighall falls within an area that is able to accommodate significant levels of growth to meet the development requirements of East Lothian. Given the scale of development required by SDP much of this wider strategic area is required for future development and the Midlothian LDP allocates land nearby at both Newton and Shawfair. The Council submits that to achieve a settlement strategy that meets the SDP's development requirements, land previously in the green belt has required to be allocated for development. This is in line with SPP para 50 which notes that in developing its spatial strategy the planning authority should identify the most sustainable locations for longer term development and where necessary review the boundaries of any green belt. Land in the Craighall area which is part of the strategic south east Edinburgh area is required for development. The Council acknowledges that the cumulative impact of sites MH1, MH2 and MH3 will significantly change Old Craighall from a small village with very few facilities to a larger settlement of a size to accommodate its own primary school and land for employment. Because of the different stages at which development proposals are currently at within Midlothian, City of Edinburgh and East Lothian in this wider area it has not so far been possible to comprehensively masterplan the entire area. The Midlothian LDP is awaiting Examination and the East Lothian one will be at Examination in mid 2017 whereas the City of Edinburgh LDP is already approved. The Council acknowledges that PROP MH1 is a generally flat landscape and that development will not be contained within it but submits that does not mean that it should not be developed to meet the development requirements of the SDP. **The Council submits that a modification of the LDP is not necessary.**

Queen Margaret University (0306/1)

The Council submits that that Queen Margaret University does not form part of Proposal MH1. The land occupied by the University is proposed to be safeguarded for education and community facilities, in line with Policy SECF1. In policy terms, in principle there is nothing preventing QMU from diversifying its operations now on the area of land so designated. Whilst the University's strategic plan is noted, it is also important to note that there is no guarantee that the University's ambitions to expand onto the adjacent land is all that the Council would wish to support there when accommodating further economic development on the land. The Council also notes that neither it, nor the University, is the owner of the land, and so continued partnership and collaborative working will be important to deliver shared ambitions for the future of this area; the Council submits that the current wording within the plan in that respect is therefore appropriate (see LDP para 2.22 and proposal MH1). The suggested modifications from the University place too much emphasis on its ambitions for expansion, and underplay that this is a significant mixed use proposal which is now second only to Blindwells in terms of its scale and significance for East Lothian. As a point of principle, the Council submits that this emphasis of Proposal

MH1 is inappropriate, and that the wider role of the site is appropriately represented in the current drafting. It should be noted that the development of the Proposal MH1 site, including the provision of the necessary enabling infrastructure, is dependent on the delivery of a viable housing proposal. It is the housing development that will allow the necessary infrastructure to be provided to facilitate access to the site as well as its development for a wider mix of land uses, including employment and any uses associated with the expansion / diversification of the University. As such, the housing element of the mixed use development has to be considered first. It has its own enabling and supporting infrastructure requirements, the provision of which must be prioritised over that which will enable the delivery of the employment land. This is to ensure that the comprehensive solution for the whole site will be delivered and that development on different part of the wider site can occur, where relevant in an appropriate timescale. It should be noted that this site will make an important contribution towards meeting the housing requirement set for the LDP. It will also bring benefits to the existing community. Facilitating a potential expansion of the university is not the sole purpose behind the allocation of this land.

The infrastructure associated with housing development here includes the provision of a new primary school, community facilities and roads and utilities infrastructure, as well as links between different parts of the site and to the surrounding area for active travel and vehicles and public transport, as a minimum safeguarding land where necessary as well as contributions towards secondary education capacity off-site. The local centre will be located adjacent to Old Craighall village as identified within the current drafting of Proposal MH1, where it can benefit existing residents there as well as those within the expansion - west Musselburgh is already served by its own existing local centre at Eskview Terrace, as identified in the proposed LDP. These are significant obligations that must be provided for as a priority, and in an appropriate phased manner, relative to housing development on the site. The manner and timescales within which these obligations are to be met are matters that are best addressed at project level, where more detailed consideration of how the overall strategy principles for the development can be translated into a deliverable solution for the whole site, which achieves all of the objectives for which it was allocated in an appropriate phased manner.

The Council submits that the current LDP proposal does this and provides an appropriate degree of flexibility for project level proposals to secure the objectives associated with the allocation of the land. However, and notwithstanding the points above, it may be that the Council or another organisation chooses to intervene in terms of accelerating the timescales within which enabling transport infrastructure could be provided at this site, subject to there being an agreed comprehensive solution for the whole site. This could be addressed in a S75 agreement for the whole site, where the up-front or early provision of infrastructure needed to support development on parts of it might be accelerated, with staged repayments recovered from developers on a phased basis as development proceeds. It may be that such an arrangement is facilitated via innovative funding mechanisms to deliver such infrastructure in advance of when it would be needed / could be justified to facilitate development on different parts of the site, or to prevent one party having to pay in full for the infrastructure because it wishes to progress independently and in advance of the MH1 allocation. However, potential funding solutions / opportunities are matters that the LDP cannot guarantee. The plan must be drafted in a way that reflects what can be achieved through the planning system, at this stage in the process.

Additionally, it is noted that the University's suggested modifications omit the need for a single Section 75 agreement to bind successors in title to the delivery of obligations. There are also a number of important development principles omitted. There is also no

guarantee that the completion of the all-ways A1 junction will be to the design currently approved. Importantly, there is no evidence provided for why the junction needs to be in place within the timescale suggested within the representation.

The Council submits that the current drafting of Proposal MH1 is the correct approach to follow to bind successors in title to the delivery of obligations. **The Council submits that no modification of the LDP is required.**

Persimmon Homes (0334/1)

Support for PROP MH1 noted – see support section below. While it is accepted that a masterplan for the whole Craighall site has yet to be developed the Council nevertheless considers that it is important to give an indicative spatial distribution for the 1,500 house allocation across the whole Craighall site. It is important that the employment land is delivered on the two main areas where this is to be accommodated. The balance of these areas will provide housing land. It is expected that housing land will be provided in accordance with LDP Policy DP3: Housing Density that controls the density of development in new housing areas. The Council considers that it remains appropriate for the two areas of land at Old Craighall and north of the A1 to provide indicative numbers of circa 350 each. **The Council submits that no modification of the LDP is required.**

Midlothian Council (0348/2)

Midlothian Council's comments are noted, and the establishment of a local centre at Craighall will sit below Shawfair town centre in the hierarchy of centres in the area. The sequential approach will be applied accordingly. East Lothian Council submits that Proposal MH1 is clear about the accessibility benefits and interventions that will be needed in association with the development of that site to ensure the potential of this area for facilitating accessibility is maximised. East Lothian Council submits that Midlothian Council could consider related project level impacts at application stage, and seek to ensure appropriate mitigation is justified and provided. **The Council submits that a modification of the LDP is not necessary.**

Elaine Edwardson (0363/1)

The Council notes the comments made which have relevance for the draft development brief for Craighall. All comments on the draft development briefs and any matters arising at the Examination that have implications for the draft development briefs will be considered when the briefs are finalised.

With regard to traffic concerns, central to the preparation of the plan has been the need to understand how the existing transport infrastructure would cope with the additional planned development. The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic

generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;
- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T227-T28 identify interventions at Tranent Town centre to help facilitate this.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active

travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes. **The Council submits that no modification to the LDP is required.**

Musselburgh Conservation Society (0368/10); Inveresk Village Society (0385/8)

Whilst the provision of joint Education provision with Midlothian Council was explored as part of the MIR, this was not progressed due to uncertainties around the timescales for delivery of housing development at Shawfair and associated funding mechanisms. It is critical that East Lothian Council has control over the timing and delivery of secondary education capacity in order to have an effective LDP and fulfil its duties as Education Authority. This requires clarity and certainty over the timing of education provision for the associated school catchment reviews and consultations. **The Council submits that no modification to the LDP is required.**

Musselburgh Conservation Society (0368/13)

The Council notes the suggestion to reduce the number of homes at Craighall by 430 to allow for more employment land. PROP MH1 is proposed for mixed use development including housing and employment with 21.5 hectares of employment land to the north west of Queen Margaret University and 20 hectares of employment land south of the A1. Although Craighall is one of the SDP's strategic employment locations the Council submits that the balance between the proposed land uses at Craighall is right for the site, provides significant housing land and employment opportunities and does not jeopardise its overall viability. **The Council submits that no modification to the LDP is required.**

Ewan Rutherford (0408)

The Council notes that the site referred to in this representation forms part of the larger development allocation at PROP 1 Craighall. It adjoins the B6415 to which access points are required. Whilst it is noted that the owner would wish the site to come forward in the shorter term and would work with East Lothian Council to ensure the development of this site is complementary to the larger site, taking any part of a larger site out can prevent its contribution towards the overall masterplan, particularly in this instance where there is the potential to have connections to the B6415. Accordingly the Council maintains that the site should continue to form part of the larger Craighall allocation and be the subject of a comprehensive master plan in accordance with the requirements of PROP MH1: Land at Craighall. **The Council submits that no modification to the LDP is required.**

PROP MH2: Land at Old Craighall

Zoe Bennett-Levy (0263/2)

The Council notes that para 2.25 of the LDP acknowledges the presence of A-listed

Monkton House and its setting in relation to PROP MH2 which lies approximately 115m to the north east of the house and is in different ownership, but considers that there is scope to develop PROP MH2 without harming cultural heritage assets. PROP MH2 applies in part to a site granted planning permission on appeal (Core doc 13/01020/PPM Planning permission in principle for erection of 52 residential units and associated works) and in part to an extension of that site to the south. Planning permission 13/01020/PPM was allowed on appeal with conditions and therefore the objection to that part of PROP MH2 cannot be considered. The additional land for circa 50 units to the south is not considered by the Council to harm the cultural heritage assets of Monkton House. Simply by being visible from a listed building does not necessarily mean that it lies within the setting of the building. It is noted that the principal elevations of Monkton House do not look towards PROP MH2 but are orientated towards the A720 to the south and to Old Craighall Road to the north. The Council considers the setting of Monkton House to be principally within its own grounds though acknowledges its historical relationship with Monkton Gardens to the east. The LDP Proposals Map shows the grounds of Monkton House and Monkton Gardens in the green belt which the Council considers is the most appropriate policy to apply to them. The Council was asked to consider a submission from the landowner for residential development for a site that extended into the field immediately to the north east of Monkton House, including Monkton Gardens, but did not consider that this was appropriate in respect of the setting of Monkton House or that of the scheduled monument located nearby. The Council also notes that Historic Environment Scotland has commented on PROP MH2 and its site assessment in the Environmental Report and noted that its previous comment that it may object on the basis of the potential impact on Monkton House was related to a previous boundary that extended into the field immediately to the north east of the listed building and that as this has now been altered. Historic Environment Scotland is content that such impacts are less likely to be significant for its interests. Historic Environment Scotland recommends that the safeguarding of the setting of Monkton House as a heritage asset should be a consideration in the development of a masterplan for the site.

In relation to paragraph 80 of Scottish Planning Policy, which states "*development on prime agricultural land ... should not be permitted except where it is essential as a component of the settlement strategy...*", the Council considers the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the required development needs identified in the SDP. The Council notes that no reference is made in paragraph 40 of Scottish Planning Policy to prime agricultural farmland being a specific policy principle for development plans to follow in promoting a sustainable pattern of development appropriate to an area. The Council considers the Proposed Plan is consistent with Scottish Planning Policy on the use of prime agricultural farmland for producing a development strategy. Where possible, in selecting land for development brown field, previously developed land, has been proposed for allocation but the Council submits that there is very little such land available in East Lothian. Given the scale of development requirement identified in the SDP for East Lothian, the shortage of available brownfield land in East Lothian, and the geographical location of prime agricultural farmland, it has been inevitable that agricultural land has had to come forward for allocation. Use of prime agricultural land has been considered in the Draft Environmental Report under taken in the preparation of the LDP. Prime agricultural farmland, as with Green Belt land, is one of a range of factors taken into account in considering sites to fit a sustainable development strategy.

Other factors which require to be considered as part of a development strategy include,

but not exclusively, proximity of sites to: public transport, facilities (e.g. leisure and retail), services, employment, landscape and topography. A decision balancing all of these factors is required and the Council considers the sites allocated in the Proposed Plan required to meet identified strategic requirements is the best available given the restricted availability of suitable sites. Sites for new development are needed to meet the Compact Growth spatial strategy of the LDP for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth. It is acknowledged that the cumulative impact of sites MH1, MH2 and MH3 will significantly change Old Craighall from a small village with very few facilities to a larger settlement of a size to accommodate its own primary school and land for employment. Because of the different stages at which development proposals are currently at within Midlothian, City of Edinburgh and East Lothian in this wider area it has not so far been possible to comprehensively masterplan the entire area. The Midlothian LDP is awaiting Examination and the East Lothian one will be at Examination in mid 2017 whereas the City of Edinburgh LDP is already approved. **The Council submits that no modification to the LDP is required.**

Traquair & Stewart Families (0409/1)

The LDP allocates appropriate and sufficient land to meet the SDP requirements and in line with its compact growth strategy. No further housing land is required, at Old Craighall or anywhere else. This site lies within the green belt and is prime quality agricultural land that should not be developed as it is not an essential component of the settlement strategy. The site has been assessed as part of a larger site, part of which was allocated for development as PROP MH2: Land at Old Craighall Village, (Proposed East Lothian LDP Environmental Report Appendix 5 Musselburgh Area PM/Musselburgh/HSG056) and the Council notes that Historic Environment Scotland has concerns about the site's impact on the setting of the category A-listed Monkton House and advises that it may object, noting that this impact could be reduced by excluding the field immediately north east of the house (the representation site). Monkton Gardens along with its sundial and garden walls are category B listed buildings and the development of the site would impact on the setting of these heritage assets. The site has part of a scheduled monument that requires its setting to be preserved and the site has potential for unknown archaeological remains. The Council contends that this site is not required and that it has potential to harm cultural heritage assets in the area if developed. **The Council submits that no modification to the LDP is required.**

PROP MH3: Land at Old Craighall Junction South West

Zoe Bennett-Levy (0263/3)

PROP MH3 lies on the north east of Monkton House on the north side of Old Craighall village and some distance from Monkton House and the Council contends is not in 'clear view' of the house. The Council acknowledges that PROP MH3 is a generally flat area of land at a major junction of the A1 but disagrees that it forms part of the setting or sense of place or identity of the area and considers that the land is well located for employment use for which it has been put forward. The Council acknowledges that the cumulative impact of sites MH1, MH2 and MH3 will significantly change Old Craighall from a small village with very few facilities to a larger settlement of a size to accommodate its own primary school and employment uses. **The Council submits that no modification to the LDP is required.**

Elaine Edwardson (0363/2)

All comments on the draft development briefs and any matters arising at the Examination will be taken into account in finalising the draft Development Briefs.

With regard to traffic concerns, central to the preparation of the plan has been the need to understand how the existing transport infrastructure would cope with the additional planned development. The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. It is focussed on the land use and transport interventions that are directly relevant to the supply and demand for travel to, from and within East Lothian. This includes input from the SEStran multi-modal Regional Model (SRM 12) which covers the entire SDP area (See paragraph 4.2.4 of the LDP Transport Appraisal). There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

Core model scenarios Without the LDP and With LDP were modelled up to a forecast year of 2024 with the latter including a worst case scenario of the addition of a full build out of all identified ELLDP sites including those that will extend beyond the lifespan of the LDP to 2038. All road and public transport networks were examined, including Inveresk village, and the models showed that the LDP sites would have a negative transport impact on road and public transport networks in terms of network performance increased congestion, increased delays to buses and general traffic and increased crowding on the rail network. A review of potential interventions to mitigate those impacts was undertaken and resulted in the LDP section on Infrastructure Resources which in terms of rail transport identifies a range of rail transport measures.

The TA therefore includes transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;
- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T227-T28 identify interventions at Tranent Town centre to help facilitate this.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes. The Council considers that these provide an adequate framework to accommodate the development proposed without unacceptable impacts on local services and infrastructure.

The LDP has the following proposals for the trunk road network: PROP T15: Old Craighall A1 (T) Junction Improvements; PROP T16: A1 Junction Improvements at Queen Margaret Drive Interchange; PROP T17: A1 (T) Interchange Improvements. On the local road network at Old Craighall the effect of each development on the local road network has been considered and developers will be expected to contribute to the mitigation of transport related impacts, some of which may only be identified at the stage of a planning application. Associated Supplementary Guidance (SG) will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The Council considers that these provide an adequate framework to accommodate the development

proposed without unacceptable impacts on the local road network. Parking requirements of the site allocated at PROP MH3: Land at Old Craighall Junction will be accommodated within the site and will be identified within the masterplan to be prepared by the developer for the site. Issues relating to noise and other disruption to residents during construction can be addressed through conditions on planning applications.

The Council submits that the closest railway station to PROP MH3 will be Musselburgh and will be within an acceptable walking distance of approximately 1.2km, circa 15 minutes, on completion of development at PROP MH1 land connecting on to the SATC. (Core doc)

Issues relating to air quality during construction can be addressed through the Development Management process. Any required conditions would be prepared in conjunction with the Council's Roads and Environmental Health services and would apply national standards on air quality to the construction phase of the development. Any breaches can be addressed through the planning/enforcement process. Issues relating to post construction air quality, and breaches of national standards, can be addressed through Environmental Health legislation. The Council acknowledges that the developments will create change but does not expect national standards on air quality to be breached. The Council has published an Air Quality Management Plan (Core Doc?) and will continue to monitor air quality as relevant to this.

The cumulative effect of development in the Old Craighall area will change the character and identity of Old Craighall and the Council acknowledges that there will be a loss of green belt land.

The Strategic Development Plan for South East Scotland (SDP) and the associated Supplementary Guidance on Housing Land sets the Housing Land Requirement for each local authority area within the city region, including for East Lothian. The Housing Land Requirement for the period 2009-2024 for East Lothian requires sufficient land to be allocated that delivers 10,050 houses by 2024. East Lothian Council is not able to reallocate its requirement. The Council has approved a compact growth strategy for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth. Old Craighall falls within an area that is able to accommodate significant levels of growth to meet the development requirements of East Lothian.

The Council submits that no modification to the LDP is required

Amanda Ferguson (0375)

To increase job density in East Lothian and provide a range and choice of locations for employment land the council has allocated PROP MH3: Land at Old Craighall Junction South West for employment development. The site is well located to the trunk road network which should increase its attractiveness to business. The Council supports a Compact Growth strategy for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth and this meant that sites were required that were formerly included in the green belt, including PROP MH3: Land at Old Craighall Junction South West. The Old Craighall area is a location area where the council has decided that new development is required and wishes to see employment as well as housing and this means allocating some land that was formerly green belt to meet the spatial strategy of the LDP.

Issues relating to air quality during construction can be addressed through the

Development Management process. Any required conditions would be prepared in conjunction with the Council's Roads and Environmental Health services and would apply national standards on air quality to the construction phase of the development. Any breaches can be addressed through the planning/enforcement process. Issues relating to post construction air quality, and breaches of national standards, can be addressed through Environmental Health legislation. The Council acknowledges that the developments will create change but does not expect national standards on air quality to be breached. The Council has published an Air Quality Management Plan (Core Doc?) and will continue to monitor air quality as relevant to this. In respect of detailed design issues such as the height of buildings, these are matters of detail which are more appropriately dealt with at the planning application stage.

The Council has consulted on a draft development brief for the site to show how the Council expects the site to be developed. This indicates that a green corridor will be required by the watercourse that crosses over the site and that the height and massing of new buildings should ensure that these are not overly dominant in scale or position particularly when viewed from the road. The development brief will not be finalised until after the Examination into the LDP, to ensure that any matters that arise during the Examination can be taken into account. **The Council submits that no modification to the LDP is required**

PROP MH4: Land at Old Craighall Junction

Lothian Park Ltd. (0257/1)

This site was first allocated for development in the East Lothian Local Plan 2008 and planning permission was granted in 2011 in outline for the erection of a business park comprising office accommodation with hotel with new roundabout, car parking, landscaping and associated works. Because of the grant of planning permission for an acceptable scheme the Council did not see a need to prepare a development brief. The principles of site access, landscaping and form of buildings have already been considered in detail in the process leading up to the planning permission and the Council does not consider that a development brief is now required for this site. Any further guidance for the development of the site is provided by the LDP policies. The site does not require vehicular connection to any immediately adjacent site. However, because PROP MH1: Craighall lies across the B6415 from this site pedestrian and cycle links will be required between these sites. Details must be provided at the stage of a planning application. **The Council submits that no modification to the LDP is required**

PROP MH5: Former Edenhall Hospital Site

Inveresk Village Society (0385/5)

PROP MH5: Former Edenhall Hospital only covers the site of the former hospital and does not allow for an access road that links it to Carberry Road at Inveresk. **The Council submits that no modification to the LDP is required**

PROP MH8: Levenhall

Sven Seichter & Lisa Helbig (0005)

Council notes the concerns about PROP MH8: Levenhall which is allocated to meet the

LDP spatial strategy and the housing land requirement set by the SDP. The site was assessed to understand its potential impact on a range of environmental topic areas including biodiversity, flora and fauna and human health if it were developed. (Core Doc Site Assessments Musselburgh Levenhall) The Council took the decision to allocate the site at its meeting on 17 November 2015 having had regard to the site assessments. Issues relating to air quality during construction can be addressed through the Development Management process. Any required conditions would be prepared in conjunction with the Council's Roads and Environmental Health services and would apply national standards on air quality to the construction phase of the development. Any breaches can be addressed through the planning/enforcement process. Issues relating to post construction air quality, and breaches of national standards, can be addressed through Environmental Health legislation. The Council acknowledges that the developments will create change but does not expect national standards on air quality to be breached. The Council has published an Air Quality Management Plan (Core Doc?) and will continue to monitor air quality as relevant to this. In respect of detailed design issues such as the height of buildings, these are matters of detail which are more appropriately dealt with at the planning application stage. **The Council submits that no modification to the LDP is required.**

Neil Murray (0008)

Concerns noted. Levenhall is the subject of a planning application received on 27.07.2016 (Core Doc 16/00627/PM - Erection of 39 houses, 8 flats and associated works). The Council supports a compact growth strategy for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth. Para 50 of Scottish Planning Policy states that in developing a the spatial strategy Planning Authorities should identify the most sustainable locations for longer term development and where necessary review the boundaries of any green belt. PROP MH8 is proposed to meet the housing land requirement set by the SDP. In the site assessment process, the Council found that there was lack of sites to choose from. While it is accepted that these sites represent a significant expansion in the Musselburgh cluster area, it is considered that this scale of development was unavoidable in the context of the housing land requirements.

The Council has decided that the site at PROP MH8: Levenhall should be removed from the green belt and be developed to contribute to housing land requirements within the compact growth spatial strategy.

Traffic related impacts from all sites have been considered in a detailed Transport Appraisal which has proposed measures to cope with the additional traffic that will come with new development. There are no plans to change access points for residents of Ravensheugh Crescent.

The key agency with the responsibility for health provision, NHS Lothian, was consulted during the publication of the proposed plan. Paragraph 3.117 of the LDP explains how NHS Lothian intends to address the health needs of the growing population. NHS Lothian has not indicated that expansion on the scale proposed would cause difficulties in the capacity of primary care and no identified need for additional health care facilities at Musselburgh has been identified. The Council will continue to work with NHS Lothian on healthcare capacity across East Lothian to resolve issues. The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities.

Officers from the Council's Education Service and Property Services have been consulted throughout the LDP preparation process and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. Paras 3.74 to 3.79 of the LDP explains new Education Provision in the Musselburgh cluster and identifies that significant additional education capacity at primary and secondary level is needed to support new housing development in the cluster. School catchment areas require to be redrawn and relevant statutory school consultations on these has begun. PROP ED1: Musselburgh Cluster Education Proposals identifies where the Council will provide new school infrastructure. The LDP has established development related impacts on education capacity based on a cumulative assessment of impact and the need for mitigation. These are set out in Supplementary Guidance: Developer Contributions Framework for the specified scales of residential development within the contribution zones identified in Appendix 1 of the LDP. Projected pupils arising from the proposed site will be accommodated in the proposed expansion of Pinkie St Peter's Primary School and in time the new additional secondary school for the Musselburgh Cluster area (approved by East Lothian Council on 20th December 2016). In line with East Lothian Council's Local Development Plan Draft Developer Contributions Framework, developer contributions will be sought in respect of this allocation. The Council therefore considers that it has given sufficient attention to the implications of the proposed new development on the education infrastructure of Musselburgh.

Issues relating to air quality during construction can be addressed through the Development Management process. Any required conditions would be prepared in conjunction with the Council's Roads and Environmental Health services and would apply national standards on air quality to the construction phase of the development. Any breaches can be addressed through the planning/enforcement process. Issues relating to post construction air quality, and breaches of national standards, can be addressed through Environmental Health legislation. The Council acknowledges that developments will create change but does not expect national standards on air quality to be breached. The Council has published an Air Quality Management Plan (Core Doc?) and will continue to monitor air quality as relevant to this. In respect of detailed design issues such as the height of buildings, these are matters of detail which are more appropriately dealt with at the planning application stage.

The adequacies of the local sewerage system will, if necessary to allow development to proceed, be addressed by Scottish Water at the time of a planning application.

The council acknowledges that the site is part of a designated battlefield and development will only be permitted and this was a consideration in the site assessment prepared for the site and in the knowledge that Historic Environment Scotland raised no specific issues with regard to the battlefield.

The historic path on the edge of the site and the trees alongside the burn, with the exception of those at the point where access is required to the site from Haddington Road, are unlikely to be significantly affected by the development (see draft development brief).

The Council submits that no modification to the LDP is required.

Lisa Helbig (0362/1)

Council notes the concerns about PROP MH8: Levenhall which is allocated to meet the LDP spatial strategy and the housing land requirement set by the SDP. The site was assessed to understand its potential impact on a range of environmental topic areas

including biodiversity, flora and fauna and human health if it were developed. (Core Doc Site Assessments Musselburgh Levenhall) The Council took the decision to allocate the site at its meeting on 17 November 2015 having had regard to the site assessments. Issues relating to air quality during construction can be addressed through the Development Management process. Any required conditions would be prepared in conjunction with the Council's Roads and Environmental Health services and would apply national standards on air quality to the construction phase of the development. Any breaches can be addressed through the planning/enforcement process. Issues relating to post construction air quality, and breaches of national standards, can be addressed through Environmental Health legislation. The Council acknowledges that the developments will create change but does not expect national standards on air quality to be breached. The Council has published an Air Quality Management Plan (Core Doc?) and will continue to monitor air quality as relevant to this. The Council acknowledges that development creates change but does not expect national standards on noise and air quality to be breached. **The Council submits that no modification to the LDP is required.**

CALA Management (0393/1)

All site capacities are indicative hence the use of the word 'circa'. However they are also based on the Council's desire to achieve efficient use of land and achieve density a minimum average density of 30 dwellings per hectare on all new housing sites in line with Policy DP3: Housing Density. Such a density target is designed to encourage varied house typologies on sites and avoid site layouts that are predominantly detached houses, an approach the council believes improves place making. At Levenhall, PROP MH8 requires circa 65 houses and an amendment to circa 50 houses is requested. While it is acknowledged that this is minimal in terms of the overall number of houses required to be identified in the LDP, the council contends that any reduction is likely to result in a housing development of lower density that results in a less efficient layout that predominantly comprises detached houses. It is noted that the indicative layout submitted with this representation shows a layout where only the affordable housing is not detached housing and therefore only a very limited mix of housing is shown. No details have been submitted of the physical and technical constraints that have reduced the developable area. **The Council submits that no modification to the LDP is required**

Neil Murray (0423)

Concerns noted. PROP MH8 is allocated to meet the LDP spatial strategy and the housing land requirement set by the SDP. The Council supports a compact growth strategy for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth and this meant that sites were required that were formerly included in the green belt, including PROP MH8: Levenhall. This site is relatively small and is physically well contained and the council contends that its allocation for development will not significantly affect the landscape setting of Musselburgh. The site was assessed to understand the environmental impact that would be caused by its development (Core Doc Site Assessments Musselburgh Levenhall). The potential effect of development on proposed sites on biodiversity designations, habitats and protected species were considered in the process of site assessment for the SEA. The site assessment for PROP MH8: Levenhall included an assessment of biodiversity, flora and fauna and the site was screened for consideration through the Habitats Regulations Appraisal process.

The Council took the decision to include the site at its meeting on 17 November 2015

having had regard to the site assessments.

Issues relating to air quality during construction can be addressed through the Development Management process. Any required conditions would be prepared in conjunction with the Council's Roads and Environmental Health services and would apply national standards on air quality to the construction phase of the development. Any breaches can be addressed through the planning/enforcement process. Issues relating to post construction air quality, and breaches of national standards, can be addressed through Environmental Health legislation. The Council acknowledges that the developments will create change but does not expect national standards on air quality to be breached. The Council has published an Air Quality Management Plan (Core Document) and will continue to monitor air quality as relevant to this. In respect of detailed design issues such as the height of buildings, these are matters of detail which are more appropriately dealt with at the planning application stage. **The Council submits that no modification to the LDP is required.**

PROP MH9: Land at Wallyford

Sharon Hadden (0102/1)

The LDP adopts a compact growth strategy and new housing sites at Wallyford are required to meet the housing land requirements of the SDP. Housing sites in Wallyford are supported for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth. There is a lack of developable brownfield sites in East Lothian and those that are viable have been supported by Council hence the need to allocate Greenfield land. The housing under construction to the south and east of Wallyford and towards Strawberry Corner is implementing housing land allocations made in the East Lothian Local Plan 2008. Detailed comments relating to a specific planning application are not relevant to the LDP. **The Council submits that no modification to the LDP is required**

Maggie MacSporran (0157)

PROP MH9 has planning permission and is being implemented on the ground. As the examination is to address unresolved representation to the plan, the objections in respect of the development brief are not considered in this response. **The Council submits that no modification to the LDP is required**

PROP MH10: Land at Dolphingstone

Scottish Natural Heritage (0280/2)

The Council is of the view that adequate mitigation measures for this site can be achieved and, there is no justification to remove the allocation of this land for housing.. For this reason, the Council does not propose to modify the LDP in response to this representation. **The Council submits that no modification to the LDP is required**

Musselburgh Conservation Society (0368/14); Inveresk Village Society (0385/1)

The Council contends that the number of houses proposed at Dolphingstone should remain as proposed in the LDP with the potential for higher density development on the northern part of the site as indicated in the draft development brief. **The Council submits that no modification to the LDP is required**

PROP MH12: Land at Barbachlaw, Wallyford

Nicola Dick (0202/1); Andrew Agnew (0234/1); Alistair Hadden (0296/1); Emma Hay (0357/3); Mike Hay (0428); Suzanne Brett (0429/1); Sue Howie (0430/1); Samantha Brown (0431/1); Nichola Taylor (0432/1); Kaye Nicholl (0433/1); Christina Hall (0434/1); Marnie Sutherland (0435/1); Maureen McGhee (0436/1);

Proposal MH12: Barbachlaw is allocated in accordance with the Appeal Decision Notice dated 30 September 2013. (Core Doc Appeal Decision Notice PPA-210-2018 30 September 2013). A Section 75 agreement has been concluded and requires that no residential unit on the development land shall be occupied until the contract for the completion of the stadium development has been awarded to the chosen contractor (Core Document Minute of Agreement between East Lothian Council and Sirius Sport & Leisure with the consent of AIB Group (UK) PLC and David Wilson Homes Limited 31 May 2011). A detailed application for the houses proposed at Barbachlaw has been approved (Core Document 16/00751/AMM Approval of matters specified in conditions of planning permission in principle 10/00341/PPM - Erection of 94 houses with construction of relocated parking for Victoria Lane Stadium and associated engineering and landscape works). Proposal MH12 is allocated to meet the housing needs of East Lothian as required by SDP. A stadium is also expected to be delivered on the site and the legal agreement is there to ensure its delivery. It is not therefore appropriate for the Council to allow for any other form of development on the site in the LDP. The stadium is tied to the development of housing at PROP MH12: Land at Barbachlaw and not PROP MH13 Howe Mire. **The Council submits that no modification to the LDP is required.**

PROP MH13: Land at Howe Mire, Wallyford

Nicola Dick (0202/2)

The Council accepts that PROP MH13 Howe Mire is a prominent site and the site assessment acknowledges that development here would impact on long distance views. The setting of Wallyford would be changed by the development of Howe Mire as would, to a lesser degree, the setting of Inveresk. The Council acknowledges that the setting of Wallyford and the character of the village will change with the development of PROP MH9 and other development areas. The Council submits that this change is an outcome of the regeneration of Wallyford in providing more market housing to rebalance housing tenure, new educational facilities, new community facilities and a local centre with new retail facilities and business opportunities, all within an accessible and sustainable location. The decision to allocate PROP MH13: Land at Howe Mire was taken by the Council at its meeting on 17 November 2015 with their consideration of its landscape impact as reported in its accompanying site assessment. As the LDP acknowledges at para 2.34 the number of houses to be delivered at PROP MH9 has increased from 1050 to 1450. As noted in para 2.36 PROP MH9 or PROP MH 10 must also accommodate sufficient land for the new secondary school. This may mean that between sites PROP MH9 and PROP MH10 there may not be sufficient capacity to also accommodate the housing that would be displaced from Howe Mire in the way that this representation suggests. **The Council submits that no modification to the LDP is necessary.**

Historic Environment Scotland (0228/1); Historic Environment Scotland (0394)

Historic Environment Scotland (HES) considers there is not scope to develop PROP

MH13 for mixed use housing and employment development without causing harm to the National Inventory of Historic Battlefields site and therefore seeks the deletion of the site from the LDP. The Council's Heritage Officer reflects the HES view of the designation of the battlefield site that the Howe Mire site is within the main area of conflict at the battle. The site owner has undertaken work that disputes the area on which significant parts of the battle took place and therefore how important the site is in relation to the battle. In a letter dated 26 August 2016 (Core Document) to Geddes Consulting (the owner's agent), HES has indicated that it does not agree with the findings of the work commissioned by the site owner that challenges the National Inventory record, though does acknowledge that it agrees with some issues raised by the site owner's work in relation to the Inventory entry that require correction, but advises that this cannot be done until such time as there is no live planning issue involving the battlefield as a material consideration.

The Council decision taken at its meeting on 17 November 2015 was to allocate the site in the LDP, in the knowledge of HES reservations in respect of the battlefield designation. The Council's settled view is therefore that the site presents an opportunity for development, subject to mitigation of cultural heritage considerations.

The Council submits that no modification to the LDP is required.

Andrew Agnew (0234/2)

The Council accepts that PROP MH13 Howe Mire is a prominent site and the site assessment acknowledges that development here would impact on long distance views. The setting of Wallyford would be changed by the development of Howe Mire as would, to a lesser degree, the setting of Inveresk. The Council acknowledges that the setting of Wallyford and the character of the village will change with the development of PROP MH9 and other development areas. The Council submits that this change is an outcome of the regeneration of Wallyford in providing more market housing to rebalance housing tenure, new educational facilities, new community facilities and a local centre with new retail facilities and business opportunities, all within an accessible and sustainable location. The decision to allocate PROP MH13: Land at Howe Mire was taken by the Council at its meeting on 17 November 2015 with their consideration of its landscape impact as reported in its accompanying site assessment. As the LDP acknowledges at para 2.34 the number of houses to be delivered at PROP MH9 has increased from 1050 to 1450. As noted in para 2.36 PROP MH9 or PROP MH 10 must also accommodate sufficient land for the new secondary school. This may mean that between sites PROP MH9 and PROP MH10 there may not be sufficient capacity to also accommodate the housing that would be displaced from Howe Mire in the way that this representation suggests. **The Council submits that no modification to the LDP is necessary.**

Sirius Sport & Leisure (0274/2)

The site owner has consistently referred to the provision of employment uses on the site and therefore asks that the first line of para 2.38 of the LDP changes the word *could* to *would*. While the Council accepts the principle of employment on the site the wording is considered sufficient as the LDP effectively changes the 'could' in para 3.28 to 'should' in the wording of PROP MH13. The Council must refer to the Historic Environment Scotland National Inventory of Historic Battlefields information and that indicates that the site PROP MH13 is in the main area of conflict hence the reference in para 3.28. The Council would only accept the change suggested by Sirius Sport & Leisure if the Historic Environment Scotland National Inventory of Historic Battlefields information makes that change to the battlefield inventory information. Council submits no change is required. **The Council**

submits that no modification to the LDP is necessary.

Alistair Hadden (0296/2)

The Council accepts that PROP MH13 Howe Mire is a prominent site and the site assessment acknowledges that development here would impact on long distance views. The setting of Wallyford would be changed by the development of Howe Mire as would, to a lesser degree, the setting of Inveresk. The Council acknowledges that the setting of Wallyford and the character of the village will change with the development of PROP MH9 and other development areas. The Council submits that this change is an outcome of the regeneration of Wallyford in providing more market housing to rebalance housing tenure, new educational facilities, new community facilities and a local centre with new retail facilities and business opportunities, all within an accessible and sustainable location. The decision to allocate PROP MH13: Land at Howe Mire was taken by the Council at its meeting on 17 November 2015 with their consideration of its landscape impact as reported in its accompanying site assessment. As the LDP acknowledges at para 2.34 the number of houses to be delivered at PROP MH9 has increased from 1050 to 1450. As noted in para 2.36 PROP MH9 or PROP MH 10 must also accommodate sufficient land for the new secondary school. This may mean that between sites PROP MH9 and PROP MH10 there may not be sufficient capacity to also accommodate the housing that would be displaced from Howe Mire in the way that this representation suggests. **The Council submits that no modification to the LDP is necessary.**

East Lothian Liberal Democrat Party (0300/4)

Council notes concerns in relation to the MH13: Howe Mire site. The Council submits that the proposal at paragraph 2.38 acknowledges the location of the site, and the previous planning appeal decision that has already allowed some encroachment of built development beyond what the current local plan defines as the settlement boundary. Additionally, it is stated in the pre-amble to the proposal that a particular consideration for this site will be a need to demonstrate that proposals can satisfy the terms of LDP Policy CH5: Battlefields. The Council further submits that paragraph 2.40 of the LDP requires new defensible green belt boundaries to be created and green network objectives to be met here in the development of the site. **The Council submits that no modification to the LDP is necessary.**

Wallyford Community Council (0343)

Council notes concerns in relation to the MH13: Howe Mire site which is allocated as a mixed use development with some employment land. Such combined investment can help the regeneration of Wallyford, potentially strengthening the community. It is acknowledged that Howe Mire is within the Battle of Pinkie Cleugh Battlefield designated area, as is much of the Musselburgh area and it is stated in the pre-amble to the proposal that a particular consideration for this site will be a need to demonstrate that proposals can satisfy the terms of LDP Policy CH5: Battlefields. St Michael's Church is a visible landmark in the wider landscape and views from the site towards it and beyond to Arthur's Seat and the Pentlands are acknowledged in the draft development brief (Core Doc) and are to be considered in the layout of the site to frame such views but that that paragraph 2.40 of the LDP requires new defensible green belt boundaries to be created and green network objectives to be met here in the development of the site. Council notes concerns in relation to the MH13: Howe Mire site. The Council submits that the proposal at paragraph

2.38 acknowledges the location of the site, and the previous planning appeal decision that has already allowed some encroachment of built development beyond what the current local plan defines as the settlement boundary. Additionally, it is stated in the pre-ambule to the proposal that a particular consideration for this site will be a need to demonstrate that proposals can satisfy the terms of LDP Policy CH5: Battlefields. The Council further submits that paragraph 2.40 of the LDP requires new defensible green belt boundaries to be created and green network objectives to be met here in the development of the site.

With regard to traffic concerns, central to the preparation of the plan has been the need to understand how the existing transport infrastructure would cope with the additional planned development. The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;
- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development

within the LDP area, whilst Proposals T227-T28 identify interventions at Tranent Town centre to help facilitate this.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes.

Whilst it is regrettable that the timing of the LDP consultation has coincided with a changeover of Wallyford Community Council members, the Council had to progress its consultation as quickly as possible to ensure that the LDP remains on track.

The Council submits that no modification to the LDP is necessary.

East Lothian Developments Ltd. (0351)

The Council acknowledges that Howe Mire lies within the National Inventory of Historic Battlefields site and Historic Environment Scotland advised that its development would raise issues of national importance. It is stated in the pre-amble to the proposal that a particular consideration for this site will be a need to demonstrate that proposals can satisfy the terms of LDP Policy CH5: Battlefields. The Council accepts that Howe Mire is a prominent site and the site assessment acknowledges that development here would impact on long distance views. The setting of Wallyford would be changed by the development of Howe Mire as would, to a much lesser degree, the setting of Inveresk. The decision to allocate this site was taken by Council with consideration of its landscape impact as reported in its site assessment. Paragraph 2.40 of the LDP requires new defensible green belt boundaries to be created and green network objectives to be met here in the development of the site. The traffic impacts of Howe Mire have been addressed in the Transport Appraisal. Vehicular access to the site will not be directly from a new junction on Salter's Road but to the lane known as Victory Lane (access road

between A6094 and waste water treatment works) and as indicated in the draft Development Brief. The LDP has established development related impacts on education capacity based on a cumulative assessment of impact and the need for mitigation. These are set out in Supplementary Guidance: Developer Contributions Framework for the specified scales of residential development within the contribution zones identified in Appendix 1 of the LDP.

In respect of education capacity the Council submits that there is potential for further planned expansion of the new Wallyford Primary School and projected pupils arising from the proposed site will be accommodated in the proposed future expansion of Wallyford Primary School and the new additional secondary school for the Musselburgh Cluster area (approved by East Lothian Council on 20th December 2016). The planning application for Wallyford has been approved. Pupils will be accommodated in the future expansion. Timescales and delivery will allow for capacity to be delivered. Development has commenced and East Lothian Council is expecting receipt of land for the primary school. In line with East Lothian Council's Local Development Plan Draft Developer Contributions Framework, developer contributions will be sought in respect of this allocation.

The Council submits that no modification to the LDP is necessary.

Emma Hay (0357/1)

Proposal MH12: Barbachlaw is allocated in accordance with the Appeal Decision Notice dated 30 September 2013. (Core Doc Appeal Decision Notice PPA-210-2018 30 September 2013). A Section 75 agreement has been concluded and requires that no residential unit on the development land shall be occupied until the contract for the completion of the stadium development has been awarded to the chosen contractor (Core Document Minute of Agreement between East Lothian Council and Sirius Sport & Leisure with the consent of AIB Group (UK) PLC and David Wilson Homes Limited 31 May 2011). A detailed application for the houses proposed at Barbachlaw has been approved (Core Doc 16/00751/AMM Approval of matters specified in conditions of planning permission in principle 10/00341/PPM - Erection of 94 houses with construction of relocated parking for Victoria Lane Stadium and associated engineering and landscape works). Proposal MH12 is allocated to meet the housing needs of East Lothian as required by SDP. Completion of the greyhound racing stadium is expected to be delivered on the site and the legal agreement is there to ensure its delivery. It is not therefore appropriate for the Council to allow for any other form of development on the site in the LDP. The stadium is tied to the development of housing at PROP MH12: Land at Barbachlaw and not PROP MH13 Howe Mire.

The Council accepts that Howe Mire is a prominent site and the site assessment acknowledges that development here would impact on long distance views. The setting of Wallyford would be changed by the development of Howe Mire as would, to a much lesser degree, the setting of Inveresk. It is also acknowledged that the setting of Wallyford and the characteristics of the village will change with the development of PROP MH9. The decision to allocate PROP MH13: Land at Howe Mire was taken by Council with consideration of its landscape impact as reported in its site assessment. The amount of houses to come from PROP MH9 has already been increased to circa 1,450 and the capacity for housing at Dolphingstone could be affected by the need to accommodate land for new schools therefore it is unlikely that the number of houses proposed at Howe Mire could be accommodated at these two sites. The Council acknowledges that the setting of Wallyford and the character of the village will change with the development of PROP MH9 and other development areas. The Council submits that this change is an outcome of the

regeneration of Wallyford in providing more market housing to rebalance housing tenure, new educational facilities, new community facilities and a local centre with new retail facilities and business opportunities, all within an accessible and sustainable location. The decision to allocate PROP MH13: Land at Howe Mire was taken by the Council at its meeting on 17 November 2015 with their consideration of its landscape impact as reported in its accompanying site assessment. As the LDP acknowledges at para 2.34 the number of houses to be delivered at PROP MH9 has increased from 1050 to 1450. As noted in para 2.36 PROP MH9 or PROP MH 10 must also accommodate sufficient land for the new secondary school. This may mean that between sites PROP MH9 and PROP MH10 there may not be sufficient capacity to also accommodate the housing that would be displaced from Howe Mire in the way that this representation suggests.

The Council submits that no modification to the LDP is necessary.

Andrew Coulson (0359)

The Council notes concerns in relation to the MH13: Howe Mire site. The Council acknowledges that Howe Mire lies within the National Inventory of Historic Battlefields site and Historic Environment Scotland has advised that its development would raise issues of national importance. The decision to allocate this site was taken by Council with consideration of its environmental impact as reported in the site assessment. It is stated in the pre-ambule to the proposal that a particular consideration for this site will be a need to demonstrate that proposals can satisfy the terms of LDP Policy CH5: Battlefields. Paragraph 2.40 of the LDP requires new defensible green belt boundaries to be created and green network objectives to be met here in the development of the site. The matter of landscape around the site will be subject to further consultation with HES as the site progresses through the planning process and whilst it is common practice to secure significant landscape planting to define a new landscape edge in a green belt, the special circumstances of the landscape impact of the battle will be explored with HES in advance of finalisation of the development brief supplementary planning guidance. **The Council submits that no modification to the LDP is necessary.**

Musselburgh Conservation Society (0368/11); Inveresk Village Society (0385/9)

Council notes concerns in relation to the MH13: Howe Mire site. The Council acknowledges that Howe Mire lies within the National Inventory of Historic Battlefields site. Historic Environment Scotland (HES) considers there is no scope to develop PROP MH13 for mixed use housing and employment development without causing harm to the National Inventory of Historic Battlefields site and therefore seeks the deletion of the site from the LDP. The Council decision taken at its meeting on 17 November 2015 was to allocate the site in the LDP, in the knowledge of HES reservations in respect of the battlefield designation. The Council's settled view is therefore that the site presents an opportunity for development as proposed subject to mitigation of cultural heritage considerations. It is stated in the pre-ambule to the proposal that a particular consideration for this site will be a need to demonstrate that proposals can satisfy the terms of LDP Policy CH5: Battlefields.

Paragraph 2.40 of the LDP requires new defensible green belt boundaries to be created and green network objectives to be met here in the development of the site. The matter of landscape around the site will be subject to further consultation with HES as the site progresses through the planning process and whilst it is common practice to secure significant landscape planting to define a new landscape edge in a green belt the special circumstances of the landscape impact of the battle will be explored with HES in advance of finalisation of the development brief supplementary planning guidance.

In relation to paragraph 80 of Scottish Planning Policy, which states “*development on prime agricultural land ... should not be permitted except where it is essential as a component of the settlement strategy...*”, the Council considers the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the required development needs identified in the SDP.

The Council submits that no modification to the LDP is required.

Lianne Millar (0381); Fraser Millar (0382); Tay Wilson (0387); Robert Richardson (0388); Mike Hay (0428/2); Suzanne Brett (0429/2); Sue Howie (0430/2); Samantha Brown (0431/2); Nichola Taylor (0432/2); Kaye Nicholl (0433/2); Christina Hall (0434/2); Marnie Sutherland (0435/2); Maureen McGhee (0436/2)

The Council accepts that PROP MH13 Howe Mire is a prominent site and the site assessment acknowledges that development here would impact on long distance views. The setting of Wallyford would be changed by the development of Howe Mire as would, to a lesser degree, the setting of Inveresk. The Council acknowledges that the setting of Wallyford and the character of the village will change with the development of PROP MH9 and other development areas. The Council submits that this change is an outcome of the regeneration of Wallyford in providing more market housing to rebalance housing tenure, new educational facilities, new community facilities and a local centre with new retail facilities and business opportunities, all within an accessible and sustainable location. The decision to allocate PROP MH13: Land at Howe Mire was taken by the Council at its meeting on 17 November 2015 with their consideration of its landscape impact as reported in its accompanying site assessment. As the LDP acknowledges at para 2.34 the number of houses to be delivered at PROP MH9 has increased from 1050 to 1450. As noted in para 2.36 PROP MH9 or PROP MH 10 must also accommodate sufficient land for the new secondary school. This may mean that between sites PROP MH9 and PROP MH10 there may not be sufficient capacity to also accommodate the housing that would be displaced from Howe Mire in the way that this representation suggests. **The Council submits that no modification to the LDP is necessary.**

PROP MH14: Land at Whitecraig South

Louise Adam (0146)

The Local Development Plan (LDP) adopts a compact growth strategy and new housing sites at Whitecraig are required to contribute to the housing land requirements of the SDP. Housing sites in Whitecraig are supported for the reasons given in p42 of the Main Issues Report (MIR): Table 5 Preferred Approach Compact Growth. The decision to allocate sites at Whitecraig for new housing was taken by East Lothian Council when it approved a draft LDP, subject to further technical analysis of sites, at its meeting on 17 November 2015. Approval of the draft LDP with amendments was noted on the Council web page in its statutory development plans page and confirmed by the Council’s approval on 6 September 2017. The settled view of East Lothian Council is that land at North and South Whitecraig is required for housing, that these are appropriate sites and that expanded provision of Educational facilities is required and can be delivered. In line with East Lothian Council’s Local Development Plan Draft Developer Contributions Framework Developer contributions will be sought in respect of these allocations.

During both MIR and LDP consultations periods the proposal maps were available online,

in local libraries and council offices.

For further information please refer to the Participation Statement (Core Document) and Conformity with the Participation Statement (Core Document). **The Council submits that no modification to the LDP is necessary.**

Brian Morland (0153/2)

Concerns noted. There will not be a vehicular access from Whitecraig South to Whitecraig Avenue but there will be a pedestrian and cycle link. Vehicular access will be taken from two points on the A6094 and the Smeaton Road as indicated in the draft Development Brief. The SDP recognises that the green belt may have to be modified to accommodate the regional growth strategy. To accommodate the Compact Growth Strategy of the LDP for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth two development sites at Whitecraig North and Whitecraig South are required. Land around Whitecraig South will still be maintained in the green belt. New development can help to regenerate communities by bringing in greater spending power that can support new facilities such as the small local centre that the site allocation requires as part of a mixed use development which could provide additional commercial units. There will also be investment in the school campus and other community uses including civic space and as noted in PROP CF1 of the LDP one full size grass pitch and two team changing facility. There are proposals for new community facilities for the old bowling club site, for which planning permission has been granted (Core Doc 16/00617/PCL Erection of community centre/hall/cafe/crèche and associated works). The Council has made budget provision for this in its capital plan. The Council agrees that Whitecraig North is a site that has good connectivity within Whitecraig but submits that so too does the site at Whitecraig South which will be directly connected to the school campus and open space. It should also be well connected to the new local centre to be provided adjacent to an existing store.

The Council submits that no modification to the LDP is necessary.

PROP MH15: Land at Whitecraig North

Wallace Land Investments (0285/1)

The Council submits that the proposed housing land allocations and therefore supply are sufficient, so additional capacity is not needed at this site to meet housing requirements. It is unclear from the representation whether the site in the form proposed in the LDP is non-effective, consequent on access issues and developer contribution requirements should there be a need for these to be fully met. The Council submits that a larger site area does not necessarily mean that additional houses need be allocated here, as the additional site area could provide for enhanced landscape planting to create a more robust green belt boundary and settlement edge or additional open space within the site. The Council further submits that vehicular access could be provided through land currently designated as green belt, as in policy terms a road through this area may be treated as essential infrastructure consistent with proposed LDP Policy DC7, should this be demonstrated consequent on further technical work at project level. This could fit with the objectives for the site edges / boundaries, since no further built development would be acceptable in policy terms beyond the alignment of the existing well established settlement edge. This matter could be dealt with at project level. In respect of the development briefs the Council does not support changes to Proposal MH 15. The Council submits that there may be Habitats Regulations Assessment issues with extending the allocation which require to be investigated and resolved. This could be carried out at project level. **The**

Council submits that no modification to the LDP is necessary.

Musselburgh Conservation Society (0368/12); Inveresk Village Society (0385/10)

In respect of PROP MH15: Land at Whitecraig North, the Council submits that the existing northern edge of Whitecraig is not considered to be a robust or defensible edge and therefore the Council expects, as indicated in the draft Development Brief for the site, a strong landscaped edge to be created to the north and east of the site tying visually in to the existing eastern boundary of the village on the south side of the main road. The LDP supports a new small local centre, an extended primary school and additional community sporting facilities at Whitecraig as a result of its expansion, which the Council submits will be beneficial to Whitecraig. The Council submits that due to the distribution of prime agricultural land within East Lothian its development will be necessary to achieve a settlement strategy that meets the SDP's development requirements, taking into account the range of factors set out in SPP paras 40 and 80. With respect to Inveresk village, the Council submits that there is sufficient capacity on the A6124 through Inveresk. The road through Inveresk is an A class road (A6124) and can accommodate the additional traffic that would be generated. It is a major route into Musselburgh. Junction arrangements and mitigation improvements within Musselburgh Town Centre are proposed by the LDP to mitigate impacts. **The Council submits that no modification to the LDP is necessary.**

Policy MH17: Development Briefs

Lothian Park Ltd. (0256/2); Lothian Park Ltd. (0257/2); Wallace Land Investments (0285/2); Sirius Sport & Leisure (0274/3)

The draft Development Briefs were consulted on so applicants, landowners and developer could influence their content at the appropriate stage in the process – i.e. alongside the proposed LDP. This is consistent with front loading the development plan work. The Council submits that the briefs, after finalisation, are to be adopted as supplementary planning guidance, so the weight to be attached to them in decision making will be for the decision maker. The Council notes that other representations, including from Key Agencies request that the brief be given statutory weight; the Council submits that the briefs should not be statutory documents. The Scottish Government is clear that the amount of statutory supplementary guidance produced by planning authorities should be limited to that which is essential. The Council submits that the balance of statutory and non-statutory guidance associated with its plan is appropriate in that context. The Council submits that the briefs were published in draft form for comment, and they are a work in progress. Comments from stakeholders will help to finalise the briefs, including the Key Agencies. Council submits that the finalised briefs are to be drafted using words such as 'may' or 'should' rather than 'will' or 'must' where appropriate. This provides the flexibility in their interpretation and application. The wording of the LDP policy provides the scope for parts of the briefs to be drafted more affirmatively to give them more clarity around non-negotiable aspects, and modifying the policy wording would remove this clarity for the Council and applicants. The finalised briefs will reflect the above points. **The Council submits that no modification to the LDP is necessary.**

CALA Management (0393/2)

Development briefs will form supplementary guidance and will be finalised after the Examination to enable them to take into account any issues that arise on specific sites.

The briefs that were consulted on are early drafts that were issued for comment and carry little or no weight at this stage but the Council submits that the principle of compliance with the briefs should continue to be stated in a proposal.

Scottish Wildlife Trust (0316/1)

Scottish Wildlife Trust offers overall support and this is noted and welcomed. In respect of Proposal MH18: Levenhall Links to Prestonpans: Areas for Habitat Improvement, the Council submits that its main objective here is to ensure suitable management for the qualifying interests of the Firth of Forth SPA. It may be that once such a management regime has been implemented, and the necessary measures have been introduced to ensure the successful delivery of this objective, that consideration could be given as to the longer term management of the site, including the potential for the creation of a Local Nature Reserve. At this stage, however, the priority in respect of land is to ensure that suitable management is in place for the protected species. **The Council submits that no modification to the LDP is necessary.**

Musselburgh Cluster Miscellaneous

Scottish Environment Protection Agency (0252/1)

The Council submits that PAN 1/2010 is clear that SEA should focus on the strategic environmental effects of the plan (PAN 1/2010 para 3.1) and avoid excessive data collection and descriptions of baseline data (PAN 1/2010 para 5.2). The Council further submits that the sites set out in the relevant table are not allocations: this is made clear in the pre-text to the table. The LDP explains that the development of these sites in accordance with relevant LDP policies is supported in principle by the Council – i.e. not necessarily by consultees to any planning application, such as SEPA. Whilst some of the sites have been rolled forward from previous plans, the majority of the sites set out in the relevant table already have planning permission for development, so are committed sites. In SEA terms they have been treated as such and thus as part of the baseline, in accordance with PAN 1/2010 (paragraph 4.22). It is important to note that this is also true of many sites where a policy reference is given. If the Reporter considers it useful, the Council could provide the relevant planning application references in respect of relevant sites. Development on some of these sites has already commenced, but in some cases stalled, so planning permissions are being implemented or remain live. For some sites their planning permission references are shown within the tables instead of policy references. This is because some of them are within the countryside etc and it would be impractical in a mapping sense or in a policy / proposals sense to specifically identify those sites on the proposals map(s) or strategy diagrams: yet the Council would support the principle of their development in line with LDP policies, subject to the development management process. **The Council submits that a modification of the LDP is not necessary.**

East Lothian Developments Ltd. (0337/3)

The LDP allocates appropriate and sufficient housing land to meet the SDP requirements and in line with its compact growth strategy. Land at Goshen Farm is not allocated in the LDP for development and the Council does not support it.

Goshen Farm was removed as a proposed site from the Draft Proposed East Lothian Local Development Plan following a decision by Council at its meeting on 17th November

2015. As the site is not an allocated site within the Proposed LDP 2016, it is, therefore, not included in the Education Assessment for capacity. **The Council submits that a modification of the LDP is not necessary.**

Lisa Helbig (0362/2)

Only those properties that are within 20m of a proposal in the Proposed LDP were formally notified of the proposal in line with the requirements of para 83 of Circular 6/2013 Development Planning.

Musselburgh Cluster Support

Network Rail (0181/8)

Support welcomed

PROP MH18: Levenhall Links to Prestonpans: Area for Habitat Improvement

Royal Society for the Protection of Birds (0185/4)

The Council notes that the RSPB would like to be kept informed of any detailed proposals for the opportunities referred to for further habitat improvement at the lagoons. Support for PROP MH18 is welcomed.

Scottish Power Generation (0391/2)

Support for Proposal MH18 noted and welcomed.

PROP MH3: Land at Old Craighall Junction South West

Lothian Park Ltd. (0256)

Noted that Lothian Park welcomes the allocation of this site for Class 4, 5 and 6 uses.

PROP MH1: Land at Craighall

Scottish Environment Protection Agency (0252/28)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site. A FRA for this site should consider culverts adjacent to the site.

Persimmon Homes (0334/1)

Support for PROP MH1 noted. While it is accepted that a masterplan for the whole Craighall site has yet to be developed the Council nevertheless considers that it is important to give an indicative spatial distribution for the 1,500 house allocation across the whole Craighall site. It is important that the employment land is delivered on the two main areas where this is to be accommodated the balance of these areas will provide housing land. It is expected that housing land will be provided in accordance with LDP Policy DP3: Housing Density that controls the density of development in new housing areas. The

Council considers that it remains appropriate for the two areas of land at Old Craighall and north of the A1 to provide indicative numbers of circa 350 each.

PROP MH2: Land at Old Craighall

Scottish Environment Protection Agency (0252/34)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site.

East Lothian Developments Ltd. (0337/1)

East Lothian Developments Ltd. support PROP MH10: Land at Dolphingstone which is on a site in their ownership.

PROP MH3: Land at Old Craighall Junction South West

Scottish Environment Protection Agency (0252/27)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site. A FRA for this site should consider culverts adjacent to the site.

PROP MH11: New Secondary School Establishment

East Lothian Developments Ltd. (0337/2)

East Lothian Developments Ltd. support MH11: New Secondary School Establishment which is on a site in their ownership.

PROP MH4: Land at Old Craighall Junction

Scottish Environment Protection Agency (0252/26)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site. A FRA for this site should consider culverts within the site.

PROP MH5: Former Edenhall Hospital Site

Scottish Environment Protection Agency (0252/32)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site.

A tributary from of the Pinkie Burn is believed to flow through the site as shown on the SEPA fluvial flood map. A FRA was carried out in April 2010 and identified that a 600mm diameter culvert emerges at Pinkie St Peter's Primary School. The exact location of the culvert upstream is unknown.

A FRA should determine whether the tributary is culverted beneath the former hospital. No new development should take place above the culvert.

PROP MH7: Pinkie MainsScottish Environment Protection Agency (0252/29)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site.

PROP MH8: LevenhallScottish Environment Protection Agency (0252/31)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site.

During high flows, there are recorded instances of the Ravenshaugh Burn flooding adjacent to Beggars Bush House where the burn joins with an unnamed tributary and was culverted into small pipes. The culverts have been replaced with a large open channel. The FRA should take these factors into account.

PROP MH9: Land at WallyfordScottish Environment Protection Agency (0252/30)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site.

PROP MH10: Land at DolphingstoneScottish Environment Protection Agency (0252/33)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site.

There is a small watercourse along boundary of the site which may pose a small risk of flooding. This should be addressed in the FRA.

PROP MH12: Barbachlaw, WallyfordScottish Environment Protection Agency (0252/36)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site.

A small watercourse could be culverted along the northern boundary of the site and the FRA should address this possibility.

PROP MH13: Land at Howe MireScottish Environment Protection Agency (0252/38)

Scottish Environment Protection Agency supports the inclusion of a requirement for a

Flood Risk Assessment (FRA) to accompany planning applications at this site.

Joan Coyle and 49 Others (0341)

This petition has been signed by 50 individuals with addresses in Wallyford, Tranent and Elphinstone. Supports PROP MH13: Land at Howe Mire for mixed use development (circa 170 homes and employment uses).

Michael Izzi (0380/2)

Supports the allocation of PROP 13 Howe Mire.

PROP MH14: Land at Whitecraig South

Buccleuch Property (0230)

Support noted.

Scottish Environment Protection Agency (0252/35)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site. It is possible that a culverted watercourse flows along the northern boundary adjacent to the School and the FRA should assess the risk from this watercourse, if it is present.

PROP MH15: Land at Whitecraig North

Scottish Environment Protection Agency (0252/37)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site.

PROP MH18: Levenhall Links to Prestonpans: Area for Habitat Improvement

Royal Society for the Protection of Birds (0185/4)

Support welcomed.

Scottish Power Generation (0391/2)

Support welcomed and caveat noted.

Reporter's conclusions:

Reporter's recommendations:

Issue 4	Prestonpans Cluster	
Development plan reference:	Prestonpans/Cockenzie/Port Seton/Longniddry Cluster (pgs 23-26)	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<p>Nicola Clarke (0001) Longniddry Community Council (0161) E Macdonald (0176) Network Rail (0181) Royal Society for the Protection of Birds (0185) Scottish Environment Protection Agency (0252) Wemyss and March Estate (0295) Hugh Crawford (0347) The Scottish Government/Transport Scotland (0389) Scottish Power Generation (0391)</p>		
Provision of the development plan to which the issue relates:	This provision of the proposed LDP deal with the proposals for new allocations and committed sites for the Prestonpans Cluster (pgs 23-26)	
Planning authority's summary of the representation(s):		
<p>Prestonpans Cluster Introduction</p> <p><u>E Macdonald (0176/2)</u></p> <p>If Prestonpans is deemed to be a focus for retail and business its facilities will have to be improved.</p> <p><u>Royal Society for the Protection of Birds (0185/5)</u></p> <p>Any development at the site of the former Cockenzie Power Station should not impact on the SPA, directly or indirectly (section 2.51 refers; the future of the site is as yet undecided).</p> <p><u>Wemyss and March Estate (0295/4)</u></p> <p>The LDP implies that platform lengthening is a firm proposal with funding committed. A more accurate representation of the role of developers and key infrastructure agencies and the importance of securing funding is required.</p> <p><u>The Scottish Government (0389/7)</u></p> <p>Paragraph 2.51 prevents uses other than those defined in National Development 3 on the former Cockenzie power station site. This does not fully accord with the aspiration NPF3 has for the site. Paragraph 1.46 of the proposed plan better</p>		

reflects this position. National Planning Framework 3 (page 39) is clear that 'Given the particular assets of Cockenzie, if there is insufficient land for competing proposals, we wish to see priority given to those which make best use of this location's assets, and which will bring the greatest economic benefits.'

Prop PS1: Longniddry South

Nicola Clarke (0001)

The proposal is not sustainable as it proposes development on some of Scotland's best quality farmland. The affordable housing will not be affordable due to the current market value of properties in Longniddry. There are no restrictions to development in the future, going right up to the A1. The infrastructure cannot cope currently. There are flooding issues at the Coal Road and the Main Road at the low rail bridge causing accidents. Longniddry car park is overflowing. Longniddry school does not have enough teachers. Short of GP provision. Impact on health and wellbeing due to the volume of housing proposed.

Longniddry Community Council (0161/3)

Concerned over the loss of productive agricultural land. Proposal PS1 is too large and would split the settlement in two parts. Reluctant support for the steading to be converted as a smaller extension of the settlement. Concern about the phasing for the provision of community facilities relative to the development, or that they will not be provided, and over their maintenance as well as the maintenance of open space. Concern over density being too high, and a less dense development with fewer homes on more land should be considered, to be more in keeping with the original Wemyss & March extension of Longniddry. Instead of a grass pitch being provided on-site, an all weather pitch should be provided within the existing park. Concern over the shared use of the existing changing facilities in the existing settlement because of the need to cross the A198. Concern is raised in respect of water and drainage facilities, the impact on the water table and on streams that flow through Longniddry, provision of superfast broadband and electricity provision (in the context of outages that have occurred, particularly in the east of Longniddry).

E Macdonald (0176/3)

Objects to PROP PS1 as East Lothian is seriously overdeveloped. A massive commuter housing coalescence from Musselburgh to Dunbar. Loss of identities of communities; Impact on tourism; Sufficient luxury homes which are wasteful of energy and encourages the use of cars; 450 houses will be separated from Longniddry by the ECML. The infrastructure of the village (school, leisure, employment) cannot support development. The rail line cannot cope with additional pressure.

Prop PS2: Land at Dolphingstone North

E Macdonald (0176/4)

Objects to housing proposal PS2. East Lothian is seriously overdeveloped, a

massive commuter housing coalescence from Musselburgh to Dunbar. Loss of identities of communities; Impact on tourism; Sufficient luxury homes which are wasteful of energy and encourages the use of cars. The infrastructure of the village (school, leisure, employment) cannot support development. The rail line cannot cope with additional pressure.

Scottish Environment Protection Agency (0252/13)

Considers that a Flood Risk Assessment (FRA) to accompany planning applications at this site should be included as a requirement for development of this site within PS2. Development plans should identify site requirements to allocations where a potential flood risk has been identified (from any source) to ensure that a site specific Flood Risk Assessment (FRA) is undertaken in advance of the development. This FRA should be used to inform the siting, layout, design and capacity of development on the site in a way that avoids an increase in flood risk on and off site and ensures that there is safe dry pedestrian access and egress at times of flood.

In addition, the identification in a development plan that a FRA is required reduces the potential for additional costs, delays and uncertainties for planning applications if the need for a FRA is identified late in the process and the siting, design and layout of proposed developed has to be reviewed.

Policy PS3: Development Briefs

Scottish Power Generation (0391/5)

Scottish Power Generation seeks clarification over the applicability or otherwise of Policy PS3 in respect of Proposal EGT1 and in respect of paragraph 2.64, namely is there or will there be a development brief prepared for the site.

Prestonpans Cluster Miscellaneous

Scottish Environment Protection Agency (0252/2)

The representation states that although these sites in Table PS1 are not shown on the spatial strategy drawings within the PP, the majority are shown on the proposal maps which accompany the plan. SEPA have not had an opportunity to comment on these sites previously, during the preparation of this LDP, i.e. SEPA have not been provided with shapefiles which allow assessment of the sites against all relevant information held on record. It is not clear if these allocations have been through the SEA process with the same rigour as other sites and the majority have not been assessed by the SFRA and the requirement for Flood Risk Assessments (FRA) to be submitted with planning applications, where appropriate, has not been identified in the PP. As less consideration of flood risk has been given to these sites, particularly taking into account significant changes in legislation, policy and the physical environment (such as the higher annual rainfall being experienced in East Lothian) it is not possible to establish the principle of development at these sites.

Hugh Crawford (0347)

Boundary Change: the land to the east and south of the existing buildings at Seton Mains, Longniddy, is no longer part of a farm, it does not relate to the field, and is not agricultural land. Without this additional land the current houses are out of proportion to the gardens they occupy.

Prestonpans Cluster Support

Network Rail (0181/9)

Network Rail welcomes the detailed analysis and information on the development within the cluster and how it seeks to ameliorate this through improvements, which accord with our own strategy and proposals. The cross reference to and the detailed policies set out through the Transport section of the LDP and in particular the detailed policies on improvement works and contributions required are welcomed. This forms a sound and detailed basis and one which we support.

Scottish Environment Protection Agency (0252/40)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site. There are flooding issues on the Seton and Seton Dean Burns, but we do not think these are relevant to this site. The FRA should assess the risk from small watercourse and take account of any changes in hydrology as a result of the mine workings.

Wemyss and March Estate (0295/3)

Support the inclusion of Longniddy South as a mixed use proposal. A PPIP has been submitted and a further detailed planning application for the conversion of the Longniddy Farm Steadings for mixed use development is currently being prepared. It is hoped that ELC will afford due weight to the Proposed Plan as a significant material consideration when determining planning applications.

Modifications sought by those submitting representations:

Prestonpans Cluster Introduction

E Macdonald (0176/2); Royal Society for the Protection of Birds (0185/5)

No Modification sought

Wemyss and March Estate (0295/4)

Amend Paragraph 2.53 to clarify that the platform lengthening proposal is simply an aspiration at this time.

The Scottish Government/Transport Scotland (0389/7)

Page 24: paragraph 2.51 should be amended to better reflect paragraph 1.46 and National Planning Framework 3.

Prop PS1: Longniddry South

Nicola Clarke (0001); Longniddry Community Council (0161/3); E Macdonald (0176/3)

No Modification sought

Prop PS2: Land at Dolphingstone North

E Macdonald (0176/4)

No Modification sought

Scottish Environment Protection Agency (0252/13)

Considers that a Flood Risk Assessment (FRA) to accompany planning applications at this site should be included as a requirement for development of this site within PS2.

Policy PS3: Development Briefs

Scottish Power Generation (0391/5)

No Modification sought

Prestonpans Cluster Miscellaneous

Scottish Environment Protection Agency (0252/2)

SEPA objects to the inclusion of sites within Table PS1 in the LDP, without them being subject to the same process and review as all other sites to be included in the LDP.

Hugh Crawford (0347)

Request an amended settlement boundary for Seton Mains to include an area of land some 0.65 of a hectare within the settlement boundary of Seton Mains.

Support

Network Rail (0181/9); Scottish Environment Protection Agency (0252/40); Wemyss and March Estate (0295/3)

No Modification sought

Summary of responses (including reasons) by planning authority:

Prestonpans Cluster Introduction

E Macdonald (0176/2)

Noted. **The Council submits that a modification of the LDP is not necessary.**

Royal Society for the Protection of Birds (0185/5)

Comments Noted. **The Council submits that a modification of the LDP is not necessary.**

Wemyss and March Estate (0295/4)

This is clarified in *PROP T9: Safeguarding of Land for Larger Station Car Parks (CD XX p92)* which states that land is safeguarded adjacent to Longniddry (Circa 80 spaces) station. Relevant proposals will be required to contribute to these interventions as set out in the Developer Contributions Framework Supplementary Guidance in accordance with Policy T32: Transport Infrastructure Delivery Fund and Policy DEL1: Infrastructure and Facilities Provision. Additionally PROP T9 is a Priority 2 Action in the Draft Action Programme (CD XX). The Council do not see this as an aspiration but an essential intervention needed to deliver a key proposal of the LDP. The Council submits that this is also supported by Network Rail (see representation (0181/9) below). **The Council submits that a modification of the LDP is not necessary.**

The Scottish Government/Transport Scotland (0389/7)

The Council submits that the representation does not acknowledge the 'safeguarded' status of the Cockenzie site within NPF3 for National Development 3. The Council submits that this representation is addressed at Schedule 4 Issue 22a and within the Cockenzie Position Statement (CD XX). The Council explains in Issue 22a how it has interpreted the provisions of NPF3 in this regard, and how this has shaped the policy position set out in Proposal EGT1. The Council submits that the suggested changes to the plan would be inappropriate. **The Council submits that a modification of the LDP is not necessary.**

Prop PS1: Longniddry South

Nicola Clarke (0001)

In relation to the allocation of prime quality agricultural land, paragraph 80 of Scottish Planning Policy (SPP) (CD XX) states "development on prime agricultural land ... should not be permitted except where it is essential as a component of the settlement strategy...", the Council considers the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the required development needs identified in the Strategic Development Plan (SDP)(CD XX). The site is within the East Lothian SDA as identified within SESplan and adjacent to a settlement that provides a range of facilities and services, including a rail station on the East Coast Main Line. Its development would therefore align with strategic policy

objectives of steering new development towards the most sustainable locations within the city region. The Council considers the proposed Plan is consistent with SPP on the use of prime agricultural land. The proposed Plan requires that the applicant make provision for 25% of dwellings approved at the site to be affordable housing, in accordance with Policy HOU3 and HOU4 of the LDP. The Council will support a variety of tenures of affordable housing including, among others, social rented, mid-market rent, discounted sale and shared equity homes.

While it is accepted that the sites in the proposed plan reduces the distance between Longniddry South and the A1, it is not considered that this is of such an extent as to constitute coalescence. The approximate distance to the A1 at the closest point would be over 2000m. The distance to the Blindwells safeguard would be over 600m. The Council is also proposing to introduce a Countryside Around Town policy here to ensure that, in the longer term, separation between communities will be retained. This will be complemented by green network measures.

In relation to concerns about flooding, a Flood Risk Assessment will be required to accompany any development proposals for the site, and mitigation measures will be required if deemed necessary. In relation to impacts on Longniddry Station Car Park, the site's development shall make provision for additional station car parking and other station improvements (PROP T9 and PROP T10).

The Council has set out the need for additional capacity in infrastructure and services, including education and community services within the policies of the LDP, including Proposal CF1 and ED2. These requirements for additional capacity arise as a result of and will be delivered in association with the new development. The associated Supplementary Guidance Developer Contributions Framework (SG) (CD XX) will provide the basis to collect contributions towards the necessary supporting facilities and infrastructure capacity. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure. School revenue budgets and staffing complements are set in line with the pupil roll and calculated in accordance with the approved Scheme of Delegation for Schools and the Council's devolved school management policies. Any increases in pupil rolls due to an increase in children arising from committed and planned housing in the area will be reflected within the school revenue budget and staffing complement. To service current demand for access to primary health care, provision of additional GP capacity is already planned at Prestonpans and Cockenzie/Port Seton. The key agency with the responsibility for health provision, NHS Lothian, has not indicated that expansion on the scale proposed would cause difficulties in the capacity of primary care.

The Council submits that a modification of the LDP is not necessary.

Longniddry Community Council (0161/3)

In relation to the loss of productive agricultural land of Prime Quality (Class 2), SPP (CD XX paragraph 80) is clear that the loss of such land can be accepted where it is an essential part of the settlement strategy, as is the case with the Longniddry South site (Proposal PS1). In terms of the scale of Proposal PS1, 450 homes can be accommodated on the site with the associated infrastructure and

community facilities including a small local / neighbourhood centre. Key objectives of Proposal PS1 are to ensure that reasonable measures are taken to ensure the integration of the new development with the existing settlement. These include the provision of new community facilities and access routes, as well as the shared use of the existing primary school. Importantly, a development of this scale would also make best use of existing infrastructure at Longniddry Primary School where there is scope to enable the existing facility to accommodate such a scale of development. Additionally, the Council submits that as part of the Council's amendments to the Draft Proposed LDP moved by Councillor Innes and seconded by Councillor Akhtar, as agreed by the Council on the 17th November 2015, a safeguard for further housing development did not progress to the finalised proposed LDP.

In terms of concern over density being too high, the Council submits that an efficient use of land is an important planning objective. In that sense LDP Policy DP3: Housing Density is clear that 30dph net is a move towards a higher density of development at a level appropriate to the character of the area; the preamble to that policy explains (at para 7.12) why lower density levels should not be supported. Importantly, achieving such higher densities is to be a product of the design process, and designs are to respect and respond to their context.

The phasing for the provision of community facilities relative to the development, and maintenance arrangements will be addressed at project level, through the Development Management process. The Council submits that policy OS3 and OS4 provide the necessary safeguards to ensure that provision is made for satisfactory maintenance arrangements to be in place as part of any planning permission. The Council has assessed demand for sports pitches, and a grass pitch is required in association with this development to cater for a wide range of sports. Both pitches will be available for use by existing and new residents. The existing changing accommodation is to be shared between the pitches, and in times of high demand the adjacent primary school changing facilities may be made available out of school hours. This will minimise the capital and revenue implications of providing these facilities. The Council submits that the provision of a grass pitch here is the preference since this could accommodate a wider range of formal and informal activities than synthetic surfaces. The Council has considered this in the context of its sports pitch strategy, which seeks to deliver a range of playing pitch types on a cluster basis. The Council submits that the Preston Lodge Cluster will be adequately served by pitch provision of suitable types, including the synthetic pitches available at Preston Lodge High School. The Council also submits that the plan makes provision for a new road crossing point to be delivered within Proposal CF1 of the plan, partly for the reasons given by the Community Council but also to facilitate a safe route to school (see pages 81 and para 2.59). In terms of access between the sites, pedestrian crossing points are to be provided over the A198.

As part of the project level proposals for the site, a flood risk assessment will be required, and in terms of surface water management no increase in the Greenfield run-off rate from the site will be allowed. The development will not increase the risk of flooding on or off site from any source. Scottish Water will facilitate connections to their foul drainage infrastructure at the appropriate stage. Provision of superfast broadband and electricity provision will be a matter for

utilities providers, but the provision of broadband connectivity is encouraged by Policy DCN2 of the LDP.

The Council submits that a modification of the LDP is not necessary.

E Macdonald (0176/3)

The SDP (CD XX) identifies Strategic Development Areas (SDAs) to prioritise as locations to accommodate the SDPs housing and employment land requirements. The East Coast SDA follows the key transport corridor of the A1 and East Coast railway line from Musselburgh to Dunbar. While it is accepted that the allocated sites for new homes represent a significant expansion, it is considered that this scale of development was unavoidable in the context of the housing land requirements and the Compact Growth Strategy adopted for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth (CD XX).

In terms of the expansion of Longniddry, key objectives of Proposal PS1 are to ensure that reasonable measures are taken to ensure the integration of the new development with the existing settlement. These include the provision of new community facilities and access routes, as well as the shared use of the existing primary school. The Council submits that it accepts that places will change as a result of development and that new development will have implications for local infrastructure; this has been fully considered and where appropriate, planned for as part of the development of the LDP. LDP Policy DEL1, and its associated Supplementary Guidance: Developer Contributions Framework (CD XX), sets out where and how the necessary additional capacity within infrastructure and facilities will be provided.

The Council submits that the LDP retains sufficient land as Green Belt/ CAT that prevents coalescence of settlements and retains the separate identities of settlements. The East Lothian Economic Development Strategy 2012-22 (CD XX) identifies tourism as one of the strengths of the East Lothian economy and a source of employment opportunities in the future. The local development plan's policies and proposals seek to ensure that a balance is found between encouragement of tourism, including activity based tourism (e.g. walking and cycling) and the economic benefits. Additionally, the Council's policies seek to integrate land use and transport to encourage a reduction in traffic growth, minimise the length of journeys people are obliged to make and promote sustainable alternatives to the private car – public transport, cycling and walking.

With regards to luxury housing being wasteful of energy, Policy SEH2 in accordance with SPP requires that all new buildings must include Low and Zero Carbon Generating Technologies to meet the energy requirements of Scottish Building Standards.

In relation to impacts on the East Coast Main Line, mitigation measures are proposed including the lengthening of station platforms to accommodate longer trains, as well as the expansion of station car parks. As such, the site's development shall make provision for additional station car parking and other station improvements (PROP T9 and PROP T10). The Council submits that longer trains are to be trialled to increase capacity along the North Berwick route. This will potentially increase the capacity by a further 50% (i.e. increasing train

capacities from 4 to 6 cars).

The Council has set out the need for additional capacity in infrastructure and services, including education and community services within the policies of the LDP, including Proposal CF1 and ED2. The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. Pupils from the proposed site will be accommodated in a future expansion of Longniddry Primary School and Preston Lodge High School, and Developer contributions will be sought in respect of this allocation. The Longniddry Primary School will have improved indoor sports facilities, that the public will be able to access. These requirements for additional capacity arise as a result and will be delivered in association with the new development. The associated Supplementary Guidance Developer Contributions Framework (SG) (CD XX) will provide the basis to collect contributions towards the necessary supporting facilities and infrastructure capacity. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure.

The Council submits that a modification of the LDP is not necessary.

Prop PS2: Land at Dolphingstone North

E Macdonald (0176/4)

The SDP identifies Strategic Development Areas (SDAs) to prioritise as locations to accommodate the SDPs housing and employment land requirements. The East Coast SDA follows the key transport corridor of the A1 and East Coast railway line from Musselburgh to Dunbar. While it is accepted that the allocated sites for new homes represent a significant expansion, it is considered that this scale of development was unavoidable in the context of the housing land requirements and the Compact Growth Strategy adopted for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth 9 (CD XX). The Council submits that it accepts that places will change as a result of development and that new development will have implications for local infrastructure; this has been fully considered and where appropriate, planned for as part of the development of the LDP. LDP Policy DEL1, and its associated Supplementary Guidance: Developer Contributions Framework (CD XX), sets out where and how the necessary additional capacity within infrastructure and facilities will be provided.

The Council submits that the LDP retains sufficient land as Green Belt/ CAT that prevents coalescence of settlements and retains the separate identities of settlements. The East Lothian Economic Development Strategy 2012-22 (CD XX) identifies tourism as one of the strengths of the East Lothian economy and a source of employment opportunities in the future. The Local Development Plan's policies and proposals seek to ensure that a balance is found between encouragement of tourism, including activity based tourism (e.g. walking and cycling) and the economic benefits. Additionally, the Council's policies seek to integrate land use and transport to encourage a reduction in traffic growth,

minimise the length of journeys people are obliged to make and promote sustainable alternatives to the private car – public transport, cycling and walking.

With regards to luxury housing being wasteful of energy, Policy SEH2 in accordance with SPP requires that all new buildings must include Low and Zero Carbon Generating Technologies (LZCGT) to meet the energy requirements of Scottish Building Standards.

In relation to impacts on the East Coast Main Line mitigation measures are proposed including the lengthening of station platforms to accommodate longer trains, as well as the expansion of station car parks. Longer trains are to be trialled to increase capacity along the North Berwick route – this will potentially increase the capacity by a further 50% (i.e. increasing train capacities from 4 to 6 cars).

The Council has set out the need for additional capacity in infrastructure and services, including education and community services within the policies of the LDP, including Proposal CF1 and ED2. The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. Pupils from the proposed site will be accommodated in a future expansion of Longniddry Primary School and Preston Lodge High School, in line with East Lothian Council's Local Development Plan Draft Developer Contributions Framework (CD XX). Developer contributions will be sought in respect of this allocation. The Primary School will have improved indoor sports facilities, that the public will be able to access. These requirements for additional capacity arise as a result and will be delivered in association with new development. The associated Supplementary Guidance Developer Contributions Framework (SG) will provide the basis to collect contributions towards the necessary supporting facilities and infrastructure capacity. The Council considers that these provide an adequate framework to accommodate development without unacceptable impacts on local services and infrastructure.

The Council submits that a modification of the LDP is not necessary.

Scottish Environment Protection Agency (0252/13)

SEPA's comments are essentially a refinement of advice which has previously been provided. Site PS2 already has planning permission and detailed proposals are being progressed, however, the Reporter may consider it appropriate to add text for additional clarity requiring the preparation of a Flood Risk Assessment in association with proposals for development of site within PS2. **The Council submits that a modification of the LDP is not necessary.**

Policy PS3: Development Briefs

Scottish Power Generation (0391/5)

The Council confirms that Policy PS3 does not apply to Proposal EGT1 because

Proposal EGT1 does not state a Council intention to prepare a 'Development Brief' for the site, unlike other proposals that refer to development briefs – e.g. Proposal PS1. Any proposal intended to deliver National Development Framework 3 (NPF3) (CD XX) at this site would be considered under the Electricity Act (1989) (CD XX) and the development plan would be taken into account, as would NPF3. As such, the Council would expect that a masterplan for the site would be prepared in association with such a proposal, consistent with NPF3 (page 39). Should there be a need for the Council to prepare Supplementary Guidance in accordance with Proposal EGT1, this could take the form of a masterplan, development brief or a design framework (see SPP para 57)(CD XX). For the avoidance of doubt, Supplementary Guidance prepared in respect of the Cockenzie site would be statutory, rather than non-statutory as is the case with Development Briefs which will be adopted as Supplementary Planning Guidance. **The Council submits that a modification of the LDP is not necessary.**

Prestonpans Cluster Miscellaneous

Scottish Environment Protection Agency (0252/2)

The Council submits that PAN 1/2010 (CD XX) is clear that SEA should focus on the strategic environmental effects of the plan (PAN 1/2010 para 3.1) and avoid excessive data collection and descriptions of baseline data (PAN 1/2010 para 5.2). The Council further submits that the sites set out in the relevant table are not allocations: this is made clear in the pre-text to the table. The LDP explains that the development of these sites in accordance with relevant LDP policies is supported in principle by the Council – i.e. not necessarily by consultees to any planning application, such as SEPA. Whilst some of the sites have been rolled forward from previous plans, the majority of the sites set out in the relevant table already have planning permission for development, and so are committed sites. In SEA terms they have been treated as such and thus as part of the baseline, in accordance with PAN 1/2010 (paragraph 4.22). It is important to note that this is also true of many sites where a policy reference is given. If the Reporter considers it useful, the Council could provide the relevant planning application references in respect of relevant sites. Development on some of these sites has also already commenced, but in some cases stalled, so planning permissions are being implemented or remain live. For some sites their planning permission references are shown instead of policy references. This is because some of them are within the countryside and it would be impractical in a mapping sense or in a policy / proposals sense to specifically identify those sites: yet the Council would support the principle of their development in line with LDP policies, subject to the development management process. **The Council submits that a modification of the LDP is not necessary.**

Hugh Crawford (0347)

The site in question was submitted to Council as part of the 'call for sites' process for the development of houses. The site was assessed as part of the MIR and was site assessed (CD XX - Prestonpans Site Assessments p60 - PM/PP/HSG043). The site is not within an existing settlement. It lies adjacent to Seton Mains but is not particularly well related to existing development or

integrated with the settlement. This site was not assessed as a preferable site to be allocated in the proposed LDP. The settlement boundary around the developed area of Seton Mains is defined closely around the edges of the existing properties, establishing a well-defined settlement boundary for Seton Mains. The referenced land was part of a larger agricultural field in its situation on the southeast edge of Seton Mains. The land has historically been part of the long established south east edge beyond the well defined settlement boundary of Seton Mains. It has been an important part of the landscape setting in Seton Mains which has characteristically a tightly containing spatial relationship between the settlement layout and the agricultural edge of the settlement. Changing this part of the land to domestic garden ground in the countryside abutting the settlement of Seton Mains erodes the integrity of the historic relationship that has existed between the edge of the settlement and its setting. The form and use of the strip of land as domestic garden ground is an intrusive and incongruous encroachment beyond the well-defined edge of the settlement and as such has a harmful affect on the character and visual amenity of the landscape to the east of Seton Mains.

The Council submits that a modification of the LDP is not necessary.

Prestonpans Cluster Support

Network Rail (0181/9); Scottish Environment Protection Agency (0252/40);
Wemyss and March Estate (0295/3)

Support Noted

Reporter's conclusions:

Reporter's recommendations:

Issue 5	Blindwells Cluster	
Development plan reference:	Blindwells Cluster (pg 27-30)	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<p>E Macdonald (0176) Network Rail (0181) Royal Society for the Protection of Birds (0185) Taylor Wimpey and Hargreaves Services Ltd (0232) Scottish Environment Protection Agency (0252) Wemyss and March Estate (0295) Eve Ryan (0307) Haddington and District Amenity Society (0327) Midlothian Council (0348) Hargreaves Services Ltd (0349) Homes for Scotland (0353) Alan Lindsey (0369) Caroline Edgar (0374) The Scottish Government/Transport Scotland (0389)</p>		
Provision of the development plan to which the issue relates:	<p>This provision of the proposed LDP deal with the proposals for new allocations for the Blindwells Cluster (pgs 27-30)</p> <p>PROP BW1: Blindwells New Settlement</p> <p>PROP BW2: Safeguarded Blindwells Expansion Area</p> <p>Policy BW3: Blindwells Area Design Framework</p>	
Planning authority's summary of the representation(s):		
<p>Blindwells Cluster Introduction</p> <p><u>E Macdonald (0176/5)</u></p> <p>Blindwells will become another of East Lothian's disgraces. Poorly designed like Niddrie/Craigmillar/Muirhouse but with no sporting facilities/green space or quality retail. Cannot comprehend why planners are obsessed with considering areas alongside the railway are the best places to build housing. Trains only stop at stations. People have to drive to the station. Station car parks are full, creating pollution and affecting the environment. Edinburgh should not be seen as the main employment area of East Lothian.</p> <p><u>Network Rail (0181/10)</u></p> <p>Network Rail welcomes the detailed analysis and information on the development within the cluster. However, the extended Blindwells area will put pressure on use of the St Germain's level crossing and Network Rail wish that this is closed as part of the proposal</p>		

is absolutely essential to shut this dangerous and unwelcome level crossing. We would welcome the text on this section and within the Transport section of the LDP being revised to make this clear.

The cross reference to and the detailed policies set out through the Transport section of the LDP and in particular the detailed policies on improvement works and contributions required are welcomed. This forms a sound and detailed basis and one which we support.

PROP BW1: Blindwells New Settlement

E Macdonald (0176/6)

Objects to housing proposal BW1. East Lothian is seriously overdeveloped, a massive commuter with housing coalescence from Musselburgh to Dunbar resulting in loss of identities of communities, impact on tourism, there are sufficient luxury homes which are wasteful of energy and encourages the use of cars.

Royal Society for the Protection of Birds (0185/16)

No allowance has been made for environmental features and biodiversity enhancement/maintenance in the Blindwells' proposal. This and other proposed developments should include detailed proposals for biodiversity enhancement of new building projects to benefit wildlife and to make the sites more attractive for people.

Wemyss and March Estate (0295/2)

Note the failure to find an 'appropriate comprehensive solution' that could deliver the Council's vision for a larger single settlement at Blindwells and that this remains an aspiration. To date there has been a failure to demonstrate that Blindwells is an effective site for any development. The challenge for ELC is housing delivery and maintaining an effective land supply. The Proposed LDP is clear about the difficulty of sustaining the completion rates necessary to deliver the housing requirement set by SESplan and as such, ELC's priority must be to promote effective sites. If Blindwells is to remain then it must be supported and justified by a robust assessment demonstrating how and when it can deliver homes. ELC should consider the merits of retaining this allocation into another LDP review if an appropriate comprehensive solution is not identified within the current plan period.

Homes for Scotland (0353/2)

Homes for Scotland seeks an amendment to the programming of Blindwells BW1, to delay the anticipated site start there to acknowledge constraints to delivery in later years of the plan of this first phase of development.

PROP BW2: Safeguarded Blindwells Expansion Area

Taylor Wimpey and Hargreaves Services Ltd (0232/2)

The proposed LDP sets out several infrastructure requirements for the Blindwells Development Area, for which Policy DEL1 seek both land and capital contributions. Policy T32 (and associated proposals); PROP ED3: A new secondary school and at least three primary schools; PROP CF1: new sports pitches and changing facilities; PROP HSC2:

Health Care Facilities; PROP OS7: Allotments. Whilst the consortium understand that it has the responsibility to provide the necessary infrastructure to accommodate development needs, the scale and extent of development will only be confirmed through the design framework and subsequent development brief. It is not considered appropriate to prescribe the extent of required infrastructure provision for the Blindwells development area in LDP policies and proposals without a caveat to that effect. The consortium recommends that Proposal BW2 be amended accordingly.

Eve Ryan (0307/2)

The representation objects to the proposed safeguard for Blindwells Expansion Area, Proposal BW2. This is because it is prime quality agricultural land and in the objector's view is important for recreation, migratory birds and potentially plant life. East Lothian councillors and planners need to respect the integrity of their county and not concede to the land grabbing hands of Edinburgh and its developers.

Midlothian Council (0348/3)

Midlothian Council officers consider that any new sub-regional town centre at Blindwells should be restricted to serve only that settlement. The accessibility along the A1 could draw retail trips from a wide catchment and this may have a negative effect on the network of centres identified in SDP1. Midlothian Council would wish the expansion of Blindwells to be proportionate and in tandem with the expansion of the settlement.

Hargreaves Services Ltd (0349/3)

Hargreaves supports the intention of PROP BW2 and the safeguard for an expanded development area. Hargreaves anticipates being involved in the preparation of any Design Framework in conjunction with other landowners. Given that there are several landowners involved within the site, submission of a single application and conclusion of a single legal agreement will be complicated. If there is an overarching design framework which all landowners have had input to, this would negate the need of a single application.

Caroline Edgar (0374)

Objector seeks the exclusion of Greendykes Farm from the safeguarded Blindwells Expansion Area. This is unnecessary development of prime agricultural land, and destruction of an existing farm residential community. It would also be in contradiction to previous DC1 development in the countryside policy.

The Scottish Government/Transport Scotland (0389/23)

The representation raises concerns about PROP BW1 and the terms of Policy PROP BW2. As detailed in the representation Transport Scotland is concerned that the council has included a policy in the plan to investigate the allocation of up to 6,000 additional houses with no indication of the potential impact if the site and any required transport infrastructure can be funded or delivered and by whom, or any information pertaining to timescales or phasing. Consequently, the addition of 6,000 units to the spatial strategy could have significant implications to the strategic road and rail network which have not yet been investigated or identified. This position is not in accordance with SPP, DPMTAG or Circular 6/2013.

Leaving the assessment of a large scale development to be initiated subsequent to the publication and adoption of a plan and included within Supplementary Guidance, which has the potential to formally become part of the plan without being subject to Examination, is considered to be unacceptable.

Policy BW3: Blindwells Area Design Framework

Hargreaves Services Ltd (0349/4)

Hargreaves supports the development of a design framework for the safeguarded area subject to involvement of all landowning parties to this document.

Blindwells Cluster Miscellaneous

Taylor Wimpey and Hargreaves Services Ltd (0232/1)

Representation submitted in respect of the Greater Blindwells Safeguard Area (Proposal BW2) on behalf of Taylor Wimpey and Hargreaves Services Ltd – i.e. the Greater Blindwells Consortium. The Consortium broadly welcomes the proposed LDP approach in respect of the Safeguarded Blindwells Expansion Area. The Consortium is committed to working together and with the Council to bring forward a new community at Blindwells comprising the allocated site (BW1) and the safeguarded expansion area (BW2). It will provide the necessary technical diligence studies and assessments to support delivery. The process for formally allocating the safeguarded land set out in Proposal BW2 is welcomed and supported by the consortium. The need for a Design Framework setting out a spatial vision and infrastructure requirements is understood. Technical work to support the development of this document is underway, although the full extent of information required and expected outcomes are not fully explained in Proposal BW2. The consortium therefore anticipates and welcome further discussion with the Council in this regard and, if necessary, amplification of the Design Framework's scope and outcomes in the LDP. Policies BW2 and BW3 put in place a requirement for a Development Brief, which will take into account the findings of the Design Framework. Once approved the Development Brief will have the effect of conferring the site with status of an allocation in the LDP. The policies and supporting text do not fully explain the anticipated scope and outcomes of the Development Brief. Again, the consortium therefore welcomes further discussion with the Council in this regard and, if necessary, amplification of the Development Brief's scope and outcomes in the LDP.

Haddington and District Amenity Society (0327/3)

Blindwells should be removed from the LDP unless its deliverability is demonstrated within a certain timescale; otherwise it should be removed from the plan. Imaginative options for other new settlements in the area are being prejudiced by Blindwells.

Hargreaves Services Ltd (0349/1)

Hargreaves Surface Mining Ltd (Hargreaves) own or control land which has been allocated for a new settlement at Blindwells in the adopted local plan 2008, and they own or are in control of additional land to the east of this allocation. Hargreaves supports the greater Blindwells allocation. Hargreaves supports the allocation of its land as a second phase of a Greater Blindwells, or as a stand alone extension of the current local plan allocation. Hargreaves is willing to work with all of those landowners who own land within

the greater Blindwells area, but point out that its land only could be brought forward as an expansion of the original allocation BW1.

Blindwells Cluster Support

Scottish Environment Protection Agency (0252/60)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site. There are issues of flooding associated with the Seton Burn and it is imperative that this development does not increase the risk of flooding downstream. Groundwater flood risk could be an issue, but currently this is controlled by pumping by coal authority. FRA has to take account the hydrological changes brought about by the mining activity which includes runoff rates and groundwater. There should be no increase in runoff rates downstream. While the risk of flooding and managing surface water might be achievable at present, climate change and the reliance on a pumping strategy by a third party might challenge the sustainability of this large development in the longer term.

Hargreaves Services Ltd (0349/2)

Hargreaves supports the wording of proposals BW1, and the position that development that would jeopardise the allocation will not be supported. There is currently a live planning application supported by technical study that demonstrates the site can be delivered. It addresses the points made in Proposal BW1.

Alan Lindsey (0369/2)

Recognition that the Blindwells site is not non-viable and that it is quite possible using recognized measures to develop it economically and in a structurally sound way. If the Council wishes to attain its ill considered agreement to 10,000 houses, it should ensure brownfield sites are developed first, including the fire school site at Gullane and in particular the Blindwells site at Tranent.

Modifications sought by those submitting representations:

Blindwells Cluster Introduction

E Macdonald (0176/5)

No Modification sought

Network Rail (0181/10)

Network Rail seeks closure of the St. Germain's level crossing as part of the Blindwells proposal. Text in the Blindwells Cluster and the Transport section of the LDP should be amended accordingly.

PROP BW1: Blindwells New Settlement

E Macdonald (0176/6); Wemyss and March Estate (0295/2)

No Modification sought

Royal Society for the Protection of Birds (0185/16)

The representation states that proposed developments should include detailed proposals for biodiversity enhancement of new building projects to benefit wildlife and to make the sites more attractive for people.

Homes for Scotland (0353/2)

Amend Table HOU1 and Appendix 2 of Technical Note 1 to take account of more realistic programming of Blindwells BW1, acknowledging constraints to delivery in later years of the plan of this first phase of development.

PROP BW2: Safeguarded Blindwells Expansion Area

Taylor Wimpey and Hargreaves Services Ltd (0232/2)

Amend proposal BW2 (and other consequential amendments as necessary to Policy DEL1; Table DEL1, Policy T32 (and associated proposals); ED3, CF1, HSC2 and OS7) to include a caveat that the Development Brief will specify the infrastructure requirements for the Blindwells Expansion Area.

Eve Ryan (0307/2); Midlothian Council (0348/3)

No Modification sought

Hargreaves Services Ltd (0349/3)

Modify Proposal BW2 to remove the need for a single planning application and legal agreement.

Caroline Edgar (0374)

Remove Greendykes Farm from the safeguarded Blindwells Expansion Area.

The Scottish Government/Transport Scotland (0389/23)

Policy PROP BW2 is removed or reworded. Transport Scotland welcomes the Council beginning preparatory work to investigate the viability and deliverability of allocating a further 6000 units at Blindwells. However, this work should inform the next LDP, giving sufficient time for an appropriate appraisal of the site and its impact, involving all relevant stakeholders. The potential future expansion of Blindwells is not required to satisfy the housing land requirement for this LDP and it has not been assessed in any capacity to determine its potential impacts on the strategic trunk road and rail network. SPP details that development plans should fully appraise the impact of the spatial strategy in line with DPMTAG guidance which has not been undertaken in this instance and Circular 6/2103 details that proposals of more than local impact should not be left to be included within Supplementary Guidance.

Policy BW3: Blindwells Area Design Framework

Hargreaves Services Ltd (0349/4)

No Modification sought

Blindwells Cluster Miscellaneous

Taylor Wimpey and Hargreaves Services Ltd (0232/1); Hargreaves Services Ltd (0349/1)

No Modification sought

Haddington and District Amenity Society (0327/3)

Set a timescale for the development of Blindwells or delete the allocation.

Blindwells Cluster Support

Scottish Environment Protection Agency (0252/60); Hargreaves Services Ltd (0349/2); Alan Lindsey (0369/2)

No Modification sought

Summary of responses (including reasons) by planning authority:

Blindwells Cluster Introduction

E Macdonald (0176/5)

The Council submits that SDP1 provides a continued commitment to Blindwells as a location for a new settlement within the SDP1 spatial strategy during the SDP1 plan period and beyond (SDP1 paragraph 53 – 54). The Council further submits that the LDP must be consistent with the SDP. As background, the Main Issues Report explains the possible strategy, policy and procedural approaches that the Council consulted on, including in relation to Blindwells (MIR pages 155 – 174). The LDP vision for Blindwells is for the new settlement to be comprehensively designed and delivered as a new mixed community. The LDP therefore identifies the Blindwells Development Area, which comprises the current allocated Blindwells site (BW1) as well as a Safeguarded Blindwells Expansion Area (BW2). The Council submits that Blindwells could provide a number of important benefits for the future of East Lothian. These benefits, and the procedural approach that the Council proposes to follow in respect of Blindwells, are described at paragraph 2.66 and 2.70 – 2.77 of the LDP. Blindwells provides an opportunity to deliver a new mixed community with new homes, including affordable homes, and employment opportunities to help encourage people to live and work within East Lothian. The location for the Blindwells new settlement is within the western and highly accessible part of the East Lothian SDA. It is here where there are also regeneration opportunities within East Lothian. Around 1,600 homes and 10 hectares of employment land are to be delivered at the current allocation (BW1). An expanded Blindwells would, in accordance with the town centre first principle, provide the scope to deliver a sub-regional town centre with an appropriate level of retail, commercial leisure / services and community facilities as well as other appropriate business and employment opportunities. There is also scope to ensure that the site is accessible via public transport, including by bus. This is particularly true in association with LDP Proposals T13 and T18, which could improve public transport provision and provide new accesses into the site from the surrounding area over the A1(T) and the East Coast Main Line. This would enhance connections and opportunities for access and public

transport services to serve the site and wider area. The Council submits that plan-wide policies apply in respect of Blindwells, such as those in respect of affordable housing (e.g. HOU3), education capacity (e.g. Proposal ED3) including commitment to carry out any necessary schools consultations as appropriate (LDP paragraph 3.89) and sports pitches and changing accommodation (Proposal CF1) and Health Care Provision (Proposal HSC2). Policies in respect of the green network (Policy DC10) and general policies on open space provision (Policies OS3, OS4 and OS7). The Council also submits that the LDP identifies where there will be a need for transport provision in association with development in the LDP area (e.g. Proposals T3, T9, T10, T13, T15, T17, T18, T19 – T28 and T32). In respect of site BW1 a masterplan is required to satisfy the adopted development framework for the site and LDP Policy DP4: Major Development Sites. A similar approach would be followed in respect of any expansion area (Proposal BW2). The Council submits that the LDP provides an appropriate policy framework to secure high quality development and design in accordance with national, regional and local planning policies. **The Council submits that no modification is necessary.**

Network Rail (0181/10)

The Council recognises that development proposals at Blindwells, particularly should the new settlement expand, may result in increased use of the St Germain's level crossing. However, the Council notes this is an existing situation, and that the closure of this level crossing and others such as it is a matter being considered across East Lothian and beyond. The Council submits that as part of development at Blindwells (BW1) a number of transport interventions will be sought to improve access and pedestrian and cycle links to the west so as to provide connections to the coast and other destinations. As a result, the Council does not consider it appropriate to include any additional text within the LDP seeking contributions towards the closure of the St Germain's level crossing from developers at Blindwells, particularly if this would make development at the current Blindwells allocation (BW1) or within the safeguarded Blindwells Expansion Area (BW2) conditional on Network Rail's approach here. The Council notes at this stage Network Rail has no project identified, and that the approach to St Germain's level crossing is likely to be influenced by proposals to implement a four track section of the East Coast Main Line. As such, there is currently a lack of clarity as to the ability to deliver an intervention and its costs. Any decision on the future of the level crossing is an operational decision that should be taken by Network Rail when the LDP is operative and as its own plans and strategies develop and as projects emerge over time. **The Council submits that no modification is necessary.**

PROP BW1: Blindwells New Settlement

E Macdonald (0176/6)

The Council submits that the SDP identifies Strategic Development Areas (SDAs) to prioritise as locations to accommodate the SDPs housing and employment land requirements. The East Coast SDA follows the key transport corridor of the A1 and East Coast railway line from Musselburgh to Dunbar. While it is accepted that the allocated sites for new homes represent a significant expansion, it is considered that this scale of development is unavoidable in the context of the SDPS Housing Land Requirements and the Compact Growth Strategy adopted for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth. In terms of Blindwells, key objectives of Proposal BW1 are described in the Council's response to representation 0176/5 provided elsewhere in this Schedule 4. The Council submits that places will change as a result of development

and that new development will have implications for local infrastructure; however, this has been fully considered and, where appropriate, planned for as part of the LDP. LDP Policy DEL1, and its associated Supplementary Guidance: Developer Contributions Framework, set out where and how the necessary additional capacity within infrastructure and facilities will be provided.

The Council submits that the LDP retains sufficient land as Green Belt and that it proposes to identify Countryside Around Town areas to prevent coalescence of settlements and to retain their separate identities as well as protect their settings.

The East Lothian Economic Development Strategy 2012-22 identifies tourism as one of the strengths of the East Lothian economy and a source of employment opportunities in the future, and this is reflected within the LDP policies. Additionally, the Council's policies seek to integrate land use and transport to encourage a reduction in traffic growth, minimise the length of journeys people are obliged to make and promote sustainable alternatives to the private car – public transport, cycling and walking. With regards to luxury housing being wasteful of energy Policy SEH2, in accordance with SPP requires that all new buildings must include Low and Zero Carbon Generating Technologies to meet the energy requirements of Scottish Building Standards.

In relation to impacts on the East Coast Main Line railway mitigation measures are proposed including the lengthening of station platforms to accommodate longer trains, as well as the expansion of station car parks. As such, the site's development shall make provision for additional station car parking and other station improvements (LDP PROP T9 and PROP T10).

The Council has set out the need for additional capacity in infrastructure and services, including education and community services within the policies of the LDP, including Proposal CF1 and ED3. Pupils from the site will be accommodated in a future expansion of Preston Lodge High School, and developer contributions will be sought in respect of this. Cockenzie Primary School can provide a short term temporary solution for the provision of primary school capacity until a new facility is delivered on the Blindwells (BW1) site. These requirements for additional capacity arise as a result of and will be delivered in association with the new development. The associated draft Supplementary Guidance: Developer Contributions Framework (SG) will provide the basis to collect contributions towards the necessary supporting facilities and infrastructure capacity once adopted. The Council considers that this and the will provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure. **The Council submits that no modification is necessary.**

Royal Society for the Protection of Birds (0185/16)

The Council submits that a number of plan wide policies would apply to any proposal for the development of this and other sites. In particular, policies within the cultural and natural heritage section of the LDP highlight the importance of protecting, conserving and, where appropriate, enhancing the natural heritage. The LDP has an important role in protecting sites designated for their biodiversity or geodiversity interests at international, national or local level, with the level of protection reflecting sites' relative importance. The Plan also ensures protected species and other natural heritage interests beyond designated sites are taken into account in planning decisions, including the potential for enhancement. It should also be noted that project level environmental assessments have been carried out for proposals BW1 as part of the planning application for that

development. In terms of an expansion of Blindwells (BW2) the need for HRA has been identified in respect of proposal BW2 and should project level proposals emerge for Proposal BW2 these too would be screened for EIA at the appropriate stage. The Council further submits that the Design section of the LDP includes a number of design policies which would relate to new development proposals, in particular DP1, DP2 and DP4. These set out a number of criteria to provide for the protection, conservation or enhancement of natural heritage features where appropriate in combination with other LDP policies. The Council also intends to prepare an Area Design Framework as supplementary planning guidance, and potentially a Development Brief as statutory Supplementary Guidance in respect of BW2. Both of these documents would be subject to further planning assessments as well as consultation, including with Key Agencies and Consultation Authorities and other interested parties, before they would be adopted by the Council. As such, the Council submits that the LDP read as a whole adequately addresses the points made within this representation. **The Council submits that no modification is necessary.**

Wemyss and March Estate (0295/2)

The Council submits that SDP1 provides a continued commitment to Blindwells as a location for a new settlement as part of the SDP1 spatial strategy during the SDP1 plan period and beyond (paragraph 53 – 54). The SDPs vision is for a single new settlement of 4,600 homes to be designed and delivered as a new mixed community. The SDP requires this to be confirmed through the preparation of the LDP. The Council notes that SPP (2014) sets out that the development plan as a whole can promote new settlements (paragraph 53 – 54), including confirmation of their scale and location. Importantly, the SDP requires the LDP to require comprehensive solutions to be identified and agreed for a larger Blindwells and that the LDP define the allocation within which this will be delivered.

In this context, the Main Issues Report explained the possible strategy, policy and procedural approaches that the Council consulted on in relation to Blindwells (MIR pages 155 – 174). The Council has taken these consultation responses into account in the preparation of the LDP. The LDP identifies the Blindwells Development Area, comprising the current allocated Blindwells site (BW1) and the Safeguarded Blindwells Expansion Area (BW2). The Council's vision for the Blindwells Development Area is to fully develop this area for a single new settlement of around 6,000 homes which is to be designed and delivered as a new mixed community (LDP paragraph 2.9 and 2.71). The Council submits that this could provide a number of benefits for East Lothian. These benefits, and the procedural approach that the Council settled on and proposes to follow in respect of Blindwells, are described at paragraph 2.66 and 2.70 – 2.77 of the LDP.

The Council submits that SDP suggests that any longer term housing land requirement for the period post 2024 will likely be satisfied from known and committed sites to the extent that they cannot be developed before 2024 (SDP paragraph 112). The Council submits that the SDP specifically envisages the potential for this arising at Blindwells (SDP paragraph 53); however, this is not the case in respect of any other sites or locations within East Lothian, including those subject to unresolved representation. The Council also notes that SDP Policy 6 states that planning authorities may grant planning permission for the earlier development of sites which are allocated or phased for a later period in the Local Development Plan to maintain a five years' effective housing land supply at all times. The Council further notes that the pre-ambles to Policy 6 states that preventing the earlier development of sites which are 'allocated' for construction to start after 2019 could result in the unnecessary release of additional sites instead.

As such, whilst the SDP has a vision for a larger Blindwells than that which could be delivered through the BW1 allocation alone, the wider SDP policy context encourages 'flexibility' in respect of how the development of a larger Blindwells could be sought, subject to the other provisions of the SDP being satisfied – i.e. a comprehensive solution for delivery of a single larger settlement. The Council submits that its proposed policy and procedural approach in relation to the potential for a larger Blindwells seeks to facilitate this flexibility whilst preventing piecemeal proposals within the Blindwells Development Area that would result in undesirable or sub-optimal outcomes, as explained at paragraph 2.72 of the LDP.

The current Blindwells allocation (BW1) is not programmed to fully complete in the LDP period. It is programmed to start in 2020/21, and to complete beyond the plan period in 2036/37 (See LDP Technical Note 1: Appendix 2). This rate of programming for the current BW1 allocation is considered by the Council to be cautious and reasonable. The Council anticipates development of around 72 market homes per year (3 builders) and 25 – 50 affordable homes per year (1 – 2 providers). These are not unrealistic assumptions for a site of this size, and many committed sites or minded to grant sites make provision for programming well in excess of these levels. It is possible therefore that BW1, as with many other sites, may be built faster and yield more annual completions. The Council also submits that, subject to a comprehensive solution being found for development of a single larger new settlement (as explained at LDP paragraph 2.72) it may be possible to develop parts of the Blindwells Development Area earlier than with only a west to east phasing of development; for example, there may be scope to start developing the area from multiple points, as explained in the MIR (pages 155 – 174), and to deliver cumulatively more annual completions at the Blindwells Development Area overall.

The Council submits that paragraph 53 of the SDP is clear that, whilst it is not expected that any more than (i.e. not all of) the already committed 1,600 homes will be delivered at Blindwells before 2032, it may be possible to achieve additional early completions if a comprehensive solution for the whole new settlement can be found in the short to medium term. The Council's current expected contribution from Blindwells (site BW1) to the housing land supply is explained at paragraph A 1.46 of Technical Note 1: Housing Land Supply, Housing Requirements, Housing Land Requirements. For the avoidance of doubt, even without the Blindwells current allocation (BW1) between 10 – 20% generosity would exist within the LDP housing land supply based on the rate of programming for the other sites within Technical Note 1. The Council further submits that the planning application for the current BW1 allocation (application ref: 14/00768/PPM) is close to determination by the Council. It is possible that the current allocated Blindwells site (BW1) may deliver dwelling completions within the anticipated timescales set out in Technical Note 1.

The expansion of Blindwells is at conceptual stage. The SDP instructs the LDP to require comprehensive solutions to be identified and agreed for a larger Blindwells. The Council submits that LDP1 should therefore provide an appropriate planning status to the relevant area of land to provide the necessary focus so stakeholders can coalesce around and develop the appropriate concept further and also to scope-out inappropriate approaches. This is necessary to facilitate further collaborative working and to encourage and provide confidence in the SDP vision for a larger Blindwells. This is one reason for 'safeguarding' the area of land for the expansion of Blindwells; another is to conform to the SDP by ensuring the LDP defines the area of land within which a single larger new settlement at Blindwells could be delivered (and thus also the area where development that would undermine this vision must not be permitted).

The Council submits that it would be premature for the LDP to 'allocate' the Blindwells Expansion Area at this stage since a comprehensive solution has not yet been found that defines how the development of sites BW1 and BW2 will complement one another so that there is a solution for how they can be made effective together to be developed as one – i.e. bring about the delivery of a single new settlement as required by the SDP. The Council cannot (and will not) confirm such an allocation without knowing how this outcome will be achieved. Additionally, if the Council were to allocate for development the BW2 site, and the requirements of SDP1 cannot be met as explained at paragraph 2.72 of the LDP, the Council may need to re-distribute the 'allocated' housing numbers elsewhere within East Lothian. This is the case since there is no guarantee that such an allocation of homes could be addressed by any future strategic development plan, for example by a re-distribution of housing requirements / targets across local authority boundaries.

Accordingly, the Council submits that the Safeguarded Blindwells Expansion Area (BW2) is justified in the context of the spatial strategy and policies of the SDP. It is necessary to set clear parameters that will provide the required focus to allow the larger new settlement concept to develop further and in an appropriate manner. The approach set out in the LDP is the most appropriate one to secure a positive outcome. The Council has been working collaboratively with landowners within the Blindwells Development Area. The next steps for the Council and landowners are to continue to work collaboratively and on a more formal basis with one another and the community and other stakeholders, including the Key Agencies and Consultation Authorities. This will provide a clear basis for the Council and landowners to develop the concept further and to seek opportunities to secure the necessary funding and finance to un-lock this significant new town opportunity.

The Council submits that realising such a large scale development opportunity requires a creative policy approach that stimulates, encourages and enables appropriate creativity within a clear framework of rules and governance decisions. The Council submits that this is the aim of the procedural approach set out by the LDP. Overall, the Council submits that this approach is in accordance with the two principal policies of SPP, namely Sustainability and Place-making. It is intended to facilitate the co-production of a shared vision for the future development of the Blindwells Development Area, so the long-term the benefits it can bring in future for East Lothian can be delivered. Proposal BW2 explains that this shared vision will be pursued through the preparation and adoption by the Council of the following place-making planning documents in the following sequence:

1. **An Area Design Framework / Vision for the Blindwells Development Area.** This will be non-statutory supplementary planning guidance to provide more information on the development strategy for the larger new settlement. SPP (2014) provides a description of the role and purpose of Design Frameworks (paragraph 57) and the Council submits that the LDP sets out a good example of how this 'Tool for Making Better Places' can be positively deployed.

For the avoidance of doubt the vision for a larger Blindwells will be prepared working collaboratively with Key Agencies and Consultation Authorities as well as others, including Historic Environment Scotland and Transport Scotland, to ensure the necessary information is provided to them at the appropriate stage so they can support the vision, as explained at paragraph 2.74 of the LDP.

The purpose of this non-statutory guidance will be to agree and define how the development of sites BW1 and BW2 can complement one another so they can be

designed and developed as one – i.e. bring about the delivery of a single new settlement as required by the SDP.

Importantly, the non-statutory guidance will provide the spatial expression of the shared vision for development across the Blindwells Development Area. It will set out what type and scale of development will take place where and in what order (phasing) and on whose land, as explained at paragraph 2.73-2.74 of the LDP. The vision will include the locations and areas for housing development, commercial and business development, retail and other town centre uses as well as enabling and supporting infrastructure, including access points, routes and safeguards, and for education and community facilities. It will set out how the site can be accessed, drained and in what order enabling and supporting infrastructure will be required to allow phased development on different parts of the site on an appropriate basis.

An understanding of the land required to deliver interventions (sites / networks / routes) and likely costs for the infrastructure will also be an important output of this stage of work so agreement can be reached on the single funding and delivery mechanism required at paragraph 2.74 of the LDP. It is the Council's intention that this non-statutory vision would provide the basis for more formal collaboration and equalisation agreements between the landowning parties and set the context for detailed technical work to inform these agreements and the next stages.

It may also be that the Council and landowners choose at this stage to enter into a partnership arrangement so land for shared infrastructure will be made available at an early stage and to create a fund for the delivery of infrastructure, so there is on-going surety that the shared vision can and will be delivered over time.

2. **A Development Brief for the Blindwells Development Area.** This would be statutory Supplementary Guidance, which if adopted by the Council would become a statutory part of the LDP. If the Supplementary Guidance is adopted it would convert the Safeguarded Blindwells Expansion Area into an allocation for development and provide more detail on the delivery of the larger new settlement based on the vision set out in the non-statutory supplementary planning guidance.

SPP (2014) provides a description of the role and purpose of Development Briefs (paragraph 57) and, together with the description set out in the LDP itself in respect of the Blindwells Development Brief, the Council submits that this adequately identifies the topics likely to be covered in the Supplementary Guidance. The Council submits that the LDP sets out a good example of how this 'Tool for Making Better Places' can be positively deployed.

The Council submits that Main Issues Report openly consulted on this procedural approach in relation to Blindwells (MIR pages 155 – 174). The LDP is based on the preferred procedural approach set out in the MIR – i.e. that the conversion of the safeguarded land to an allocation would be triggered by the adoption of statutory Supplementary Guidance by the Council. The Council notes that neither the Scottish Government nor Transport Scotland objected to (or raised concerns about) the procedural mechanisms consulted on in relation to Blindwells at MIR stage.

The Council submits that the LDP establishes the 'main principle' of development at BW2. Proposal BW2 sets out the procedural mechanism for allowing land which is safeguarded for a specified purpose to be developed for that purpose. The LDP

defines the allocation within which a larger Blindwells will be delivered and requires comprehensive solutions to be identified and agreed for the delivery of a larger Blindwells. Put another way, the LDP withholds the allocation of the land for a larger Blindwells unless and until an agreed solution has been identified for how it will be delivered, consistent with paragraph 54 of the SDP. This approach is in accordance with paragraph 139 of Circular 6/2013 concerning matters that should be set out within the development plan, and not Supplementary Guidance. These key principles have been subject to consultation and will be subject to examination in accordance with Circular 6/2013: Development Planning (paragraph 137).

The Council submits that if the statutory Supplementary Guidance is adopted it will become part of the Development Plan. As such, the Council submits that it is reasonable to allow its adoption by the Council to be the mechanism for allowing land which is safeguarded for a specified development to be developed for that purpose. The Council submits this is an appropriate procedural approach to follow.

The Council also submits that this approach ensures SDP Policy 6 cannot be applied prematurely to lead to undesirable outcomes. The Council further submits that it ensures there is scope to support the principle of a larger new settlement at Blindwells whilst avoiding any potential need to redistribute homes elsewhere within East Lothian because they have been 'allocated' but no agreement is reached on how a larger new settlement at Blindwells will be delivered in an appropriate way.

For the avoidance of doubt the Development Brief will be prepared working collaboratively with the Key Agencies and Consultation Authorities and others, including Historic Environment Scotland and Transport Scotland, to ensure the necessary information is provided as the guidance is developed so they can support it, as set out at LDP paragraph 2.75.

Additionally, the Council submits that before any statutory Supplementary Guidance can be adopted there are important pre-adoption procedures that must be followed. These include publication of the Supplementary Guidance for consultation, making interested parties aware of the consultation and providing them the opportunity to make comment on the draft. A description of these procedures and the consultation responses, and how they have been taken into account, must be set out for Scottish Ministers to consider. This is to be detailed in a statement provided and submitted to Scottish Ministers along with the Supplementary Guidance the Council would intend to adopt.

If Scottish Ministers are not satisfied with the content of the Supplementary Guidance they may direct that it cannot be adopted by the Council, or require that modifications to it be made before it can be adopted. The Council submits that Scottish Ministers can consider the consultation responses, including those from Key Agencies and Consultation Authorities as well as Transport Scotland and Historic Environment Scotland and control the final content of the Supplementary Guidance before it can be adopted by the Council.

The Council further submits that it has specified within the LDP a framework of policies and proposal that set out items for which financial or other contributions will be required and where key interventions will be necessary in association with development in the LDP area, including an expansion of Blindwells.

The Council submits that plan-wide policies would apply in respect of a larger Blindwells, such as those in respect of affordable housing (e.g. HOU3), education capacity (e.g Proposal ED3) including commitment to carry out any necessary school consultations as appropriate (LDP paragraph 3.89), sports facilities and changing accommodation (Proposal CF1) and Health Care Provision (Proposal HSC2). Policies in respect of the green network (Policy DC10) and general policies on open space provision (Policies OS3, OS4 and OS7).

The Council also submits that the LDP identifies where there will be a need for transport provision in association with development in the LDP area (e.g. Proposals T3, T9, T10, T13, T15, T17, T18, T19 – T28 and T32). In relation to Old Craighall junction the LDP identifies a need for mitigation there '*including*' that specified within Proposal T15. In respect of Proposal T17 the mitigation at trunk road interchanges is required '*as a minimum*'. The Council further submits that Policies T19, T23 and T26 all promote a '*programme*' of transport improvements and the promotion of Traffic Regulation Orders '*where necessary*' in relevant locations. The Council submits that the interventions specified within these transportation policies and proposals provides scope to review the exact interventions at these locations when the plan is operative as well as to seek contributions as appropriate from a larger Blindwells proposal. As such, as for allocated sites within the LDP, the Council submits that the key items for which developer contributions would be sought in respect of a larger Blindwells is set out within the LDP.

The Council submits that the statutory Supplementary Guidance prepared in association with Proposal BW2 would cover topics suitable for inclusion within Supplementary Guidance (Circular 6/2013: Development Planning paragraph 139), such as the development brief and the exact levels of developer contributions or methodologies for their calculation. It is the Council's intention that the Supplementary Guidance prepared in association with Proposal BW2 would set out the details of the items for which developer contributions will be sought specifically in association with that development. The Council further submits that this could be carried out alongside a review of the Supplementary Guidance: Developer Contributions Framework, as set out at paragraph 4.10 of that draft document.

The Council submits that Proposal BW2 is clear that any proposal for the Safeguarded Expansion Area must conform to the Supplementary Guidance prepared in association with Proposal BW2 approved by the Council.

The Council submits that realising such a large scale development opportunity requires a creative policy approach that stimulates, encourages and enables appropriate creativity within a clear framework of rules and governance decisions. The Council's LDP proposes a staged and progressive pathway for this work. Clear phased outputs and agreements will be reflected in the co-production of non-statutory and then statutory planning guidance to be adopted by the Council in respect of the Blindwells Development Area.

This is required so the Council, relevant landowners and others can work together with increasing confidence to agree the solutions concerning how the entire Blindwells Development Area will be made effective for the delivery of a single larger new settlement, as required by the SDP. The Council submits that it is proposing a clear as well as legitimate procedural approach that can create the necessary confidence and clarity to deliver a larger new settlement at Blindwells.

Overall, it is the Council's intention to create an appropriate planning policy context that can attract and encourage the significant level of investment that will be required to deliver the associated long-term sustainability and place-making benefits for East Lothian. **The Council submits that no modification is necessary.**

Homes for Scotland (0353/2)

The current Blindwells allocation (BW1) is programmed to start in 2020/21, and to complete beyond the plan period in 2036/37 (See LDP Technical Note 1: Appendix 2). This rate of programming for the current BW1 allocation is considered by the Council to be cautious and reasonable. The Council anticipates development of around 72 market homes per year (3 builders) and 25 – 50 affordable homes per year (1 – 2 providers). These are not unrealistic assumptions for a site of this size, and many committed sites or minded to grant sites make provision for programming well in excess of these levels. It is possible that BW1, as with many other sites, may be built faster and yield more annual completions. The Council also submits that, subject to a comprehensive solution being found for development of a single larger new settlement (as explained at LDP paragraph 2.72) it may be possible to develop parts of the Blindwells Development Area earlier than with only a west to east phasing of development; for example, there may be scope to start developing the area from multiple points, as explained in the MIR (pages 155 – 174), and to deliver cumulatively more annual completions at the Blindwells Development Area overall. **The Council submits that no modification is necessary.**

PROP BW2: Safeguarded Blindwells Expansion Area

Taylor Wimpey and Hargreaves Services Ltd (0232/2)

The Council submits that SDP1 provides a continued commitment to Blindwells as a location for a new settlement as part of the SDP1 spatial strategy during the SDP1 plan period and beyond (paragraph 53 – 54). The SDP's vision is for a single new settlement of 4,600 homes to be designed and delivered as a new mixed community. The SDP requires this to be confirmed through the preparation of the LDP. The Council notes that SPP (2014) sets out that the development plan as a whole can promote new settlements (paragraph 53 – 54), including confirmation of their scale and location. Importantly, the SDP requires the LDP to require comprehensive solutions to be identified and agreed for a larger Blindwells and that the LDP define the allocation within which this will be delivered.

The Council submits that the scale of development promoted at Blindwells is based on the outputs from a series of 'Greater Blindwells Innovation Workshops' held between January and February 2014, reported in April 2014 (Greater Blindwells Innovative Workshops Sessions: Workbook: Summary of Event (April 2014)). These workshops were attended by a wide range of professional stakeholders from the public and private sector, including representatives from the Key Agencies, Consultation Authorities, Transport Scotland and Historic Environment Scotland as well as Taylor Wimpey and Hargreaves Services Ltd.

The Innovation Workshops were run after publication of the SDP and as the LDP MIR was being developed. The purpose of the workshops was to explore the development potential of a larger Blindwells, including options for the location and scale of a larger new settlement. The outcome of this was that the Council's expectation for the location and scale of a larger new settlement at Blindwells is now defined by the Blindwells Development Area, comprising the current allocated site (BW1) as well as the Blindwells Expansion Area (BW2). The Council's intention is that this area be fully developed (LDP

para 2.71) to deliver a single new settlement of around 6,000 homes.

In this context, the Main Issues Report explained the possible strategy, policy and procedural approaches that the Council consulted on in relation to Blindwells (MIR pages 155 – 174). The Council has taken these consultation responses into account in the preparation of the LDP. The LDP identifies the Blindwells Development Area, comprising the current allocated Blindwells site (BW1) and the Safeguarded Blindwells Expansion Area (BW2). The Council's vision for the Blindwells Development Area is to fully develop this area for a single new settlement of around 6,000 homes which is to be designed and delivered as a new mixed community (LDP paragraph 2.9 and 2.71). The Council submits that this could provide a number of benefits for East Lothian. These benefits, and the procedural approach that the Council settled on and proposes to follow in respect of Blindwells, are described at paragraph 2.66 and 2.70 – 2.77 of the LDP.

In this context, the Council's vision for the Blindwells Development Area is to deliver a new mixed community, including provision of new education and community facilities commensurate with a settlement of this size. The Council submits that Circular 6/2013 expects the items for which developer contributions will be sought to be set out within the development plan itself, and for the exact levels of developer contributions only to be set out in statutory Supplementary Guidance. The Council further submits that paragraph 137 of the same Circular explains that this approach should be followed so such matters can be subject to examination, if necessary.

Proposal BW2 seeks a comprehensive solution for the development of the land so safeguarded by following the processes set out by Proposal BW2, namely the preparation of:

- a. **An Area Design Framework / Vision for the Blindwells Development Area** as non-statutory supplementary planning guidance; and then
- b. **A Development Brief for the Blindwells Development Area** as statutory Supplementary Guidance. This statutory Supplementary Guidance, if adopted by the Council, would become a statutory part of the LDP. If the Supplementary Guidance is adopted it would convert the Safeguarded Blindwells Expansion Area into an allocation for development and provide more detail on the delivery of the larger new settlement based on the vision set out in the non-statutory supplementary planning guidance.

The Council's reasoning for seeking the preparation of these documents is fully explained in response to representations 0295/2 and 0389/23 set out elsewhere in this Schedule 4.

In the preparation of these documents, the LDP requires the exact scope of infrastructure and facilities to be identified working collaboratively with others, including Key Agencies, Consultation Authorities and Transport Scotland, Scottish Environmental Protection Agency, Scottish Natural Heritage, Historic Environment Scotland, Scottish Enterprise and NHS Lothian as well as Scottish Water. The Council submits that LDP Proposals ED3, CF1, HSC2 and OS7 relate to infrastructure and services that the Council and Integration Joint Board (ELC and NHS Lothian) have identified as necessary to support the development of the Blindwells Expansion Area at the scale envisioned by the Council. It is therefore appropriate to include the need for such interventions within the LDP.

The Council submits that plan-wide policies would also apply in respect of a larger Blindwells, such as those in respect of affordable housing (e.g. HOU3), education capacity

(e.g Proposal ED3) including commitment to carry out any necessary statutory school consultations as appropriate (LDP paragraph 3.89) and sports pitches and changing accommodation (Proposal CF1) and Health Care Provision (Proposal HSC2). Policies in respect of the green network (Policy DC10) and general policies on open space provision (Policies OS3, OS4 and OS7). The Council submits that the LDP identifies where there will be a need for transport provision in association with development in the LDP area (e.g. Proposals T3, T9, T10, T13, T15, T17, T18, T19 – T28 and T32).

In relation to Old Craighall junction the LDP identifies a need for mitigation there '*including*' that specified by Proposal T15. In respect of Proposal T17 the mitigation at trunk road interchanges is required '*as a minimum*'. The Council submits that Policies T19, T23 and T26 all promote a '*programme*' of transport improvements and the promotion of Traffic Regulation Orders '*where necessary*' in relevant locations. The Council submits that the interventions specified within these transportation policies and proposals provides scope to review the exact interventions at these locations when the plan is operative as well as to seek contributions as appropriate from a larger Blindwells proposal. As for allocated sites within the LDP, the Council submits that the key items for which developer contributions would be sought in respect of a larger Blindwells should be set out by the LDP.

The Council submits that the statutory Supplementary Guidance prepared in association with Proposal BW2 would cover topics suitable for inclusion within Supplementary Guidance (Circular 6/2013: Development Planning paragraph 139), such as the development brief and the exact levels of developer contributions or methodologies for their calculation. It is the Council's intention that the Supplementary Guidance prepared in association with Proposal BW2 would set out the exact details of items for which developer contributions will be sought in association with that development. The Council further submits that this could be carried out alongside a review of the Supplementary Guidance: Developer Contributions Framework, as set out at paragraph 4.10 of that draft document. **The Council submits that no modification is necessary.**

Eve Ryan (0307/2); Caroline Edgar (0374)

The Council submits that East Lothian must by law prepare an LDP that is consistent with the approved SDP. This includes a requirement to accommodate the development land requirements prescribed for East Lothian by the SDP, including consideration of how longer term development requirements might be met where relevant. In respect of Blindwells, the Council submits that the SDP signposts the potential for a future expansion of Blindwells as part of its settlement strategy, provided comprehensive solutions can be found that would deliver a single larger new settlement there. The Council submits that SDP1 provides a continued commitment to Blindwells as a location for a new settlement as part of the SDP1 spatial strategy during the SDP1 plan period and beyond (paragraph 53 – 54). The SDP's vision is for a single new settlement of 4,600 homes to be designed and delivered as a new mixed community. The SDP requires this to be confirmed through the preparation of the LDP. The Council notes that SPP (2014) sets out that the development plan as a whole can promote new settlements (paragraph 53 – 54), including confirmation of their scale and location. Importantly, the SDP requires the LDP to require comprehensive solutions to be identified and agreed for a larger Blindwells and that the LDP define the allocation within which this will be delivered. The Council submits that there is a strategic context for safeguarding the Blindwells Expansion Area, and for continuing to seek comprehensive delivery solutions whilst the LDP is operative that would allow the development of the land. The Council submits that this is explained within Proposal BW2, which seeks a comprehensive solution for the development of the land so

safeguarded by following the processes set out by Proposal BW2, namely preparation of:

- a. **An Area Design Framework / Vision for the Blindwells Development Area** as non-statutory supplementary planning guidance; and then
- b. **A Development Brief for the Blindwells Development Area** as statutory Supplementary Guidance. This statutory Supplementary Guidance, if adopted by the Council, would become a statutory part of the LDP. If the Supplementary Guidance is adopted it would convert the Safeguarded Blindwells Expansion Area into an allocation for development and provide more detail on the delivery of the larger new settlement based on the vision set out in the non-statutory supplementary planning guidance. This would have the effect of setting aside the Policy DC1 designation.

The Council's reasoning for seeking the preparation of these documents is fully explained in response to representations 0295/2 and 0389/23 set out elsewhere in this Schedule 4. The Council submits that the LDP describes the benefits for East Lothian overall and in particular for nearby regenerating communities that would stem from the development of a larger mixed community at Blindwells. The Council submits that the LDP notes that further environmental and detailed infrastructure assessment will be required in respect of the guidance prepared in association with proposal BW2 (LDP paragraph 2.75) and that any application for the development of this land will be screened for Environmental Impact Assessment at project level. In terms of the loss of prime agricultural land, the Council submits that SPP (paragraph 80) would allow for this where it is to facilitate a component of the settlement strategy (in this case the SDPs settlement strategy). The Council submits that although Greendykes Farm is included within the safeguarded Blindwells Expansion Area an appropriate setting and suitable stand-off between existing development and new development could be provided. Such a requirement could be secured as part of the Area Design Framework and Development Brief that are to be prepared in consultation with interested parties, including local residents and the community. **The Council submits that no modification is necessary.**

Midlothian Council (0348/3)

East Lothian Council notes the comments from Midlothian Council in respect of a new sub-regional town centre at Blindwells, and its potential catchment as explained at LDP paragraph 2.71. East Lothian Council submits that the potential for a sub-regional town centre in association with any expansion of Blindwells new settlement was consulted on extensively through the MIR process, and there was broad support for that approach. Overall, the Council submits that its approach in respect of this matter is in accordance with the two principal policies of SPP, namely Sustainability and Place-making. The MIR and proposed LDP are clear that one of the reasons for seeking an expansion of Blindwells is to ensure that a larger new settlement there could help bring significant economic and regeneration benefits to communities within the western former coal field of East Lothian. The introduction of a new sub-regional 'town centre' within an expanded Blindwells is an important part of that strategy. The MIR also made clear that, due to accessibility along the A1 and A720, East Lothian experiences expenditure leakage to other centres outwith East Lothian. Whilst this is to be expected in terms of the city centre, which is highest in the regional retail hierarchy, commercial centres (such as Straiton within Midlothian and Fort Kinnaird within the City of Edinburgh Council areas) are to be treated as lower in the retail hierarchy in sequential terms than a town centre. East Lothian's existing town centres are historic in nature and well consolidated, so there is little scope within their cores to accommodate large format retail premises. This can place

some communities at a disadvantage, as there has been a tendency for retail operators to locate to commercial centres (of which East Lothian has none) that have established beyond East Lothian's boundaries. As such, the establishment of a new sub-regional town centre within a larger new settlement at Blindwells provides a unique opportunity to bring significant economic and regeneration benefits as well as more jobs to a growing East Lothian in an appropriate location, to provide a wider range of goods and services closer to where people live, to reduce the need to as well as the distances than need be travelled and thus associated CO2 emissions. Providing a new vibrant core for a larger Blindwells will also be important in terms of place-making within the new settlement. The Council submits that it would be open to Midlothian Council to consider matters further during the preparation of Supplementary Guidance in respect of any expansion at Blindwells. East Lothian Council would welcome further discussion with Midlothian Council in relation to an expanded Blindwells and the opportunities it could bring for the area, including in terms of working towards the principal policies of SPP (2014). **The Council submits that no modification is necessary.**

The Scottish Government/Transport Scotland (0389/23)

The Council submits that SDP1 provides a continued commitment to Blindwells as a location for a new settlement as part of the SDP1 spatial strategy during the SDP1 plan period and beyond (paragraph 53 – 54). The SDP's vision is for a single new settlement of 4,600 homes to be designed and delivered as a new mixed community. The SDP requires this to be confirmed through the preparation of the LDP. The Council notes that SPP (2014) sets out that the development plan as a whole can promote new settlements (paragraph 53 – 54), including confirmation of their scale and location. Importantly, the SDP requires the LDP to require comprehensive solutions to be identified and agreed for a larger Blindwells and that the LDP define the allocation within which this will be delivered.

In this context, the Main Issues Report explained the possible strategy, policy and procedural approaches that the Council consulted on in relation to Blindwells (MIR pages 155 – 174). The Council has taken these consultation responses into account in the preparation of the LDP. The LDP identifies the Blindwells Development Area, comprising the current allocated Blindwells site (BW1) and the Safeguarded Blindwells Expansion Area (BW2). The Council's vision for the Blindwells Development Area is to fully develop this area for a single new settlement of around 6,000 homes which is to be designed and delivered as a new mixed community (LDP paragraph 2.9 and 2.71). The Council submits that this could provide a number of benefits for East Lothian. These benefits, and the procedural approach that the Council settled on and proposes to follow in respect of Blindwells, are described at paragraph 2.66 and 2.70 – 2.77 of the LDP.

The Council submits that the SDP suggests that any longer term housing land requirement for the period post 2024 will likely be satisfied from known and committed sites to the extent that they cannot be developed before 2024 (SDP paragraph 112). The Council submits that the SDP specifically envisages the potential for this arising at Blindwells (SDP paragraph 53); however, this is not the case in respect of any other sites or locations within East Lothian, including those subject to unresolved representation. The Council also notes that SDP Policy 6 states that planning authorities may grant planning permission for the earlier development of sites which are allocated or phased for a later period in the Local Development Plan to maintain a five years effective housing land supply at all times. The Council further notes that the pre-ambles to Policy 6 states that preventing the earlier development of sites which are 'allocated' for construction to start after 2019 could result in the unnecessary release of additional less suitable sites instead.

As such, whilst the SDP has a vision for a larger Blindwells than that which could be delivered through the BW1 allocation alone, the wider SDP policy context encourages 'flexibility' in respect of how the development of a larger Blindwells could be sought, subject to the other provisions of the SDP being satisfied – i.e. a comprehensive solution for delivery of a single larger settlement. The Council submits that its proposed policy and procedural approach in relation to the potential for a larger Blindwells seeks to facilitate this flexibility whilst preventing piecemeal proposals within the Blindwells Development Area that would result in undesirable or sub-optimal outcomes, as explained at paragraph 2.72 of the LDP.

The current Blindwells allocation (BW1) is not programmed to fully complete in the LDP period. It is programmed to start in 2020/21, and to complete beyond the plan period in 2036/37 (See LDP Technical Note 1: Appendix 2). The Council also submits that, subject to a comprehensive solution being found for development of a single larger new settlement (as explained at LDP paragraph 2.72) it may be possible to develop parts of the Blindwells Development Area earlier than with only a west to east phasing of development; for example, there may be scope to start developing the site from multiple points, as explained in the MIR (pages 155 – 174), and to deliver cumulatively more annual completions at the Blindwells Development Area overall.

The Council further submits that the planning application for the current BW1 allocation (application ref: 14/00768/PPM) is close to determination by the Council. The Council submits that paragraph 53 of the SDP is clear that, whilst it is not expected that any more than (i.e. not all of) the already committed 1,600 homes will be delivered at Blindwells before 2032, it may be possible to achieve additional early completions if a comprehensive solution for the whole new settlement can be found in the short to medium term.

The expansion of Blindwells is at conceptual stage. The SDP instructs the LDP to require comprehensive solutions to be identified and agreed for a larger Blindwells (SDP paragraph 54). The Council submits that LDP1 should therefore provide an appropriate planning status to the relevant area of land to provide the necessary focus so stakeholders can coalesce around and develop the appropriate concept further and also to scope-out inappropriate approaches. This is necessary to facilitate further collaborative working and to encourage and provide confidence in the SDP vision for a larger Blindwells. This is one reason for 'safeguarding' the area of land for the expansion of Blindwells; another is to conform to the SDP by ensuring the LDP defines the area of land (SDP paragraph 54) within which a single larger new settlement at Blindwells could be delivered (and thus also the area where development that would undermine this vision must not be permitted).

The Council submits that it would be premature for the LDP to 'allocate' the Blindwells Expansion Area at this stage since a comprehensive solution has not yet been found that defines how the development of sites BW1 and BW2 will complement one another so that there is a solution for how they can be made effective together to be developed as one – i.e. bring about the delivery of a single new settlement as required by the SDP. The Council cannot (and will not) confirm such an allocation without knowing how this outcome will be achieved. Additionally, if the Council were to allocate for development the BW2 site, and the requirements of SDP1 cannot be met as explained at paragraph 2.72 of the LDP, the Council may need to re-distribute the 'allocated' housing numbers elsewhere within East Lothian. This is the case since there is no guarantee that such an allocation of homes could be addressed by any future strategic development plan, for example by a re-distribution of housing requirements / targets across local authority boundaries.

Accordingly, the Council submits that the Safeguarded Blindwells Expansion Area (BW2) is justified in the context of the spatial strategy and policies of the SDP. It is necessary to set clear parameters that will provide the required focus to allow the larger new settlement concept to develop further and in an appropriate manner. The approach set out in the LDP is the most appropriate one to secure a positive outcome. The Council has been working collaboratively with landowners within the Blindwells Development Area. The next steps for the Council and landowners are to continue to work collaboratively and on a more formal basis with one another and the community and other stakeholders, including the Key Agencies and Consultation Authorities. This will provide a clear basis for the Council and landowners to develop the concept further and to seek opportunities to secure the necessary funding and finance to un-lock this significant new town opportunity.

The Council submits that realising such a large scale development opportunity requires a creative policy approach that stimulates, encourages and enables appropriate creativity within a clear framework of rules and governance decisions. The Council submits that this is the aim of the procedural approach set out by the LDP. Overall, the Council submits that this approach is in accordance with the two principal policies of SPP, namely Sustainability and Place-making. It is intended to facilitate the co-production of a shared vision for the future development of the Blindwells Development Area, so the long-term the benefits it can bring in future for East Lothian can be delivered. Proposal BW2 explains that this shared vision will be pursued through the preparation and adoption by the Council of the following place-making planning documents in the following sequence:

1. **An Area Design Framework / Vision for the Blindwells Development Area.** This will be non-statutory supplementary planning guidance to provide more information on the development strategy for the larger new settlement. SPP (2014) provides a description of the role and purpose of Design Frameworks (paragraph 57) and the Council submits that the LDP sets out a good example of how this 'Tool for Making Better Places' can be positively deployed.

For the avoidance of doubt the vision for a larger Blindwells will be prepared working collaboratively with Key Agencies and Consultation Authorities as well as others, including Historic Environment Scotland and Transport Scotland, to ensure the necessary information is provided to them at the appropriate stage so they can support the vision, as explained at paragraph 2.74 of the LDP.

The purpose of this non-statutory guidance will be to agree and define how the development of sites BW1 and BW2 can complement one another so they can be designed and developed as one – i.e. bring about the delivery of a single new settlement as required by the SDP.

Importantly, the non-statutory guidance will provide the spatial expression of the shared vision for development across the Blindwells Development Area. It will set out what type and scale of development will take place where and in what order (phasing) and on whose land, as explained at paragraph 2.73-2.74 of the LDP. The vision will include the locations and areas for housing development, including affordable housing, commercial and business development, retail and other town centre uses as well as enabling and supporting infrastructure, including access points, routes and safeguards, and for education and community facilities. It will set out how the site will be accessed, drained and in what order enabling and supporting infrastructure will be required to allow phased development on different

parts of the site on an appropriate basis.

An understanding of the land required to deliver interventions (sites / networks / routes) and likely costs for the infrastructure will also be an important output of this stage of work so agreement can be reached on the single funding and delivery mechanism required at paragraph 2.74 of the LDP. It is the Council's intention that this non-statutory vision would provide the basis for more formal collaboration and equalisation agreements between the landowning parties and set the context for detailed technical work to inform these agreements and the next stages.

It may also be that the Council and landowners chose at this stage to enter into a partnership arrangement so land for shared infrastructure will be made available at an early stage and to create a fund for the delivery of infrastructure, so there is on-going surety that the shared vision can and will be delivered over time.

2. **A Development Brief for the Blindwells Development Area.** This would be statutory Supplementary Guidance, which if adopted by the Council would become a statutory part of the LDP. If the Supplementary Guidance is adopted it would convert the Safeguarded Blindwells Expansion Area into an allocation for development and provide more detail on the delivery of the larger new settlement based on the vision set out in the non-statutory supplementary planning guidance.

SPP (2014) provides a description of the role and purpose of Development Briefs (paragraph 57) and, together with the description set out in the LDP itself in respect of the Blindwells Development Brief, the Council submits that this adequately identifies the topics likely to be covered in the Supplementary Guidance. The Council submits that the LDP sets out a good example of how this 'Tool for Making Better Places' can be positively deployed.

The Council submits that Main Issues Report openly consulted on this procedural approach in relation to Blindwells (MIR pages 155 – 174). The LDP is based on the preferred procedural approach set out in the MIR – i.e. that the conversion of the safeguarded land to an allocation would be triggered by the adoption of statutory Supplementary Guidance by the Council. The Council notes that neither the Scottish Government nor Transport Scotland objected to (or raised concerns about) the procedural mechanisms consulted on in relation to Blindwells at MIR stage.

The Council submits that the LDP establishes the 'main principle' of development at BW2. Proposal BW2 sets out the procedural mechanism for allowing land which is safeguarded for a specified purpose to be developed for that purpose. The LDP defines the allocation within which a larger Blindwells will be delivered and requires comprehensive solutions to be identified and agreed for the delivery of a larger Blindwells. Put another way, the LDP withholds the allocation of the land for a larger Blindwells unless and until an agreed solution has been identified for how it will be delivered, consistent with paragraph 54 of the SDP. This approach is in accordance with paragraph 139 of Circular 6/2013 concerning matters that should be set out within the development plan, and not Supplementary Guidance. These key principles have been subject to consultation and will be subject to examination in accordance with Circular 6/2013: Development Planning (paragraph 137).

The Council submits that if the statutory Supplementary Guidance is adopted it will become part of the Development Plan. As such, the Council submits that it is

reasonable to allow its adoption by the Council to be the mechanism for allowing land which is safeguarded for a specified development to be developed for that purpose. The Council submits this is an appropriate procedural approach to follow.

The Council also submits that this approach ensures SDP Policy 6 cannot be applied prematurely to lead to undesirable outcomes. The Council further submits that it ensures there is scope to support the principle of a larger new settlement at Blindwells whilst avoiding any potential need to redistribute homes elsewhere within East Lothian because they have been 'allocated' but no agreement is reached on how a larger new settlement at Blindwells will be delivered in an appropriate way.

For the avoidance of doubt the Development Brief will be prepared working collaboratively with the Key Agencies and Consultation Authorities and others, including Historic Environment Scotland and Transport Scotland, to ensure the necessary information is provided as the guidance is developed so they can support it, as set out at LDP paragraph 2.75.

Additionally, the Council submits that before any statutory Supplementary Guidance can be adopted there are important pre-adoption procedures that must be followed. These include publication of the Supplementary Guidance for consultation and making interested parties aware of the consultation and providing them the opportunity to make comment on the draft. A description of these procedures and the consultation responses, and how they have been taken into account, must be set out for Scottish Ministers to consider. This is to be detailed in a statement provided and submitted to Scottish Ministers along with the Supplementary Guidance the Council would intend to adopt.

If Scottish Ministers are not satisfied with the content of the Supplementary Guidance they may direct that it cannot be adopted by the Council, or require that modifications to it be made before it can be adopted. The Council submits that Scottish Ministers can consider the consultation responses, including those from Key Agencies and Consultation Authorities as well as Transport Scotland and Historic Environment Scotland and control the final content of the Supplementary Guidance before it can be adopted by the Council.

The Council further submits that it has specified within the LDP a framework of policies and proposal that set out items for which financial or other contributions will be required and where key interventions will be necessary in association with development in the LDP area, including an expansion of Blindwells.

The Council submits that plan-wide policies would apply in respect of a larger Blindwells, such as those in respect of affordable housing (e.g. HOU3), education capacity (e.g. Proposal ED3) including commitment to carry out any necessary schools consultations as appropriate (LDP paragraph 3.89) and sports pitches and changing accommodation (Proposal CF1) and Health Care Provision (Proposal HSC2). Policies in respect of the green network (Policy DC10) and general policies on open space provision (Policies OS3, OS4 and OS7).

The Council also submits that the LDP identifies locations where there will be a need for transport provision in association with development in the LDP area (e.g. Proposals T3, T9, T10, T13, T15, T17, T18, T19 – T28 and T32). In relation to Old Craighall junction the LDP identifies a need for mitigation there '*including*' that

specified within Proposal T15. In respect of Proposal T17 the mitigation at trunk road interchanges is required '*as a minimum*'. The Council further submits that Policies T19, T23 and T26 all promote a '*programme*' of transport improvements and the promotion of Traffic Regulation Orders '*where necessary*' in relevant locations. The Council submits that the interventions specified within these transportation policies and proposals provides scope to review the exact interventions at these locations when the plan is operative as well as to seek contributions as appropriate from a larger Blindwells proposal. As such, as for allocated sites within the LDP, the Council submits that the key items for which developer contributions would be sought in respect of a larger Blindwells is set out within the LDP.

The Council submits that the statutory Supplementary Guidance prepared in association with Proposal BW2 would cover topics suitable for inclusion within Supplementary Guidance (Circular 6/2013: Development Planning paragraph 139), such as the development brief and the exact levels of developer contributions or methodologies for their calculation. It is the Council's intention that the Supplementary Guidance prepared in association with Proposal BW2 would set out the exact details of the items for which developer contributions will be sought specifically in association with that development. This would be on the basis that any additional impacts and infrastructure requirements associated with an expansion of Blindwells would be considered over and above those of planned development, with the additional interventions and costs to be met by the expansion of Blindwells project identified within the Supplementary Guidance (Development Brief). The Council further submits that this could be carried out alongside a review of the Supplementary Guidance: Developer Contributions Framework, as set out at paragraph 4.10 of that draft document.

The Council submits that Proposal BW2 is clear that any proposal for the Safeguarded Expansion Area must conform to the Supplementary Guidance prepared in association with Proposal BW2 approved by the Council.

The Council submits that realising such a large scale development opportunity requires a creative policy approach that stimulates, encourages and enables appropriate creativity within a clear framework of rules and governance decisions. The Council's LDP proposes a staged and progressive pathway for this work. Clear phased outputs and agreements will be reflected in the co-production of non-statutory and then statutory planning guidance to be adopted by the Council in respect of the Blindwells Development Area.

This is required so the Council, relevant landowners and others can work together with increasing confidence to agree the solutions concerning how the entire Blindwells Development Area will be made effective for the delivery of a single larger new settlement, as required by the SDP. The Council submits that it is proposing a clear as well as legitimate procedural approach that can create the necessary confidence and clarity to deliver a larger new settlement at Blindwells.

Overall, it is the Council's intention with this approach to create an appropriate planning policy context that can attract and encourage the significant level of investment that will be required to deliver the associated long-term sustainability and place-making benefits for East Lothian. **The Council submits that no modification is necessary.**

Hargreaves Services Ltd (0349/3)

The Council submits that SDP1 provides a continued commitment to Blindwells as a location for a new settlement as part of the SDP1 spatial strategy during the SDP1 plan period and beyond (paragraph 53 – 54). The SDPs' vision is for a single new settlement of 4,600 homes to be designed and delivered as a new mixed community. The SDP requires this to be confirmed through the preparation of the LDP. The Council notes that SPP (2014) sets out that the development plan as a whole can promote new settlements (paragraph 53 – 54), including confirmation of their scale and location. Importantly, the SDP requires the LDP to require comprehensive solutions to be identified and agreed for a larger Blindwells and that the LDP define the allocation within which this will be delivered.

The Council submits that the scale of development promoted at Blindwells is based on the outputs from a series of 'Greater Blindwells Innovation Workshops' held between January and February 2014, reported in April 2014 (Greater Blindwells Innovative Workshops Sessions: Workbook: Summary of Event (April 2014)). These workshops were attended by a wide range of professional stakeholders from the public and private sector, including representatives from the Key Agencies, Consultation Authorities, Transport Scotland and Historic Environment Scotland as well as Taylor Wimpey and Hargreaves Services Ltd.

The Innovation Workshops were run after publication of the SDP and as the LDP MIR was being developed. The purpose of the workshops was to explore the development potential of a larger Blindwells, including options for the location and scale of a larger new settlement. The outcome of this was that the Council's expectation for the location and scale of a larger new settlement at Blindwells is now defined by the Blindwells Development Area, comprising the current allocated site (BW1) as well as the Blindwells Expansion Area (BW2). The Council's intention is that this area be fully developed (LDP para 2.71) to deliver a single new settlement of around 6,000 homes. In this context, the Main Issues Report explained the possible strategy, policy and procedural approaches that the Council consulted on in relation to Blindwells (MIR pages 155 – 174). The Council has taken these consultation responses into account in the preparation of the LDP. The Council's vision for the Blindwells Development Area is to fully develop this area for a single new settlement of around 6,000 homes which is to be designed and delivered as a new mixed community (LDP paragraph 2.9 and 2.71).

The Council submits that this could provide a number of benefits for East Lothian. These benefits, and the procedural approach that the Council settled on and proposes to follow in respect of Blindwells, are described at paragraph 2.66 and 2.70 – 2.77 of the LDP. The Council seeks a comprehensive solution for the development of the entire Blindwells Development Area. This is clearly explained at paragraph 2.71 - 2.72, 2.74 and 2.76 of the proposed LDP. The ability to deliver a single comprehensive solution for the entire Blindwells Expansion Area that complements and does not undermine the current allocation (BW1) must be demonstrated through collaborative working on the Area Design Framework and Development Brief that, if and when approved, shall be followed by a single planning application, masterplan and legal agreement for the Blindwells Expansion Area. This procedural arrangement is essential to demonstrate that landowners are willing to and that they must work together (and that this precondition continues when the plan is operative because of these procedural arrangements). This will ensure the landowners within the wider Blindwells Expansion Area agree how the development of sites BW1 and BW2 can complement one another so they can be designed and developed as one – i.e. bring about the delivery of a single new settlement as required by the SDP.

In this sense it is noted that representation 0232/1, submitted on behalf of all landowners within the Blindwells Development Area, including Hargreaves Services Ltd, suggests that there is willingness and an enthusiasm for such collaborative working in the interests of delivering the Council's vision for a larger Blindwells. It is therefore of some concern and frustration to the Council that there would seem to be a continued ambition for a unilateral approach in respect of certain land holdings in the area. The Council submits that the MIR made clear, as does the proposed LDP at paragraph 2.77, the likely outcome in respect of the potential for any expansion of Blindwells should the Council's vision for the entire Blindwells Development Area not be deliverable. A shared vision must be reached in the preparation of the Area Design Framework, which will be developed to consider options and to identify a preferred one for the development of the land that will progress and be refined in to a Development Brief.

Notwithstanding this, the only way the Council will have comfort that all landowners will be faithful to that shared vision is if the LDP prescribes that all relevant landowners must collaborate in the formulation of a single planning application and an associated legal agreement for the Blindwells Expansion Area. Such collaborative working will be essential here to allow solutions for shared infrastructure requirements for the larger new settlement to be fully identified and delivered, including land and capital costs to be equalised and shared on a proportionate pro-rata basis as relevant and appropriate. A key issue will be to ensure that the wider site can and will be delivered in an appropriate phased manner, and that development can be delivered as quickly as possible to justify, and to provide funding for the delivery of as well as sustain the provision of new infrastructure including education infrastructure needed in association with the Blindwells Expansion Area.

It should be noted that East Lothian Council, as Education Authority, will determine whether any additional education capacity and facilities shall be provided here as well as their operational format and the phasing and location for their provision so as to make the land effective. This will directly influence whether as well as where and when development can happen on the Blindwells Expansion Area. Confirming any such arrangements will require the Council to carry out school consultations, based on an agreed vision for the development of the wider area. This will include where new facilities need be delivered relative to housing and other development, alongside consideration of likely catchment areas and the location of facilities etc. Other examples include the provision of link roads and utilities through the site between the A198 and B6363. Ensuring that proposed networks for these can be delivered and extended (without ownership issues prejudicing the ability to achieve this) will be essential.

The Council will need certainty on all relevant matters. A single planning application and legal agreement between relevant parties will be essential to secure this certainty in association with any appropriate proposal. The ambiguity in respect of there being a shared vision and genuine appetite for shared working here eluded to within this representation underscores the need for an enabling yet cautious procedural approach on behalf of the Council in respect of the potential development of the Blindwells Expansion Area. The Council submits that it remains focused on delivering the significant economic and regeneration potential associated with its vision for a larger new settlement at Blindwells, and that other parties should continue to share this vision.

To ensure this continues to be the case while the plan is operative and that a larger new settlement can be successfully delivered, the Council submits that a change to the plan to remove the need for a single planning application and associated legal agreement in respect of the Blindwells Expansion Area would be inappropriate. **The Council submits**

that no modification is necessary.

Policy BW3: Blindwells Area Design Framework

Hargreaves Services Ltd (0349/4)

Noted. The Council submits this point is already addressed by the LDP at paragraphs 2.73 – 2.75. **The Council submits that no modification is necessary.**

Blindwells Cluster Miscellaneous

Taylor Wimpey and Hargreaves Services Ltd (0232/1)

The Council notes the consortiums willingness and anticipation of further discussions, including with the Council and other key stakeholders such as Transport Scotland, Scottish Environmental Protection Agency, Scottish Natural Heritage, Historic Environment Scotland, Scottish Enterprise and NHS Lothian as well as Scottish Water etc. This collaborative working will be required to prepare a Draft Area Design Framework and then a Draft Development Brief, both of which will be consulted on more widely before they will / can be approved by East Lothian Council. The Council would also request that the consortium notes the statutory adoption procedures associated with Supplementary Guidance set out at paragraph 140 – 147 of Circular 6/2013: Development Planning, as explained within the Council's response to representation 0389/23. It is the Council's view that the principles set out within those paragraphs of the Circular be followed in the preparation of these documents. The Council would also request that the consortium note the descriptions of the 'Tools for Making Better Places' set out in SPP (2014) at paragraph 57 and in the table following that paragraph. The Council submits that this, and the outputs from collaborative working, will inform the scope and exact level of detail expected in relation to these documents. The Council's response to representation 0389/23 also provides further information in respect of this representation. **The Council submits that no modification is necessary.**

Haddington and District Amenity Society (0327/3)

The Council submits that it has made its position on Blindwells clear throughout the process of preparing the LDP. An entire section of the MIR was dedicated to that development opportunity. The Council also wants to see development progressing on the site faster, but economic conditions and the strength of the housing market have slowed the rate at which this site has progressed towards development.

Nonetheless, the site is able to be made effective. It now has new owners who have submitted fresh proposals for development which are being considered by the Council. The Council further submits that the planning application for the current BW1 allocation (application ref: 14/00768/PPM) is close to determination by the Council. It is possible that the current allocated Blindwells site (BW1) may deliver dwelling completions within the anticipated timescales set out in Technical Note 1.

Additionally, landowners within the wider safeguarded area are collaborating with the Council to bring forward technical work to demonstrate how a comprehensive solution that allows the development of sites BW1 and BW2 to complement one another so that there is a solution for how they can be made effective together to be developed as one – i.e. bring about the delivery of a single new settlement as required by the SDP.

The Council submits that the proposed LDP signposts where additional strategic scale development may occur within East Lothian, subject to the scale and nature of any strategic development requirements for East Lothian set by a review of the SDP (LDP paragraphs 2.11, 2.84 - 2.85, 2.114, 2.132, 2.154). The Council submits that no change to the plan is necessary. **The Council submits that no modification is necessary.**

Hargreaves Services Ltd (0349/1)

Noted, but the Council seeks the full development of the Blindwells Development Area, not its partial development as set out at paragraph 2.71 of the LDP. See also response to representation 0349/3. **The Council submits that no modification is necessary.**

Blindwells Cluster Support

Scottish Environment Protection Agency (0252/60); Hargreaves Services Ltd (0349/2); Alan Lindsey (0369/2)

Support Noted

Reporter's conclusions:

Reporter's recommendations:

Issue 6	Tranent Cluster	
Development plan reference:	Tranent Cluster- p.31-37	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
Linda Moonie (0009) Andrew Plenderleith (0012) Graeme Chatham (0019) Mr & Mrs C Allan (0022) Gordon Kerr (0033) A Kerr (0046) Rhona & Neil McIntyre (0047) Lindsey Bamber (0050) Hew Balfour (0057) Richard Atkins (0076) Mr & Mrs Elaine Ritchie (0082) Kenneth Ritchie (0093) Glenn & Avril Thomson (0108) Bankpark Residents Association (0114) Harriet Morrison & Francis Kelly (0127) Suzanna Hamilton (0130) PE Grant (0132) Walker Group (0138) Chris Davidson (0142) Jacob Manning (0143) Fiona Mclean (0144) Margaret Clark (0150) Mr & Mrs T Hepburn (0147) Anthony Burnet (0173) Highland Residential Developments (0174) Andrew Thomson (0177) Grant Middleton & Aileen Burnett (0178) Kevin McCulloch (0179) Candy Hatherley (0182) Alistair & June Duff (0191) William Crawford (0198) Hamilton Farming Enterprises Ltd (0199) Paul Jaworski (0203) Messrs R and A Kennedy (0205)	Gladman Scotland (0207) Messrs R & A Kennedy (0208) Balfour Beatty (0209) Rebecca Salt & Michael Simpson (0225) Messrs R and A Kennedy & Omnivale (0227) Clive Lucas (0240) Sally Lucas (0241) Scottish Environment Protection Agency (0252) Omnivale Ltd (0268) Elsie Cachet (0319) Alistair Kettles (0320) Haddington and District Amenity Society (0327) Taylor Wimpey (0328) Adrian Kidd (0329) Humbie, East and West Saltoun and Bolton Community Council (0332) Karting Indoors Ltd (0342) Alistair Beck (0352) Gill Highet (0358) David Thomson (0360) Chris Crosby (0366) Alexis Inglis (0376) Chris & Joy Clark (0377) Balfour Beatty (0384) Persimmon Homes (0397) Fiona Docherty (0411) Sam Mutters (0415) Rob Moore (0418) Michael Buchanan (0427) Linda Kelly (0421) Kevin Reid (0442)	
Provision of the development plan to which the issue relates:	PROP TT1 – Housing at Windygoul South, Tranent PROP TT2 – Windygoul Primary School Expansion Land PROP TT3 – Employment at Windygoul South, Tranent PROP TT4 – Lammermoor Terrace, Tranent PROP TT5 – Bankpark Grove, Tranent	

	PROP TT7 - Macmerry North PROP TT9 - Gladsmuir East PROP TT10 - Limeylands Road, Ormiston PROP TT11 - Elphinstone West PROP TT12 - Woodhall Road, Wester Pencaitland PROP TT13 – Lempockwells, Wester Pencaitland PROP TT14 – Park View, Easter Pencaitland TT15 - Humbie North PROP TT16 - East Saltoun POL TT17 - Development Briefs
Planning authority's summary of the representation(s):	

Tranent Cluster Strategy Map

Walker Group (0138/3)

The term "mixed use" is used throughout the LDP and Main Strategy Diagram lists it separately from housing and employment. Clarification of what exactly is meant by mixed use is required. Given that PROP TT3 to the west of TT1 is an employment site it is not envisaged that TT1 will include employment uses within it and the proposed school expansion site TT2 is identified separately. This site was promoted for and should be identified as a housing site.

Karting Indoors Ltd (0342/2)

Map change in support of representation to change the use of the present Karting Indoors Ltd facility to an employment/roadside services use.

Chris & Joy Clark (0377/1)

The area of land allocated for housing in Humbie – PROP TT15 should be reduced in size from 1.7ha to 0.5ha

Tranent Cluster Introduction - pg 32

Walker Group (0138/4)

Tranent Town Centre will continue to be the focus for active land uses in the cluster including retail, commercial and business uses therefore why is PROP TT1 identified for "mixed uses"? The Walker group is fully supportive of the allocation of PROP TT1 for housing and to accommodate the expansion of Windygoul Primary School. Walker Group supports the future Tranent Eastern by-pass and a link road between the B6371 and the B6414 through sites PROP TT1 and PROP TT3 but that provided the link is not prejudiced, PROP TT1 should be treated independently of PROP TT3. Acknowledges that access arrangements should have regard to planned development such as Blindwells (PROP BW1) but it would be unreasonable to prevent the consideration of an eastern by-pass arrangement on the grounds that it might prejudice scheme (PROP BW2) given that

there is no guarantee that it will come forward. PROP BW1 is not anticipated to come forward before 2020/2021. The timescale for the safeguard area must be 10-15 years away.

Karting Indoors Ltd (0342/3)

The land to the north of the A1 Gladsmuir Junction is located at a highly accessible location of the SDA and on the strategic road network of the A1. The site should be recognised as suitable location for employment/roadside service use and should be identified as such on the Tranent cluster map.

PROP TT1 – Housing at Windygoul South, Tranent

Andrew Plenderleith (0012/1) Richard Atkins (0076/1) Harriet Morrison & Frances Kelly (0127) Chris Davidson (0142) Kevin McCulloch (0179) Adrian Kidd (0329) David Thomson (0360/1) Alexis Inglis (0376) Fiona Docherty (0411/1) Walker Group (0138/5) Messrs R and A Kennedy (0205/1) Messrs R and A Kennedy (0208/1) Messrs R and A Kennedy & Omnivale (0227/1) Omnivale Ltd (0268/3)

- **An additional 550 houses is excessive**
- **Identity of Tranent will be eroded**
- **Loss of settlement edge**
- **Overdevelopment of the area**
- **Erosion of greenbelt**
- **Loss of prime agricultural land**
- **Existing residents of nearby steading development should be provided with enhanced infrastructure such as road connections, mains drainage and gas distribution.**
- **Impact on local biodiversity**
- **Poor public transport links that need improved**
- **Infrastructure cannot cope upgrading of the road network is required**
- **Road traffic congestion in and around Tranent will be exacerbated by the increased traffic resulting from new development**
- **Road safety will be compromised especially around Tranent town centre and schools**
- **need for a relief road to support new development**
- **The additional traffic would exacerbate traffic congestion and existing air quality issues in Tranent**
- **Devaluation of property due to:**
- **Loss of view from existing properties**
- **Disruption and noise from the construction period**
- **Destruction of the countryside setting of nearby steading development**
- **Proximity to social housing**
- **development impacting on amenity of area**
- **Impact on infrastructure:**
- **Impact on local schools with additional demand for places and the deterioration of the resultant learning environment**
- **Impact on local health service with increased demand**
- **Impact on leisure facilities**

- **Landscape impacts**
- **Development should be directed to Blindwells**

Andrew Plenderleith (0012/1)

Raised concerns about the further erosion of the greenbelt and the overdevelopment of the area.

Richard Atkins (0076/1)

East Lothian Council needs to ensure that each of its settlements including Tranent maintains a strong identifiable edge between the settlement and the countryside. Further development southwards will remove that cohesive settlement boundary. There is considerable traffic pressure on Tranent High St which can only be increased by further development and can only be addressed by an east-west relief road. PROP TT1 would result in a loss of view from existing properties and destroy the countryside setting of Carlaverock Farm Cottages. Therefore Residents of Carlaverock Farm Steading should be provided with enhanced infrastructure such as road connections, mains drainage and gas distribution.

Harriet Morrison & Frances Kelly (0127)

Tranent High Street and surrounding approach roads are grid locked at peak times and an additional 1000 plus cars will add to the problem. With another 2000 plus residents in the new homes is the health centre going to cope. How will the primary school cope with an extra 1000 children? There will be an impact on existing homes and surrounding area - the peace and quiet of the area and the beautiful views will be taken away and decrease the value and saleability of homes. If development goes ahead existing residents should be included in mains gas and underground electricity cabling, mains drainage and road re-surfacing. Will the new houses have a substantial tree belt between them and the farm, farm houses and research centre?

Chris Davidson (0142)

Object to the proposal because: Loss of view, disruption and noise from the construction of the houses and once they are occupied, devaluation of property. There will be issues with capacity at the school and with the road infrastructure around the school at drop off and pick up times. By increasing the size of the school children's education and learning experience would be hampered. Healthcare and leisure facilities in Tranent will not be able to cope with demand. New development should be directed to Blindwells and other new towns rather than expanding existing towns.

Kevin McCulloch (0179)

The proposal will result in a large increase in the amount of traffic in and around Tranent where the road network is already under pressure and particularly in the Windygoul area. High rise and high density building would not be appropriate for a small town. Trees lost to facilitate the expansion of the school should be replaced.

Adrian Kidd (0329)

Had been advised in 2009 by developer that no further building would take place for at least 18 years. The existing infrastructure - road network, and access - is not sufficient and the volume of traffic entering and leaving Tranent will increase. This will be a road safety issue given the proximity of the site to the school. This increase in road traffic will also increase in emissions and will exacerbate the existing problem of air quality on Tranent High Street. The increase in houses will also place greater demand on primary and secondary schools. The GP practice is at capacity how will it cope with increased demand. The site is prime agricultural land and development of it will impact on wildlife in the area.

David Thomson (0360/1)

Objects to the proposal because: Loss of view and proximity to social housing may devalue property, increase in traffic, disruption and noise from the construction of the houses would impact quality of life of existing residents. There will be an increase in the volume of traffic around the school.

Alexis Inglis (0376)

An additional 550 homes is excessive which the Tranent infrastructure cannot accommodate. The roads are already under pressure with long queues on Edinburgh Road and on the High Street. There will be road safety issues around the primary school with the risk of accidents increasing. There will be capacity issues at Ross High and with the Health Centre which is already oversubscribed. The increase in traffic through Tranent will exacerbate existing air quality issues in Tranent.

Fiona Docherty (0411/1)

Facilities in Tranent are already stretched to capacity. It is difficult to access sports facilities for children. The services and shops are inadequate. Public transport is poor and improvements are needed to the A1 link prior to any increase in housing.

Walker Group (0138/5)

It is not clear what is meant by "an appropriate higher density". Windygoul South is a residential site located on the urban edge of the town and an appropriate density would have regard to its urban edge location.

The Windygoul South site is only required to deliver housing. PROP TT2 site will include community uses including the full sized grass pitch with changing facilities as part of the expansion of Windygoul Primary School. Windygoul South should be identified as a housing site.

Messrs R and A Kennedy (0205/1)

Allocation of this site is supported if it is combined with TT3 into a single mixed use allocation.

Messrs R and A Kennedy (0208/1) & Messrs R and A Kennedy & Omnivale (0227/1)

Proposal TT1 should be deleted from the proposed LDP.

Omnivale Ltd (0268/3)

Objects to the allocation of this site. This allocation would generate additional traffic movements through Tranent that would exacerbate existing air quality issues in Tranent.

PROP TT2 – Windygoul Primary School Expansion Land

Walker Group (0138/6)

The Walker Group is concerned that the area required for safeguarding is not specified in the proposal. The SG Developer Contributions Framework states that the additional campus land at Windygoul total requirement is 1.124ha. This should be clarified in the text for PROP TT2.

Fiona Docherty (0411/2)

The school has already been extended twice since it opened. Numbers at the school are very large and there is a risk of the numbers becoming overwhelming from a management point of view and for the children in the school. A better is to build a new school would be a more acceptable option.

PROP TT3 – Employment at Windygoul South, Tranent

Messrs R and A Kennedy (0205/2) David Thomson (0360/2)

- **Loss of view will devalue property**
- **Disruption from increase in traffic – noise, dust- will impact on quality of life**
- **No need for further employment land as there is a lack of demand – land at Macmerry industrial estate and Elphinstone Road have not been utilised**
- **Combine TT1 with TT3 to make one allocation**

Messrs R and A Kennedy (0205/2)

Allocation of this site is supported but should be combined with TT1 into a single mixed use allocation.

David Thomson (0360/2)

Objects to the proposal because - Loss of view would devalue his property. Siting employment uses adjacent to residential property will cause significant disruption from increase in traffic, disruption, dust and noise to quality of life of existing residents. Questions the need to identify land for employment uses as existing buildings in Tranent, and land at Macmerry Industrial Estate and on Elphinstone road have not been utilised which indicates lack of demand.

PROP TT4 – Lammermoor Terrace, Tranent

Persimmon Homes East Scotland (0397/2)

Support inclusion of site in plan but proposes that the number of units on the site should be increased from 120 to 180 as the site area is not 4 ha but 4.65ha but which would give a housing density of 38 units/ha.

PROP TT5 – Bankpark Grove, Tranent

Kenneth Ritchie (0093) Bankpark Grove Residents Association (0114) & Mr & Mrs T Hepburn (0147/3)

- **Roads at Bankpark Crescent and Bankpark Grove not designed to accommodate additional houses**
- **Additional houses will exacerbate existing congestion in Tranent**
- **Increase in traffic is a concern especially onto Edinburgh Road via Bankpark Crescent**
- **Visibility at access point is poor**
- **If a new access road is formed along Brickworks Road this will harm the character, landscape and the natural heritage of the area.**
- **Impact on local school**
- **Impact on local health facilities**
- **Ownership of perimeter wall needs established as it is jointly owned**
- **The area of open space at Bankpark Crescent and Bankpark Grove is not public and is privately owned**
- **Old mine workings are prevalent**
- **Existing residents will suffer loss of views**

Kenneth Ritchie (0093)

The allocation of the site will require a new access road to be built. This would harm the beauty of the area as it is likely to be along Brickworks Road which would have to be made into a two way road causing damage to the natural heritage of the area. There would be a dramatic rise in traffic near to Bankpark Brae which is used by dog walkers, children and families which would cause concerns. This development would put pressure on the local schools and health centres. Clarification would be needed regarding the ownership of the north perimeter wall surrounding the farmer's field at the Glebe which is jointly owned by residents and the Church of Scotland.

Bankpark Grove Residents Association (0114)

The preferred route is stated as from Bankpark Gove via Bankpark Crescent and there is reference to public open space. This open space is not public. It is a private park which belongs to the 69 proprietors of Bankpark Grove/Crescent. To gain access to the park to the site from Bankpark Crescent would require any developer to purchase a portion of this park. A further 80 houses would double the traffic using the only access from Edinburgh Road via Bankpark Crescent. This junction is already under significant strain and can be difficult to exit. The proposal will make the road very busy and the junction at the proposed access point has poor visibility.

Mr & Mrs T Hepburn (0147/3)

The roads of Bankpark Crescent and Bankpark Grove were not designed to accommodate the volume of traffic associated with the additional 80 houses. The increase in traffic poses a road safety issue. Additional building and associated traffic management systems e.g. traffic lights will exacerbate congestion in Tranent. The residents of Bankpark own the land to the west of the proposed site. Old mine workings are prevalent in the area and mitigation of these could affect the water table. Existing residents will lose the view from their houses.

PROP TT7 - Macmerry North

Linda Moonie (0009) Rhona & Neil McIntyre (0047) Mr & Mrs Elaine Ritchie (0082) Glenn & Avril Thomson (0108) William Crawford (0198) Balfour Beatty (0209/2) Kevin & Ina Reid (0442)

- **How will village accommodate an additional 150 new homes – lack of infrastructure**
- **Issues with local road network especially around Tranent High St.**
- **Impact on road safety especially around the school - Existing access at Greendykes Road onto the estate from the A199 is close to Macmerry Primary school a better access should be found.**
- **Concern about volume of traffic using Chesterhall Avenue**
- **Impact on schools,**
- **Impact on GP facilities**
- **Loss of landscape strip and impact on habitat and wildlife**
- **Ownership of landscape strip**
- **Loss of privacy**
- **Loss of safe play area**
- **Lack of GP facilities**
- **Loss of privacy, security issues and noise nuisance from pedestrians and cyclists**
- **Location of affordable housing in relation to current residential housing could cause issues of privacy, security issues and noise nuisance**
- **Children play on the cul-de-sac at Chesterhall Avenue**
- **No detailed layout is available for comment**
- **Impact on the policing of the area**
- **Shop cannot cope**
- **Increase size of site and number of units from 150 – 200 units**

Linda Moonie (0009)

Concerned regarding development of site due to loss of landscape strip between back garden and site which provides a natural habitat for wildlife and gives privacy to garden and safe environment for children to play in back garden. Concerned about impact of development on transport and on GP facilities in the area.

Rhona & Neil McIntyre (0047)

They are concerned that the village cannot accommodate an additional 150 new homes and there will be a considerable impact on schools, road safety, especially around the

school, on the policing of the area, on GP and medical facilities, shop and other community facilities and on the sewage of the area. If the cul-de-sacs at Chesterhall Ave are to be used as a means of access into the site, what compensation will be given to the residents who own the strip of land over which that access would have to cross?

Mr & Mrs Elaine Ritchie (0082)

Concerned that the village cannot accommodate an additional 200 new homes and there will be a considerable impact on the village. The infrastructure cannot cope. The primary school is already at capacity, the shop is not competitive, GPs services are unable to cope with demand, the road network is already under pressure and there are already issues entering and leaving Tranent High Street. The use of a small cu-de-sac for pedestrians and cyclists would cause a loss of privacy, security and noise nuisance to existing residents. Locating affordable housing close to current residential housing would cause disturbance noise, pollution and security issues.

Glenn & Avril Thomson (0108)

Have issues with the use of the two cul-de-sacs within Chesterhall Avenue to allow access to the site due to concerns about safety of young children who play on the cul-de-sac. Were told by developers that future development would not be accessed from the cul-de-sac. Object to the loss of the landscape strip that runs the length of the west site of the existing development and which is owned by residents.

William Crawford (0198)

The exit and entry roads are not adequate for development and potentially dangerous especially around the primary school. An alternative exit should be found. Additional vehicles using Chesterhall Avenue will be a road safety risk to the children who play on that street.

Balfour Beatty (0209/2)

Increase size of site and increase number of units on the site from 150 to 200 homes.

Kevin & Ina Reid (0442)

Site access - Understand that the access to the new 150 home site is through the two spur roads at either end Chesterhall Avenue. Concerned for the volume of traffic both in the construction phase and on completion resident vehicles which is going to use both spurs as a consequence of this extension. The present cul-de-sac environment is greatly valued by the many families with young children living here who are concerned for safety. The existing entrance at Greendykes Road onto the estate from the A199 is close to a bend opposite Macmerry Primary School and is hazardous. Bringing more traffic from the additional homes to this junction will only increase the likelihood of an accident. Suggest that access to the new development is from the Old Smithy Mews end of the proposed site where line of sight both ways on the A199 is significantly better. Have not been able to find a detailed layout of the proposed site and would like to see the outline plans in order to comment in more detail on the layout of the houses and any children's play facilities, greenbelt screening etc. Is this presently available and if so how can it be accessed? Only

purchased this home in July and it would appear from chatting to neighbours that this the only address in and around No 17 Chesterhall Avenue that received the consultation letter - why have neighbours not received a mail shot? Seek to engage positively in the consideration of site access and resident safety for this proposal but would oppose the development should an alternative site access route not be seriously considered at this important early planning consultation stage.

PROP TT9 - Gladsmuir East

Gill Highet (0358) Balfour Beatty (0384/2)

- **New access should be created at east end of village**
- **No requirement for a masterplan for a 20 unit development**

Gill Highet (0358)

Support the plan on the condition that a new access is created at the east end of the village that can accommodate the heavy plant that will be required in the construction period and the additional traffic that will accrue from the creation of the 20 new homes.

Balfour Beatty (0384/2)

Support the inclusion of the site in the LDP but they are not convinced that for a 20 unit development a masterplan will offer any substantive benefits over a design statement supporting a planning application and requests that the Council reconsider the requirement to provide a masterplan for all allocated site and accepts that a more proportionate and equally effective design response for smaller sites can be achieved through the submission of a Design Statement.

PROP TT10 - Limeylands Road, Ormiston

Walker Group (0138/7)

This site is a committed site which has detailed planning consent.

PROP TT11 - Elphinstone West

Rob Moore (0418/2)

Has raised some questions with the developer regarding this site. These have been re-directed to ELC. Some of these questions cannot be answered by ELC as they are specific to the development of the site; However where possible answers have been provided to the questions relevant to the LDP those were:

- Integration of development into the surrounding landscape
- Developer contributions sought from the site
- Building on prime agricultural land
- Impact on historic environment
- Affordable housing likely
- Noise and disturbance

- Road safety
- Air quality
- Utilities provision
- Broadband connectivity
- Impact on healthcare
- Provision of play/leisure facilities
- Landscaping
- Destruction of mature woodland

PROP TT12 - Woodhall Road, Wester Pencaitland

Suzanna Hamilton (0130) P E Grant (0132) Jacob Manning (0143/1) Margaret Clark (0150) Alistair Kettles (0320/1) Linda Kelly (0421)

- **Noise nuisance from additional housing and vehicles**
- **Loss of amenity through overlooking, loss of privacy and loss of light**
- **Impacts on the conservation area**
- **Impacts on natural heritage and biodiversity**
- **Loss of prime agricultural land**
- **Contrary to paragraphs 29, 40, 79, 80, 137 and 143 of SPP 2014**
- **Road network cannot cope – crossing of Tyne**
- **Road safety issue as children play**

Suzanna Hamilton (0130)

The proposed development will increase noise due to the additional 16 houses and associated vehicles which will impact on existing residents. There will be overlooking, loss of privacy and loss of light. The development of the field will affect the conservation area and its setting and also the natural heritage and biodiversity of it affecting species that use it. There will be a loss of prime agricultural land. The proposal is not in accordance with paragraphs 29, 40, 79, 80, 137 & 143 of SPP 2014.

P E Grant (0132)

The proposed development will increase noise due to the additional 16 houses and associated vehicles which will impact on existing residents. There will be overlooking, loss of privacy and loss of light. The development of the field will affect the conservation area and its setting.

Jacob Manning (0143/1)

Object to the proposals due to impact on the small village: the road network cannot cope especially at existing bottlenecks at Tyneholm Cottage and the crossing to the River Tyne. The increase in traffic will cause a road safety issue for children playing in the street especially at Woodhall Road. Development should be directed to Blindwells and away from existing villages.

Margaret Clark (0150)

Concern about size of houses that will be constructed and in particular at what height?

There will be a loss of light to my property and therefore to my residential amenity. Will this set a precedent for further expansion? The scale is out of keeping with the site and will detract from the area.

Alistair Kettles (0320/1)

With the increase to 55 houses and the 2 other new housing announcements for Pencaitland; i.e. Woodhall Road and Lempockwells Road; another almost 200 additional houses in a village with next no committed public amenity alongside is a real concern. No difficulty with the concept of additional housing within Pencaitland provided amenity provision can be demonstrated, necessary road safety measures achieved and a high standard primary school maintained.

The introduction of Vinefields, The Green and Millway brought little additional amenity and the thought of another large tranche of housing without demonstrated thought of social infrastructure is alarming; another heartless dormitory village in East Lothian?

Linda Kelly (0421)

Doesn't want to see proposal go ahead which will be at the back of her house. No information on style of housing that will be built which would cause overlooking and overshadowing of existing houses, there will be increased noise and dust from increased traffic which will impact on amenity of existing residents, there are existing parking issues that need addressed, there will be road safety issues for children playing in the street and at the junction, the footpaths are in need of repair and are not gritted in the winter, development could prevent extension of existing houses due to impact on new houses, the roads are not suitable for an increased number of cars to use them or for construction traffic, concerns over occupants of new houses, the landowner is not aware of this proposal and some neighbours were not neighbour notified.

PROP TT13 – Lempockwells, Wester Pencaitland

Jacob Manning (0143/2) Gladman Scotland (0207/2) Alistair Kettles (0320/2)

- **Impact on local road network**
- **Road safety issue**
- **Impact on local facilities**

Jacob Manning (0143/2)

Object to the proposals due to impact on the small village: the road network cannot cope especially at existing bottlenecks at Tyneholm Cottage and the crossing to the River Tyne. The increase in traffic will cause a road safety issue for children playing in the street. Development should be directed to Blindwells and away from existing villages.

Alistair Kettles (0320/2)

With the increase to 55 houses and the 2 other new housing announcements for Pencaitland; i.e. Woodhall Road and Lempockwells Road; another almost 200 additional houses in a village with next no committed public amenity alongside is a real concern. No

difficulty with the concept of additional housing within Pencaitland provided amenity provision can be demonstrated, necessary road safety measures achieved and a high standard primary school maintained.

The introduction of Vinefields, The Green and Millway brought little additional amenity and the thought of another large tranche of housing without demonstrated thought of social infrastructure is alarming; another heartless dormitory village in East Lothian?

Gladman Scotland (0207/2)

Support the allocation of the site in the proposed LDP but request that in line with the MIR and with a subsequent appeal decision the number of units proposed should be increased from 115 to 120 units.

PROP TT14 – Park View, Easter Pencaitland

Graeme P Chatham (0019) Jacob Manning (0143/3) Paul Jaworski (0203) Alistair Kettles (0320/3)

- **Insufficient drainage capacity**
- **Impact on local road network especially at the crossing of the Tyne & at junction of the A6093**
- **Road safety issues**
- **Development out of scale and character with village**
- **Impacts on the conservation area and historic landscape**

Graeme P Chatham (0019)

The representee has concerns regarding the ability of the site to accommodate 55 new houses because of flooding issues as the drainage system of the area is outdated.

Jacob Manning (0143/3)

Object to the proposals due to impact on the small village: the road network cannot cope especially at existing bottlenecks at Tyneholm Cottage and the cross into of the River Tyne. The increase in traffic will cause a road safety issue for children playing in the street. Development should be directed to Blindwells and away from existing villages.

Paul Jaworski (0203)

This would be an overdevelopment of the site and out of scale with existing housing in the conservation area. It would be damaging and incongruous with the surrounding historic landscape. The housing and associated footpaths would impact on privacy and amenity and cause noise nuisance. There are issues with the access into to the site and with the drainage of it. There is poor visibility at junction of the A6093 with an access lane between 6 & 7 Park View.

Alistair Kettles (0320/3)

With the increase to 55 houses and the 2 other new housing announcements for

Pencaitland; i.e. Woodhall Road and Lempockwells Road; another almost 200 additional houses in a village with next no committed public amenity alongside is a real concern. No difficulty with the concept of additional housing within Pencaitland provided amenity provision can be demonstrated, necessary road safety measures achieved and a high standard primary school maintained.

The introduction of Vinefields, The Green and Millway brought little additional amenity and the thought of another large tranche of housing without demonstrated thought of social infrastructure is alarming; another heartless dormitory village in East Lothian?

It appears the Council has acquired additional land at Parkview? At what cost and what assurance can be delivered that an excambion arrangement has not been made with adjacent landowners to enable further development in the Parkview facility. The crossroads junction of the A6093 with the B6355 has poor visibility. What impact will the additional cars generated from the 55 new houses have on that junction? Has this been assessed and costed to make the junction safe?

TT15 - Humbie North

Lindsey Bamber (0050) Fiona Mclean (0144) Humbie, East and West Saltoun and Bolton Community Council (0332/1) Alistair Beck (0352/1) Chris & Joy Clark (0377/2) Haddington and District Amenity Society (0327/4)

- **Lack of public consultation and no clear justification for site being chosen**
- **Residents concerns not considered**
- **Landowner has not agreed to sell land**
- **Prime agricultural land**
- **Access through Kippithill not appropriate – children play on it**
- **No public transport and therefore an increase in traffic - additional traffic would put children pedestrians and cyclists at risk**
- **Emergency vehicles could be prevented from access**
- **New access to west of site should be identified**
- **Devaluation of properties**
- **Impacts on school**
- **Impacts on GP practice**
- **Insufficient drainage capacity.**
- **Stress to existing residents**
- **Site excessive in size and should be reduced to 0.5ha**
- **Design of new development should reflect that of character of village**

Lindsey Bamber (0050)

The proposed access through Kipitthill is unworkable. The additional vehicle movements over an already congested access road would be a risk to pedestrians, private vehicles, ELC utility vehicles and emergency services. The landowner would facilitate access from the west side of the site as an alternative.

Fiona Mclean (0144)

Humbie not consulted on through the MIR. The landowner does not want to sell the land and concerns raised by residents have not been taken into account. There is no public transport to the village and new residents will rely on private cars which will cause an increase in traffic and pollution. The access to the site is not acceptable for a building site or for a scheme which will double the size of the village. The proposed access road is currently used by children for playing on and development will make it less safe for pedestrians going to and from the school and football pitch. The development will change the dynamics of the village. The proposal will devalue existing property prices. On what basis was this site chosen over others? What impact will development have on the school and the disruption expanding the school would cause? The GPs surgery is under pressure and how will emergency services cope with additional demand. The sewage network at Humbie is beyond capacity already. Development will cause significant stress to residents.

Humbie, East and West Saltoun and Bolton Community Council (0332/1)

Raises concerns about the LDP. Concerns of residents have not influenced the Council's proposals. TT15 is excessive relative to the size of the existing village. Concerns over growth in population. Access through Kippithill is already congested due to resident's parked cars, and the proposal would add additional 40-50 cars thereby increasing the risk to vehicles and pedestrians. New developments should be subject to the same constraints as existing properties such as building height. Adequate parking is essential given absence of public transport.

Alistair Beck (0352/1)

Object to inclusion of site in LDP. Site assessment does not identify it as being suitable for residential development. No justification for site selection or how the development will integrate with the existing village. The landowner has not agreed to make the land available for development. No assurance given that the maximum number of houses would be twenty. The access to the site is inadequate to provide safe passage to residents' vehicles. Need assurance that existing services and infrastructure can cope.

Chris & Joy Clark (0377/2)

Twenty houses as proposed through TT15 is excessive. Reducing the size of the site to 0.5ha would mitigate the negative impacts and provide for proportionate expansion. Reasons for objections: The land proposed for development is prime agricultural land, a locally and globally scarce and non renewable resource. The site assessment does not identify this site as being suitable for development, the scoring of the environmental assessment was on balance negative, too many houses for the village and rate of expansion excessive - 70% in 7 years, the views of the villagers has been disregarded.

Haddington and District Amenity Society (0327/4)

The proposed expansion of Humbie should be reduced in size.

PROP TT16 - East Saltoun

Mr & Mrs C Allan (0022) Gordon Kerr (0033) A Kerr (0046) Anthony J Burnet (0173)

Andrew Thomson (0177) Grant Middleton & Aileen Burnett (0178) Candy Hatherley (0182) Alistair & June Duff (0191) Rebecca Salt & Michael Simpson (0225) Clive Lucas (0240) Sally Lucas (0241) Elsie Cachet (0319) Humbie, East and West Saltoun and Bolton Community Council (0332/2) Alistair Beck (0352/2) Chris Crosby (0366) Sam Mutters (0415) Michael Buchanan (0427)

- **Scale, massing and density of development a concern – 50-70% increase**
- **Impact on the conservation area and nearby listed buildings**
- **No explanation of why this site was selected**
- **Loss of prime agricultural land**
- **Impact on schools – primary school has no room to expand and more pupils will need bussed to secondary school.**
- **No public transport so will increase road traffic and parking demand**
- **Road network cannot cope – Accidents at junction with Burnet Crescent**
- **Impact on air quality**
- **Poor road links to A1 and A68**
- **Location of access into development close to a busy junction so a safety risk**
- **Infrastructure cannot cope**
- **No employment opportunities**
- **No public facilities – shop, gas mains, public transport, medical facilities & community facilities, poor mobile phone and internet connections (new properties should be heated by heat pumps as no gas mains)**
- **Development should be directed to larger settlements with those facilities**
- **New houses must fit into the streetscape of the area with appropriate boundary treatments**
- **Change to the dynamics of the village**
- **Site not marketable**
- **Impacts on neighbouring properties – loss of privacy, daylight and impact on local business.**
- **Localised flooding issues**
- **Existing views lost and properties devalued**
- **Some new homes may be holiday homes**
- **Development conflicts with National Policy where there is a presumption against development in the countryside.**

Mr & Mrs C Allan (0022)

Concerns regarding ability of village to accommodate 75 new houses due to:

1. Impact on school which has no room to expand
2. No regular public transport to East Saltoun,
3. Lack of public amenities such as shops, broadband or other facilities
4. Road safety/traffic – Gifford to Pencaitland (B6355 assumed)
5. Road safety/traffic/access – Burnet Crescent (East Saltoun assumed)
6. Preference for avoiding over-sized houses which do not match the appearance of others in the village
7. Land earmarked at West Crescent?
8. Will the water/sewage drains cope?
9. Preference for set-back of houses from road and for hedgerows to be preserved rather

than walls/fencing erected

Gordon Kerr (0033)

Objects to PROP TT16. Size of development is too large for village – increase of 50%. Effect on existing services such as schools, drainage, road safety, and going against principle of the conservation village.

A Kerr (0046)

Objects to PROP TT16 for extension of the village due to the scale (doubling the existing village) and also the conservation area. Infrastructure would not cope with additional people:

1. School capacity
2. Drainage/sewers
3. Public transport
4. Shops and public amenities
5. Wildlife (owls and bats)
6. Ambience of village

Would development not be classed as a blot on landscape? High standards are required by planners. Increase in road traffic in rural area.

Anthony J Burnet (0173)

Increasing the village by almost 70% will dramatically change its character and conflicts with National Policy. The village has no facilities - gas mains supply, shop, poor mobile phone coverage, no public transport and no medical facilities. The school would not cope with increased demand. The site assessment did not score this site highly. The development of the field will result in the loss of prime agricultural land.

Andrew Thomson (0177)

Doubling the size of the village without any consideration of impacts on education, health, leisure and social life is not acceptable to existing residents. Local road network cannot cope.

Grant Middleton (0178)

Object to proposal because:

1. No public transport so any new development will create additional traffic - a minimum of two cars per household as to get to work/social/leisure activities
2. Other than the school there are no amenities in the village. How will those on lower incomes who would occupy the affordable housing be able to access employment opportunities services?
3. Loss of prime agricultural land and the impact on endangered wildlife species which are native to the village such as bats and hedgehogs.
4. The change to the dynamics of the village due to the increase in size. Development

should be directed to larger settlements with proper facilities and transport links.

Candy Hatherley (0182)

Object to the proposal as the village has no infrastructure or facilities to support new housing, there is no public transport and the additional traffic will impact on the narrow street. There will be a loss of prime agricultural land. The school cannot cope with additional demand.

Alistair Duff (0191)

The location of the proposed development on higher ground levels will be intrusive to existing neighbouring properties and result in a loss of daylight. There is an existing business in East Saltoun which deals with horses on site and development of PROP TT16 will impact on this. There are localised flooding issues that development of the site will exacerbate. The location of the proposed play park development is in close proximity to a busy junction and would be a road safety issue due to the unsafe crossing point.

Rebecca Salt & Michael Simpson (0225)

Objects to PROP TT16 for 75 houses. Proposal for Dryden Field is inappropriate, impractical and unmarketable. Environment Report only shows 3 green scores out of 19. Why has site been included when it failed most of the selection criteria? There are more appropriate sites in other areas of the country. Key objections based on material considerations:

- Visual appearance of proposed development, relationship to surroundings, massing and density are not appropriate, scale (70% increase in size of remote village with site being elevated and exposed)
- Setting of Listed Buildings and Conservation Area which contravenes character statement for village (two storey buildings not in keeping with village changing its character and interest)
- Transport and access: public transport is inadequate and East Saltoun does not benefit from proposed rail and road network improvements, commuter village with high car usage, road safety issues at Spilmersford Bridge and crossroads near Saltoun House, traffic volumes, carbon emissions
- Site suitability: inadequate infrastructure in terms of education, medical and community facilities
- Deliverability: unmarketable location, people want good local amenities, broadband and transport links
- Environmental impacts: loss of prime agricultural land compounded by increased carbon emissions from doubling traffic, light pollution and street lighting

Clive Lucas (0240)

Objects to PROP TT16 for 75 houses. Proposal fails to meet SEA criteria, overwhelming effect of 75 houses on rural conservation area, infrastructure, and loss of prime agricultural land.

1. Suitability

MIR did not include site as preferred or reasonable alternative.

2. Infrastructure

Gas, broadband mobile signal, water and sewage

3. Transportation

Rural bus service and no direct route to Edinburgh

Occupants of affordable housing would have to rely on public transport

Congestion on rural roads (including pick-up and drop-off at East Saltoun Primary School), and damage to environment

4. Population

Increase in over 75s so would be better served by living close to facilities (medical and shops)

5. SPP 2014

Contrary to Promoting Rural Development, Policy Principles, paragraph 75, paragraph 79 and paragraph 80.

Sally Lucas (0241)

The MIR stated that Dryden Field is not a viable site. East Lothian is being asked to allocate a disproportionate number of houses compared to the rest of Scotland, which will destroy the historic conservation village. Some of the 75 houses will be for holiday homes so how can this meet any kind of housing shortfall. Loss of prime agricultural land. There is no public transport and other than a small school no facilities. Where will new residents work? How will they get to work or to the doctor? There will be a reliance on cars. There is a more appropriate site behind the school that is more appropriate for development or direct development to Blindwells. The site has not been part of any full Environment Assessment. Request for bat survey.

Elsie Cachet (0319)

Scale of development unrealistic and would double the population of the village. There is no infrastructure to support development - poor public transport, play areas, mobile and internet connections? How would road safety be addressed on the busy country roads? How will the school cope with additional demand?

Humbie, East and West Saltoun and Bolton Community Council (0332/2)

Have concerns about the LDP. Dismay that concerns of residents have not influenced Council's proposals. PROP TT16 at East Saltoun is excessive in size. There is no explanation as to why this site was selected and what alternatives were considered. Scale of development is large relative to the size of the village and with the 75 houses would mean the village growing by 50% in a short period of time. The houses would be away from community facilities such as the church and the school and locating them on land at West Crescent may be a better location. New development should be subject to design policies to ensure development reflects existing built form and safeguards the conservation area in the village. Need to ensure sufficient parking is provided to accommodate cars as there is no public transport to serve the village.

Alistair Beck (0352/2)

Object to inclusion of site in LDP. Site assessment does not identify it as being suitable for

residential development. No rustication for site selection or how the development will integrate with the existing village.

Chris Crosby (0366)

No doctor within 6 miles and there is an ageing population - poor location for 75 new homes. More people commuting to Edinburgh - There are poor road links to the A1 and A68 and this proposal will increase the strain on the local road network, homes will not be affordable to young couples. No local facilities - school that cannot easily be expanded, is poorly served by public transport. East Saltoun is conservation area. A smaller scale development more in keeping with the existing village would get more support from local residents; it would also be more sustainable and marketable. In the absence of gas mains new homes should be heated by heat pumps.

Sam Mutters (0415)

Seventy five houses would by almost doubling the size of the village overwhelm it and is not appropriate. This development would change the character of this rural conservation area which conflicts with National Policy guidance where there is a presumption against new housing in the countryside. The village has very limited bus service and not other transport links which will mean people will have to have cars which will increase the traffic issues and the air quality will decrease. There are no shops, pubs or other facilities for people to use. The land is prime agricultural land and developing this will reduce the land and would affect the views of the hills and surrounding area. There will be other impacts from this large development such a noise, air quality (from cars and fires/fuel being burned) and more pedestrian traffic going to and from the school. There are no employment opportunities within the village. The site was not identified as being suitable for development within the MIR. Trees planted to the east site of the village would not compensate for development from views from within the village. There is no sewage capacity within the village and this needs to be considered by Scottish Water. Holiday properties are proposed for some of the sites which are not appropriate. A better solution would be to build a new village within East Lothian away from East Saltoun as there are no facilities there to support development.

Michael Buchanan (0427)

Objects to PROP TT16 at Dryden Field, East Saltoun. The proposal would be built on greenfield land which should be a last resort. The density of the housing would be high. Increasing the population of the village with only a small school by 75% is not fair. Pupils will have to travel by bus/car to secondary schools (in Haddington and beyond). Loss of views and de-valuing existing properties. Increase of at least 150 cars will have environmental impact. Existing properties will lose views and be de-valued. Road safety for pedestrians at B6355. SEA states site is not viable (scores 5 out of 19).

POL TT17 - Development Briefs

Hamilton Farming Enterprises (0199)

The Council's site Development Briefs are based on limited information and surveys. It is probable that through further detailed survey and design, an acceptable proposal could be

delivered. At this stage in the planning process, a degree of flexibility is necessary. Accordingly, compliance with the Development Brief should incorporate some flexibility. Amend the wording of Policy TT17 to state "As part of any planning application for any allocated site, comprehensive masterplan solutions for the entire allocated site must be submitted. Proposed masterplans should generally conform to the relevant Development Brief prepared for the site. "

Balfour Beatty (0384/3)

We are not convinced that for a 20 unit development a masterplan will offer any substantive benefits over a design statement supporting a planning application. In the circumstances we would request that the Council reconsiders the requirement in Policy PS3 to provide a masterplan for all allocated sites, and accepts that a more proportionate and equally effective design response for smaller sites can be achieved through the submission of a Design Statement submitted in support of a planning application. Delete para. 2.99 "The masterplan for the site must integrate the development with the village and the surrounding landscape" and replace with "The design statement submitted with the planning application must ensure integration of the development with the village and the surrounding landscape can be achieved.

Persimmon Homes East Scotland (0397/3)

It remains unclear as to whether the Draft Development Brief Supplementary Planning Guidance published for consultation along with the proposed plan will be adopted alongside the Plan. Suggest the wording of Policy TT17 should be amended to remove the absolute obligation for the requirement to conform to the development brief.

Tranent Cluster Miscellaneous

Scottish Environment Protection Agency (0252/3)

The representation states that although these sites in Table TT1 are not shown on the spatial strategy drawings within the PP, the majority are shown on the proposal maps which accompany the plan. SEPA have not had an opportunity to comment on these sites previously during the preparation of this LDP, i.e. SEPA have not been provided with shape files which allow assessment of the sites against all relevant information held on record. It is not clear if these allocations have been through the SEA process with the same rigour as other sites and the majority have not been assessed by the SFRA and the requirement for Flood Risk Assessments (FRA) to be submitted with planning applications, where appropriate, has not been identified in the PP. As less consideration of flood risk has been given to these sites, particularly taking into account significant changes in legislation, policy and the physical environment (such as the higher annual rainfall being experienced in East Lothian) it is not possible to establish the principle of development at these sites.

Alistair Kettles (0320/4)

There is an inconsistency within the LDP draft Action Programme wherein the stated education costs and proportionality for the Woodhall site's 16 houses and the Parkview site's 55 houses are the same amounts. Concerned about the cumulative impact on the

village primary school from 186 houses allocated.

Supports concept of additional housing in Pencaitland provided amenity provision can be demonstrated, necessary road safety measures achieved, and a high standard primary school maintained.

Tranent Cluster Support

Gladman Scotland (0207/1)

Supports inclusion of PROP TT13 in the LDP.

Walker Group (0138/1)

Supports inclusion of PROP TT1 in the LDP.

Highland Residential (0174)

Supports inclusion of PROP TT11 Elphinstone West in the LDP

Hew Balfour (0057/1)

Supports inclusion of PROP TT15 Humbie North in the LDP.

Taylor Wimpey (0328)

Supports inclusion of PROP TT7 Macmerry North in the LDP.

Persimmon Homes East Scotland (0397/1)

Supports inclusion of PROP TT4 Lammermoor Terrace in the LDP.

Balfour Beatty (0384/1)

Supports inclusion of PROP TT9 Gladsmuir East in the LDP.

Scottish Environment Protection Agency (0252/41)

Scottish Environment Protection Agency support the inclusion of PROP TT8 Macmerry Industrial Estate in the LDP and the requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site to assess the risk of surface water flooding.

Scottish Environment Protection Agency (0252/42)

Scottish Environment Protection Agency support the inclusion of PROP TT3 SW Windygoul in the LDP and the requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site to assess the risk of surface water flooding. The risk shown on the SEPA maps is just at very small pockets and this source of flood risk may not be a significant issue.

Scottish Environment Protection Agency (0252/43)

Scottish Environment Protection Agency support the inclusion of PROP TT1 Windygoul South in the LDP and the requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site to assess the risk of surface water flooding.

Scottish Environment Protection Agency (0252/44)

Scottish Environment Protection Agency support the inclusion of PROP TT4 Lammermoor Terrace in the LDP and the requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site. A small watercourse could be culverted along the eastern boundary of the site. The location and flood risk should be assessed and no development should develop above the culvert.

Scottish Environment Protection Agency (0252/45)

Scottish Environment Protection Agency support the inclusion of PROP TT5 Bankpark Grove in the LDP and the requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site. There is a small watercourse along the eastern boundary of the site which may pose a risk of flooding to the development site and it should be assessed, particularly as it is culverted beneath Dovecot Brae/Brickworks Road.

Scottish Environment Protection Agency (0252/46) (0252/47) (0252/48) (0252/49)

Scottish Environment Protection Agency support the inclusion of PROP TT7 Macmerry North, PROP TT9 Gladsmuir East, PROP TT10 Tynemount West, PROP TT11 Elphinstone West in the LDP and the requirement for a Flood Risk Assessment (FRA) to accompany the planning application to assess the risk of surface water flooding.

Scottish Environment Protection Agency (0252/50)

Scottish Environment Protection Agency support the inclusion of PROP TT12 Woodhall Road in the LDP and the requirement for a Flood Risk Assessment (FRA) to accompany the planning application to assess the risk of surface water flooding. A small watercourse is located along eastern boundary and appears to be culverted. The FRA should assess the risk of flooding and route of the culvert.

Scottish Environment Protection Agency (0252/51)

Scottish Environment Protection Agency support the inclusion of PROP TT13 Lempockwells Road in the LDP and the requirement for a Flood Risk Assessment (FRA) to accompany the planning application. There is a history of pluvial flooding on Huntlaw Road with runoff from farm field entering the road and threatening properties. A basic FRA was submitted in support of the 2014 application but it did not determine the functional floodplain. The FRA should determine the functional floodplain. Although no surface water flood risk is shown on the SEPA maps, the FRA should assess this risk in light of the historic information.

Modifications sought by those submitting representations:

Tranent Cluster Strategy Map

Walker Group (0138/3)

Change the proposal TT1 from a mixed use site to identify Windygoul South as a housing site.

Karting Indoors Ltd (0342/2)

Land to the north of the A1 at Gladsmuir Junction currently occupied by Raceland Karting should be identified as a specific development proposal for roadside services within the Tranent Cluster.

Chris & Joy Clark (0377/1)

The area of land allocated for housing in Humbie - TT15 should be reduced in size from 1.7ha to 0.5ha on the Tranent Cluster Map.

Tranent Cluster Introduction - pg 32

Walker Group (0138/4)

Replace the first sentence of Para 2.91 with "The opportunity for or provision of a link road between the B6371 and the B6414 must not be prejudiced through the development of either of these sites."

Karting Indoors Ltd (0342/3)

Land to the north of the A1 at Gladsmuir Junction currently occupied by Raceland Karting should be identified as a specific development proposal for roadside services within the Tranent Cluster together with the inclusion in table TT1 (pg 37).

PROP TT1 – Housing at Windygoul South, Tranent

Walker Group (0138/5)

1. Delete "Higher" from page 33 para. 2.90 line one (higher density);
2. Replace para. 2.91 on page 33 with the following wording "The opportunity for or provision of a link road between the B6371 and the B6414 must not be prejudiced through the development of either of these sites":
3. From the PROP TT1 Windygoul South proposal on page 33 delete "mixed use" and replace with "housing" :
4. On Page 33 In the final sentence of PROP TT1 – Windygoul South add "road" before "transport network" and
5. Delete "and on air quality as appropriate".

Messrs R and A Kennedy (0208/1) Messrs R and A Kennedy & Omnivale (0227/1), Omnivale Ltd (0268/3) David Thomson (0360/1)

Delete PROP TT1 – Windygoul South from the LDP.

Messrs R and A Kennedy (0205/1)

Combine PROP TT1 and TT3 – the wording of PROP TT1 Housing at Windygoul South should be altered to add in the second line after the words "circa 550 homes" the words "approximately 8.6 ha of employment land". Delete TT3 and the re numbering of other allocations would also be required.

Fiona Docherty (0411/1)

Reduce the number of houses proposed on site.

Andrew Plenderleith (0012) Richard Atkins (0076/1) Harriet Morrison & Frances Kelly (0127) Chris Davidson (0142) Kevin McCulloch (0179) Adrian Kidd (0329) David Thomson (0360/1) Alexis Inglis (0376)

No modification proposed but it is suggested these representations seek the deletion of the site from the LDP.

PROP TT2 – Windygoul Primary School Expansion Land

Walker Group (0138/6)

Para: 2.92 after "land within the site" add "measuring 1.124 ha". Within PROP TT2 after "Windygoul Primary School campus" add "measuring 1.124 ha".

Fiona Docherty (0411/2)

Windygoul Primary school should not be extended.

PROP TT3 – Employment at Windygoul South, Tranent

Messrs R and A Kennedy (0205/2)

Wording of PROP TT1 Housing at Windygoul South should be altered to add in the second line after the words "circa 550 homes" the words "approximately 8.6 ha of employment land". The re numbering of other allocations would also be required.

David Thomson (0360/2)

Delete proposal from LDP.

PROP TT4 – Lammermoor Terrace, Tranent

Persimmon Homes East Scotland (0397/2)

Increase number of units from 120 to 180 as the site area is not 4 ha but 4.65ha but which would give a housing density of 38 units/ha.

PROP TT5 – Bankpark Grove, Tranent

Kenneth Ritchie (0093) & Mr & Mrs T Hepburn (0147/3)

No modification proposed but it is suggested these representations seek the deletions of the site from the LDP.

Bankpark Grove Residents Association (0114)

An alternative access route on the north side of the site would be preferable.

PROP TT7 – Macmerry North

Linda Moonie (0009) Rhona & Neil McIntyre (0047) Mr & Mrs Elaine Ritchie (0082) Glenn & Avril Thomson (0108) Kevin & Ina Reid (0442)

No modification proposed but it is suggested these representations seek the deletion of the site from the LDP.

Balfour Beatty (0209/2)

Increase size of site and increase number of units on the site from 150 to 200.

William Crawford (0198)

An alternative access point be found away from the primary school.

Balfour Beatty (0209/2)

Support the allocation of the site but request that the defined site boundary be amended to include the full extent of the land subject to the site assessment. This revised boundary better reflects the existing natural and built form in the area and represents a deliverable residential proposal with the LDP timescale. The number of units proposed should be increased from 150 to 200.

PROP TT9 – Gladsmuir East

Gill Highet (0358)

The creation of a new vehicular access at the east end of the village for the development.

Balfour Beatty (0384/2)

Delete para. 2.99 "The masterplan for the site must integrate the development with the village and the surrounding landscape" and replace with "The design statement submitted with the planning application must ensure integration of the development with the village and the surrounding landscape can be achieved.

PROP TT10 - Limeylands Road, Ormiston

Walker Group (0138/7)

Delete: "Any new proposals for the site must include a comprehensive masterplan for the entire area that conforms to the Council's Development Brief and integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts including on a proportionate basis for any cumulative impacts with other proposals including on the transport network, on education and community facilities and on air quality as appropriate."

PROP TT11 - Elphinstone West

Rob Moore (0418/2)

No modification sought.

PROP TT12 - Woodhall Road, Wester Pencaitland

Suzanna Hamilton (0130)

Removal of PROP TT12 from plan.

P E Grant (0132)

Removal of PROP TT12 from plan.

Alistair Kettles (0320/1)

No modification sought.

Linda Kelly (0421)

Doesn't want to see PROP TT12 in LDP.

Jacob Manning (0143/1) Margaret Clark (0150) Alistair Kettles (0320/1)

No modification proposed but it is suggested this representations seeks the deletion of the site from the LDP.

PROP TT13 – Lempockwells Road, Wester Pencaitland

Gladman Scotland (0207/2)

Support the allocation of the site in the proposed LDP but requests that in line with the MIR and with a subsequent appeal decision, the number of units proposed should be increased from 115 to 120 units.

Alistair Kettles (0320/2)

No modification sought.

Jacob Manning (0143/2)

No modification proposed but it is suggested this representations seeks the deletion of the site from the LDP.

PROP TT14 - Park View, Easter Pencaitland

Graeme P Chatham (0019) Jacob Manning (0143/3) Paul Jaworski (0203)

No modification proposed but it is suggested this representations seeks the deletion of the site from the LDP.

Alistair Kettles (0320/3)

No modification sought.

TT15 - Humbie North

Alistair Beck (0352/1) Humbie, East and West Saltoun and Bolton Community Council (0332/1)

No modification proposed but it is suggested this representations seeks the deletion of the site from the LDP

Lindsey Bamber (0050)

An alternative access identified to the west of the site.

Fiona Mclean (0144)

Site removed from LDP.

Chris & Joy Clark (0377/2)

Reduce the size of the site from 1.7ha to 0.5ha.

Haddington and District Amenity Society (0327/4)

Reduce the size of the site from 1.7ha to 0.5ha.

PROP TT16 - East Saltoun

Mr & Mrs C Allan (0022) Gordon Kerr (0033) A Kerr (0046) Anthony J Burnet (0173) Andrew Thomson (0177) Grant Middleton & Aileen Burnett (0178) Candy Hatherley (0182) Alistair & June Duff (0191) Rebecca Salt & Michael Simpson (0225) Clive Lucas (0240) Sally Lucas (0241) Elsie Cachet (0319) Humbie, East and West Saltoun and Bolton Community Council (0332/2) Alistair Beck (0352/2) Sam Mutters (0415) Michael Buchanan (0427)

No modification proposed but it is suggested this representations seeks the deletion of the site from the LDP

Chris Crosby (0366)

Reduce the number of houses on the site by 20.

POL TT17 – Development Briefs

Hamilton Farming Enterprises (0199)

Amend the wording of Policy TT17 to state “As part of any planning application for any allocated site, comprehensive masterplan solutions for the entire allocated site must be submitted. Proposed masterplans should generally conform to the relevant Development Brief prepared for the site.”

Persimmon Homes (0397/3)

Amend wording of TT17 to allow a degree of flexibility.

Balfour Beatty (0384/3)

Delete para. 2.99 "The masterplan for the site must integrate the development with the village and the surrounding landscape" and replace with "The design statement submitted with the planning application must ensure integration of the development with the village and the surrounding landscape can be achieved."

Tranent Cluster Miscellaneous

Scottish Environment Protection Agency (0252/3)

SEPA objects to the inclusion of sites within Table TT1 in the LDP, without them being subject to the same process and review as all other sites to be included in the LDP.

Alistair Kettles (0320/4)

No modification sought.

Tranent Cluster Support

Walker Group (0138/1); Highland Residential (0174); Hew Balfour (0057/1); Taylor Wimpey (0328); Persimmon Homes East Scotland (0397/1); Balfour Beatty (0384/1); Scottish Environment Protection Agency (0252/41)(0252/42)(0252/43) (0252/44)(0252/45) (0252/46)(0252/47) (0252/48) (0252/49)(0252/50)(0252/51)

No Modification sought

Summary of responses (including reasons) by planning authority:

Tranent Cluster Strategy Map

Walker Group (0138/3)

The term mixed use used in respect of proposed site allocations within the plan is applied where more than one land use other than housing is proposed. This normally applies where there is housing, employment, retail or community uses intended for one site. There may be situations where the application of that term may be reviewed. In this respect the Council notes the Walker Group's concerns in respect of Proposal TT1. The Council submits that this term was applied to that site to reflect that an expansion of Windygoul Primary School is proposed, but accepts that the primary school site is separately defined by Proposal TT2. As such, the Reporter might think greater clarity would result from describing Proposal TT1 as a housing allocation only. However, the Council considers that the 'mixed use' term can apply to Proposal TT1 without prejudicing a residential development on the site as proposed, so submits that a modification of the LDP is unnecessary both in terms of the TT1 description and the expansion of the term mixed use within the glossary of the LDP. **The Council submits that no modification of the LDP is necessary**

Karting Indoors Ltd (0342/2)

The land that is the subject of this representation is located within the countryside north of the A1 Gladsmuir Junction and as such is designated as Policy DC1. Currently operating on the land is an indoor go-cart racing business which was granted planning permission for that use in December 1990. Policy DC1: Rural Diversification would allow for development in the countryside including changes of use of existing buildings where it is for:

- a) agriculture, horticulture, forestry infrastructure or other countryside recreation, or
- b) other businesses that have an operational requirement for a countryside location including tourism and leisure

Given the above and also the location of the land in close proximity to the A1, the Council submits that Policy DC1 would, in principle, allow for the change of use of that existing business to a roadside services use and for employment uses appropriate to that countryside location. A proposal for such a use could be considered through the Development Management process. The Council submits that as there is a need to safeguard the area from wider inappropriate employment uses, there is no requirement to modify the plan and to specifically allocate that area as roadside services/ employment uses, or to identify it as a proposal within the Tranent Cluster and on the Tranent Cluster map. **The Council submits that no modification of the LDP is necessary**

Chris & Joy Clark (0377/1)

PROP TT15 is understood to be in two ownerships. The owner of the northern part of the site which is rectangular in shape has however confirmed that they are willing to see the site developed for residential use. It is not necessary for landowners to give approval for a site to be allocated through the LDP. However, with regards to the development of a site and the submission of planning applications, matters relating to land ownership would be for the applicant to resolve. **The Council submits that no modification of the LDP is necessary**

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Karting Indoors Ltd (0342/3)

The Council submits that the Raceland Karting site is currently proposed to be included within the Proposal BW2: Safeguarded Blindwells Expansions Area (Proposals Map Inset Map 7) and within Policy DC1: Rural Diversification (Proposals Map Inset Map 3). Applying Policy DC1 and Proposal BW2 together would not presume against the continued operation of the existing facility or an appropriate expansion of it, subject to satisfying PROP BW2 provision that such a proposal would not undermine the ability to expand Blindwells. Similarly, uses that could be supported in principle under Policy DC1 would also be acceptable on the site, subject to PROP BW2. Whilst in respect of roadside services a case might be made that a location adjacent to a trunk road interchange such as this is a justification for a countryside location, the Council submits that the nature of such a proposal and its associated impacts are unknown. This would need to be fully understood before it could be included within the plan as a proposal, including the assessment of the site in terms of SEA and HRA and the ability to demonstrate consistency with SPP 2014 paragraphs 282 and 290. The Council considers there to be adequate existing provision of roadside facilities and lorry parking eight miles to the west of the Raceland Karting site at Old Craighall Services, Musselburgh. Given the complexity and detailed design required in respect of such facilities, particularly in light of the need to ensure access via the Gladsmuir interchange for any expansion of Blindwells would not be undermined, the Council submits that any such proposal would best be addressed at project level through the Development Management process, and considered in the context of Proposal BW2. It should be noted that Transport Scotland would be a key consultee in respect of any proposals. **The Council submits that no modification of the LDP is necessary**

PROP TT1 – Housing at Windygoul South, Tranent

Walker Group (0138/5)

It is stated in the LDP in paragraph 2.90 that PROP TT1 Windygoul South should be developed at an *appropriate higher* density to the 30 dph stipulated as a minimum for new housing developments in Policy DP3: Housing Density of the LDP. The justification for this is because this site will facilitate the further expansion of Tranent. Therefore given its location in relation to the southern edge of Tranent, the site brief prepared for that site identified an area within it where it would be possible to accommodate higher density housing without it compromising the character and appearance of that development. In line with SPP 2014 this would make efficient use of the land and allow for the provision of a range of higher density house types on the site that cannot be provided elsewhere in East Lothian. Therefore the Council submits that removal of the word “higher” from para. 2.90 is not justified.

The Council accepts that PROP TT1: Windygoul South will deliver housing. However, PROP TT1 is inter-related with PROP TT2 and a comprehensive Masterplan is required for the entire site including both the housing and Windygoul Primary School expansion land.

The Council submits that no modification of the LDP is necessary

Walker Group (0138/4) Messrs R and A Kennedy (0208/1) Messrs R and A Kennedy & Omnivale (0227/1) Omnivale Ltd (0268/3)

The land of PROP TT1 (Housing: Windygoul South) and PROP TT2 (Employment Windygoul South) are in separate ownership. There have been difficulties in securing the cooperation and joint working with the two landowners to ensure a single land allocation for mixed uses at Windygoul. Without such cooperation and joint working, the construction of a distributor road linking the B6414 (Elphinstone Road) with the B6371 (Ormiston Road) through both PROP TT1 and PROP TT2 could not be guaranteed. If the allocation of PROP TT1 was dependent on the provision of that distributor road then without it the site PROP TT1 would have been constrained and could not be supported within the LDP. As an alternative to PROP TT1, Messrs R and A Kennedy have promoted land in their ownership to the east of Tranent for housing (see_0227/2/NEWSITES & 0208/3/SITES/NEWSITE for 850 or 500 houses and for 200 houses on the east side of Tranent, and 0268/3/SITES/PROP/TT1 - Deletion of PROP TT1). The Council submits that PROP TT1 is the logical extension to Tranent and furthermore can be suitably and viably accessed and serviced. The Council does not support the proposed New Site at Tranent East and does not consider that the provision of a distributor road around the south of Tranent is required at this time.

Whilst the provision of the distributor road is desirable, this does not prevent the allocation of PROP TT1 as a housing site as it is possible to provide two other points of access – one from the B6371 Ormiston road and the other from Brotherstone Way. The access from Brotherstone Way would allow access onto Edinburgh Road via Elphinstone Road from the site, without having to drive through Tranent Town Centre.

The landowners - Messrs R and A Kennedy – promoted land for employment purposes prior to the drafting of the Main Issues Report (MIR). This land is now allocated as PROP TT2. In terms of location and accessibility, the Council agree that the site has merit as an employment site and it is therefore supported through the LDP.

The Council submits that no modification of the LDP is necessary

Omnivale Ltd (0268/3)

The Council does not accept that all traffic from PROP TT1 will necessarily use Tranent High Street as alternative routes are possible. It is noted that a link road through PROP TT3 is to be secured through the LDP, whilst this may not necessarily come forward at the same time as all the development at PROP TT1, when it is secured traffic will be able to access the B6414 (Elphinstone Road) from Windygoul South. The access from Brotherstone Way would also provide in the short term a route to the A199 (Edinburgh Road) removing the need to pass through the town centre. Furthermore, the Council does not accept that there will necessarily be an adverse impact on air quality within Tranent Town Centre.

The LDP acknowledges that air quality is an important element to be addressed in the LDP. Air Quality Technical Note advises that modelling in Tranent indicates that there is no exceedence of air quality objective in Tranent currently. However, it is acknowledged that additional trips generated by traffic originating from proposed new sites may impact on air quality. However Policy T26 of the LDP supports a programme of transport improvements at Tranent Town Centre, which together with PROP T27 - Tranent Town Centre Improvements and T28 Junction Improvements at Elphinstone Road and Edinburgh Road would mitigate the additional traffic and improve traffic flow through the town. Policy T26, PROP T27 and PROP T28 address transport issues within Tranent

High Street that the Council submits will have benefits not only for traffic flow but also for air quality. The Council submits that the proposed expansion towards the east of Tranent on land owned by the representee would place its own pressures on traffic flow at Tranent, including additional traffic load on Bankton Interchange. Development of this site could also have consequential impact on Tranent Town Centre.

The Council submits that no modification of the LDP is necessary

Messrs R and A Kennedy (0205/1)

The land of PROP TT1 (Housing: Windygoul South) and PROP TT2 (Employment Windygoul South) are in separate ownership. There have been difficulties in securing the cooperation and joint working with the two landowners to ensure a single land allocation for mixed uses at Windygoul. Without such cooperation and joint working the construction of a distributor road linking the B6414 Elphinstone Road with the B6371 (Ormiston Road) through both sites PROP TT1 and PROP TT2 could not be guaranteed. If the allocation of PROP TT1 was dependent on the provision of that distributor road then without it the site PROP TT1 would have been constrained and could not be supported within the LDP. As an alternative to PROP TT1 Messrs R and A Kennedy have promoted land in their ownership to the east of Tranent for housing (see_0227/2/NEWSITES, & 0208/3/SITES/NEWSITE for 850 or 500 houses & for 200 houses on the east side of Tranent, and 0268/3/SITES/PROP/TT1 - Deletion of PROP TT1).

Whilst the provision of the distributor road is desirable, this does not prevent the allocation of PROP TT1 as a housing site as it is possible to provide two other points of access – one from the B6371 Ormiston road and the other from Brotherstone Way. The access from Brotherstone Way would allow access onto Edinburgh Road via Elphinstone Road from the site, without having to drive through Tranent Town Centre.

The landowners - Messrs R and A Kennedy – promoted land for employment purposes prior to the drafting of the Main Issues Report (MIR). This land is now allocated as PROP TT2. In terms of location and accessibility, the Council agree that the site has merit as an employment site and it is therefore supported through the LDP.

The Council submits that no modification of the LDP is necessary

Transport

The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk

road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent by-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;
- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T27-T28 identify interventions at Tranent Town centre to help facilitate this.

In addition the TA suggests that queuing on Birsley Road and Elphinstone Road would be significantly improved by adding a left turn filter to the existing signal at the A199 Bridge St with Birsley Road which again would improve traffic flow through the town. Accordingly PROP T28 of the LDP supports this. Issues regarding road safety, including the safety of those walking and cycling, will be key factors in the determination of planning proposals and measures will be required during the detailed design stages for interventions/mitigation to include independent road safety audit to ensure there is no adverse impacts on road safety. This will also be required locally for individual planning proposals when deemed necessary.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and

- Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement of Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes. **The Council submits that no modification of the plan is necessary.**

Andrew Plenderleith (0012) Richard Atkins (0076/1) Harriet Morrison & Frances Kelly (0127) Chris Davidson (0142) Kevin McCulloch (0179) Adrian Kidd (0329) David Thomson (0360/1) Alexis Inglis (0376) Fiona Docherty (0411/1)

Expansion of settlement

The LDP acknowledges on p12 that East Lothian's six main towns and smaller settlements have their own distinct identities. Their historic character means they are well consolidated with few remaining urban brown-field re-development opportunities. This means a significant amount of greenfield prime agricultural land has been allocated to meet the SDP's requirements. Expansion of existing settlements is promoted where infrastructure solutions have been found and where landscape capacity allows. This can be achieved at PROP TT1 in Tranent. The LDP has within it a suite of Design Policies DP1-DP5 against which all development proposals will be assessed. Development proposals will be of a high standard and will ensure appropriate and sympathetic development that safeguards the settlements to which they will be attached. The Council submits that the development southwards would retain a cohesive settlement boundary for Tranent, and that the development of TT1 and TT3 will provide a new landscaped edge to the town between Elphinstone Road and Ormiston Road. **The Council submits that no modification of the plan is necessary.**

Transport

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The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic

generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

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The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes. **The Council submits that no modification of the plan is necessary.**

Loss of view

The Council acknowledges that the setting of properties in the countryside such as Carlaverock Farm Cottages will be affected by new development, but in the context of the compact spatial strategy and the overall housing requirement for East Lothian it considers that Windygoul South is an appropriate location to expand Tranent. Development of the proposed site at PRO TT1 will be subject to Design policies DP1-DP5 in the Proposed Plan which should ensure that they will be of a high quality design and therefore minimise any concerns about loss of amenity for adjoining properties. **The Council submits that no modification of the plan is necessary.**

Devaluation of property

The devaluation of properties is not a material planning consideration relevant to the preparation of the LDP. **The Council submits that no modification of the plan is necessary.**

Noise and disruption

The conditions would be prepared in conjunction with the Council's Environmental Health section and would apply the national standards on noise and air quality to the construction phase of the development. Any breaches can be addressed through the planning process. Issues relating to post construction noise and air quality, and breaches of national standards, can also be addressed through liaison with Environmental Health. The Council appreciates the developments will create change but does not expect national standards on noise and air quality to be breached. Monitoring of nitrogen dioxide will continue. **The Council submits that no modification of the plan is necessary.**

Information passed from developers

Information passed on from developers is not a material consideration relevant to the preparation of the development plan. **The Council submits that no modification of the plan is necessary.**

Education

The Local Authority has a number of statutory duties in relation to the provision of education for eligible pre-school children, primary and secondary school age children (including those with additional support needs) in its area. These are outlined in the Developers Contribution Framework Technical Note 14 but include:

i) Section 1 of the Education (Scotland) Act 1980 requires authorities to secure for their area adequate and efficient provision of school education:

ii) Section 17 of the Education (Scotland) Act 1980 requires authorities to provide sufficient accommodation in schools and other educational establishments under their management:

iii) The School Premises (General Requirements and Standards) (Scotland) Regulations 1967 which sets out standards in relation to the minimum requirements for school sites, playing field and educational accommodation, including ancillary accommodation such as kitchen premises and sanitary facilities.

These will ensure that the learning environment created in expanded schools will not be detrimental to a child's learning experience.

It is acknowledged in the LDP and associated documents that there is a need for significant additional education capacity at primary and secondary level to support new housing development in the Tranent cluster. The cumulative impact of the proposed sites will require further expansion of Windygoul PS including its campus. Ross HS will also be expanded. The proposed housing site at Windygoul South PROP TT1 will provide additional campus land for this facility so it can expand to meet demand and to enable the provision of capacity to accommodate other proposed sites in the schools catchment area. Developer contributions will be sought to fund the required additional capacity at Windygoul Primary School and Ross High School. Windygoul Primary school currently has capacity for c. 758 primary pupils in 26 classes and this roll is anticipated to grow to require 35 classes over time. Careful consideration will be given to the design of any expansion to ensure that it is configured to suit the scale of the school and provide the best environment for children's learning experiences. This will also consider the need for safe routes to the school from new and existing development to ensure that vehicle use is minimised and walking and cycling is encouraged. There will be additional indoor sport facilities at the new school which will be available for community use.

The projected peak roll for Windygoul Primary School is in keeping with the projected rolls for other primary schools elsewhere within East Lothian. East Lothian Council has experience of operating and managing a primary school of a similar size to the projected peak roll of Windygoul Primary School. The composition of the senior leadership and management team will reflect the size of the school roll ensuring collaborative leadership at all levels. The leadership team will foster collaborative leadership to develop a shared vision for change and improvement which is meaningful and relevant to the context of Windygoul Primary School and its growing community. School revenue budgets and staffing complements are set in line with the pupil roll and calculated in accordance with the approved Scheme of Delegation for Schools and the Council's devolved school management policies. Any increases in pupil rolls due to an increase in children arising from committed and planned housing in the area will be reflected within the school

revenue budget and staffing complement. **The Council submits that no modification of the plan is necessary.**

Sports facilities

The Council submits that the Tranent cluster is adequately catered for in terms of indoor hall, wet and synthetic pitch provision based on existing infrastructure. The additional housing will require additional grass sports pitch and changing provision. Consequently there is a requirement for developer contributions to be sought for and additional sports pitch and changing facilities from developers of PROP TT1. **The Council submits that no modification of the plan is necessary.**

Health care and GP provision

The key agency with the responsibility for health provision, NHS Lothian, was consulted throughout the LDP preparation process. They acknowledged that Tranent Medical Practice is the largest in East Lothian but has sufficient capacity to accommodate growth resulting from committed development. There is not however capacity to meet demand from the proposed developments including that at TT1 which will create additional pressure. Any additional capacity will be met by expansion of the existing medical facility. Consequently the LDP safeguards land to the west side of the existing medical facility for this purpose. The Council continues to work with NHS Lothian on healthcare capacity across East Lothian to resolve issues. **The Council submits that no modification of the plan is necessary.**

Direct development elsewhere

In order to meet the housing requirement of 10050 homes for East Lothian by 2024 each of the 6 settlements of East Lothian including Tranent are subject to housing and employment proposals. In addition PROP BW1 of the LDP proposes 1600 and employment uses at Blindwells with PROP BW2 safeguarding land for further expansion in the future. **The Council submits that no modification of the plan is necessary.**

Prime agricultural land

In relation to paragraph 80 of Scottish Planning Policy, which states “*development on prime agricultural land ... should not be permitted except where it is essential as a component of the settlement strategy...*”, the Council considers the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the required development needs identified in the SDP. The Council notes that no reference is made in paragraph 40 of Scottish Planning Policy to prime agricultural farmland being a specific policy principle for development plans to follow in promoting a sustainable pattern of development appropriate to an area. The Council considers the Proposed Plan is consistent with Scottish Planning Policy on the use of prime agricultural farmland for producing a development strategy. Where possible, brownfield sites have been proposed for allocation (including NK6). Given the scale of development requirement identified in the SDP for East Lothian, the shortage of available brownfield land in East Lothian, and the geographical location of prime agricultural farmland, it has been inevitable that agricultural land has had to come forward for allocation. Use of prime agricultural land has been considered in the Draft Environmental Report under taken in the preparation of the LDP. Prime agricultural farmland, as with Green Belt land, is one of a range of factors taken into account in considering sites to fit a sustainable development strategy. Other factors which require to be considered as part of a development strategy include, but not exclusively,

proximity of sites to: public transport, facilities (e.g. leisure and retail), services, employment, landscape and topography. A decision balancing all of these factors is required and the Council considers the sites allocated in the Proposed Plan required to meet identified strategic requirements is the best available given the restricted availability of suitable sites. **The Council submits that no modification of the plan is necessary.**

Air quality

The LDP acknowledges that air quality is an important element to be addressed in the LDP. Air Quality Technical Note advises that modelling in Tranent indicates that there is no exceedence of air quality objective in Tranent currently. However, it is acknowledged that additional trips generated by traffic originating from proposed new sites may impact on air quality. However Policy T26 of the LDP supports a programme of transport improvements at Tranent Town Centre, which together with PROP T27 - Tranent Town Centre Improvements and T28 Junction Improvements at Elphinstone Road and Edinburgh Road would mitigate the additional traffic and improve traffic flow through the town. Monitoring of nitrogen dioxide will continue. **The Council submits that no modification of the plan is necessary.**

Infrastructure

The Council submits that whether mains drainage and/or gas networks can be extended to existing properties is not a matter for the LDP, though it is possible that a road connection to the new development could be provided. **The Council submits that no modification of the plan is necessary.**

Design – density and trees

The LDP does not propose any high rise development. Housing development would be limited to a maximum of three storey dwellings. Housing density is addressed through Policy DP3 with 30 dph being the average density to be achieved. It is possible to achieve this density through building forms which are common to East Lothian. This is however a product of the design process which will be addressed at project level through the Development Management process. The LDP has a policy (NH8: Trees and Development) and this in conjunction with the Draft Development Briefs will be considered at project level regarding the retention and/or replacement of any trees. **The Council submits that no modification of the plan is necessary.**

Reduction in size of site

No evidence has been produced to convince the Council as Planning Authority that the area of land should be reduced in size. **The Council submits that a modification of the LDP is not necessary.**

Harriet Morrison & Frances Kelly (0127), Chris Davidson (0142), Adrian Kidd (0329) & Alexis Inglis (0376)

Pupils from the proposed site will be accommodated in a future expansion of Windygoul Primary School and Ross High School. Developer contributions will be sought in line with East Lothian Council's LDP Draft Developer Contributions Framework. **The Council submits that no modification of the LDP is necessary**

PROP TT2 – Windygoul Primary School Expansion Land, Tranent

Walker Group (0138/6)

The Council submits that the LDP identifies a need for additional campus at Windygoul Primary School within Proposal ED4, and this is reflected in Proposal TT1. The Council further submits that the necessary area and configuration of campus land is identified on the Proposals Map (Inset Map 35). The Council can confirm that this area is the 1.24 hectares required. **The Council submits that no modification of the LDP is necessary**

Fiona Docherty (0411/2)

Windygoul Primary School is the appropriate setting to provide this additional capacity, and another new school is not required at this moment in time in Tranent. The projected peak roll for Windygoul Primary School is in keeping with the projected rolls for other primary schools elsewhere within East Lothian. East Lothian Council has experience of operating and managing a primary school of a similar size to the projected peak roll of Windygoul Primary School. The composition of the senior leadership and management team will reflect the size of the school roll ensuring collaborative leadership at all levels. The leadership team will foster collaborative leadership to develop a shared vision for change and improvement which is meaningful and relevant to the context of Windygoul Primary School and its growing community. School revenue budgets and staffing complements are set in line with the pupil roll and calculated in accordance with the approved Scheme of Delegation for Schools and the Council's devolved school management policies. Any increases in pupil rolls due to an increase in children arising from committed and planned housing in the area will be reflected within the school revenue budget and staffing complement.

The Draft Developer Contributions Framework: Technical Note 14 outlines on P.3 the responsibilities the Council has as the provider of education for eligible children in its area. This includes balancing the requirement of the Council to secure for their area adequate and efficient provision of school education, but also ensuring that best value is achieved in the delivery of those services. As the existing primary school at Windygoul cannot in its present form absorb the demand that will be generated from the new houses built at PROP TT1 Windygoul South then additional classroom and general purpose accommodation is required. In terms of both capital costs and in terms of the running cost the most efficient way of providing that new accommodation is to extend Windygoul Primary School. The school which was built in 2007 has been designed to allow additional classrooms to be added to it to accommodate additional demand as Tranent as a settlement expands. The school presently has 26 classrooms. It is proposed to add a further 9 classrooms to accommodate the additional pupils generated from the new houses. The Council has carefully considered the reasons put forward but remains of the view that the school can be extended. **The Council submits that no modification of the LDP is necessary**

PROP TT3 – Employment at Windygoul South Tranent

Messrs R and A Kennedy (0205/2)

The land of PROP TT1 (Housing: Windygoul South) and PROP TT2 (Employment Windygoul South) are in separate ownership. There have been difficulties in securing the

cooperation and joint working with the two landowners to ensure a single land allocation for mixed uses at Windygoul. Without such cooperation and joint working the construction of a distributor road linking the B6414 Elphinstone Road with the B6371 (Ormiston Road) through both sites PROP TT1 and PROP TT2 could not be guaranteed. If the allocation of PROP TT1 was dependent on the provision of that distributor road then without it the site PROP TT1 would have been constrained and could not be supported within the LDP. As an alternative to PROP TT1 Messrs R and A Kennedy have promoted land in their ownership to the east of Tranent which they also own for housing (see 0227/2/NEWSITES, & 0208/3/SITES/NEWSITE for 850 or 500 houses & for 200 houses on the east side of Tranent, and 0268/3/SITES/PROP/TT1 - Deletion of PROP TT1). The Council submits that PROP TT1 is the logical extension to Tranent and can be suitably accessed and serviced. The Council does not support the proposed New Site at Tranent East and does not consider that the provision of a distributor road around the south of Tranent is required at this time. Issues regarding road safety, including the safety of those walking and cycling, will be key factors in the determination of planning proposals and measures will be required during the detailed design stages for interventions/mitigation to include independent road safety audit to ensure there is no adverse impacts on road safety. This will also be required locally for individual planning proposals when deemed necessary.

Whilst the provision of the distributor road is desirable, this does not prevent the allocation of PROP TT1 as a housing site as it is possible to provide two other points of access – one from the B6371 Ormiston road and the other from Brotherstone Way. The access from Brotherstone Way would allow access onto Edinburgh Road via Elphinstone Road from the site, without having to drive through Tranent Town Centre.

The landowners - Messrs R and A Kennedy – promoted land for employment purposes prior to the drafting of the Main Issues Report (MIR). This land is now allocated as PROP TT2. In terms of location and accessibility, the Council agree that the site has merit as an employment site and it is therefore supported through the LDP.

The SDP acknowledges that LDPs should respond to the diverse needs and locational requirements of different sectors by ensuring that there is a generous range and choice of employment sites which are highly accessible to communities across the SESplan area (SDP para. 93). The Council submits that with adequate landscape treatment on the edges of both the planned employment and planned housing allocations, the two uses on their separate areas of land can coexist. **The Council submits that no modification of the LDP is necessary**

David Thomson (0360/2)

View

The right to a view and the devaluation of a property are not material planning considerations. However the Design Policies (DP1-DP9) of the Plan will ensure that new development is of a form, size and scale appropriate to its context. **The Council submits that no modification of the LDP is necessary**

Impact on quality of life

Issues relating to noise, dust and disruption during construction can be addressed through conditions on any planning permissions. The conditions would be prepared in conjunction

with the Council's Roads and Environmental Health services and would apply national standards on noise and air quality to the construction phase of the development. Any breaches can be addressed through the planning and enforcement process. Issues relating to post construction noise and air quality, and breaches of national standards, can be addressed through Environmental Health legislation. The Council appreciates developments will create change but does not expect national standards on noise and air quality to be breached. **The Council submits that no modification of the LDP is necessary**

Transportation and air quality

The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
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facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T27-T28 identify interventions at Tranent Town centre to help facilitate this.

In addition the TA suggests that queuing on Birsley Road and Elphinstone Road would be significantly improved by adding a left turn filter to the existing signal at the A199 Bridge St with Birsley Road which again would improve traffic flow through the town. Accordingly PROP T28 of the LDP supports this. Issues regarding road safety, including the safety of those walking and cycling, will be key factors in the determination of planning proposals and measures will be required during the detailed design stages for interventions/mitigation to include independent road safety audit to ensure there is no adverse impacts on road safety. This will also be required locally for individual planning proposals when deemed necessary.

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The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes.

The LDP acknowledges that air quality is an important element in sustainable placemaking, contributing to health and well-being, as well as environmental protection. The main source of air pollution in East Lothian is emissions from road traffic. An Air Quality Management Area (AQMA) was declared in Musselburgh High Street in November 2013 due to annual mean levels of nitrogen dioxide resulting from road traffic emissions; an Action Plan has been prepared and was published in February 2017. Air quality continues to be monitored at other locations, including Tranent High Street, though National Air Quality Standards are currently met in these other locations. The Council

submits that the relevant measures are in place and these together with Policy NH12: Air Quality and the adopted Air Quality Management Plan for Musselburgh High Street, will ensure that the management of pollution from traffic is addressed satisfactorily. **The Council submits that no modification of the LDP is necessary**

Need for employment site

The Council submits that the majority of land in existing industrial areas including Macmerry Industrial Estate and Elphinstone Road Industrial Estate is in employment use. It is accepted that from time to time a vacancy may arise within these established areas. However, as the SDP acknowledges, LDPs should respond to the diverse needs and locational requirements of different sectors by ensuring that there is a generous range and choice of employment sites which are highly accessible to communities across the SESplan area (SDP para. 93). The Council submits that a range of employment sites are required within the cluster area to meet future employment needs. **The Council submits that no modification of the LDP is necessary**

The representation refers to vacant properties within Tranent town centre. Of those specifically mentioned, properties in the Civic Square area may be required to meet the terms of PROP T27; the former Tranent Infant School, a Listed Building, is proposed for conversion to elderly persons housing; Fa'side Lodge has now been demolished pending redevelopment as affordable housing. **The Council submits that no modification of the LDP is necessary**

PROP TT4 – Lammermoor Terrace Tranent

Persimmon Homes (0397/2)

The LDP allocates appropriate and sufficient land to meet the SDP requirements and does so in line with its compact growth strategy. No further housing land is required, at Macmerry or anywhere else. The impact of increasing the size of the site from 150 – 200 units has not been consulted on. Therefore there is no indication whether or not such an increase in the number of units could be accommodated by local infrastructure and in particular on the local road network and on the local primary school. Any increase on this would have to be tested to fully assess the impact.

In relation to density, para. 7.14 states that: "*Certain locations may be developed at higher density, provided all relevant local plan policies can be satisfied.*" The LDP therefore makes provision for higher density development with the level of 30 dph being an average which should be achieved in order to reflect the character of settlement within East Lothian. Detailed design and justification for density above this level would be subject to appropriate assessment through the Development Management process. The Council submits that a modification of the LDP cannot be made at this time until the implications of such an increase in number on the site are fully assessed but that LDP policies allow for increased numbers if the context is appropriate. **The Council submits that no modification of the LDP is necessary**

PROP TT5 – Bankpark Grove, Tranent

Kenneth Ritchie (0093) Bankpark Grove Residents Association (0114) Mr & Mrs T Hepburn (0147/3)

Transportation

The Development Brief prepared for this site indicates that vehicular access should be taken from Bankpark Grove via Bankpark Crescent. Alternative access could be taken from Dovecot Brae. These details will be finalised through the Development Management process. Concerns raised in respect of environmental impact on Brickworks Road and surrounding area will be assessed in the light of proposed access arrangements.

Likewise, the matter of right of access/ownership of land in and around the site would be a matter to be resolved in relation to any permission granted through the Development Management process. Development will be subject to Design Policies DP1-DP5 of the proposed LDP which should ensure that design of development including access roads will be of a high quality. Detailed matters such as site access (including visibility splays) will be assessed as a Development Management consideration. This process will minimise the impact of development on the landscape of the area. The relevant Transport policies – Policies T1 & T2 - of the Plan will ensure that all new development including PROP TT5 is: (a) located where sites can be safely accessed and where development will have no significant adverse impact on road safety, including the safety of those walking or cycling in the vicinity, and (b) has no significant adverse impact on residential amenity as a consequence of an increase in traffic.

The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;
- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T27-T28 identify interventions at Tranent Town centre to help facilitate this.

In addition the TA suggests that queuing on Birsley Road and Elphinstone Road would be significantly improved by adding a left turn filter to the existing signal at the A199 Bridge St with Birsley Road which again would improve traffic flow through the town. Accordingly PROP T28 of the LDP supports this. Issues regarding road safety, including the safety of those walking and cycling, will be key factors in the determination of planning proposals and measures will be required during the detailed design stages for interventions/mitigation to include independent road safety audit to ensure there is no adverse impacts on road safety. This will also be required locally for individual planning proposals when deemed necessary.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes.

The Council submits that no modification of the plan is necessary.

Health

The key agency with the responsibility for health provision, NHS Lothian, was consulted during the publication of the proposed plan. Tranent Medical Practice is the largest in East Lothian. It has sufficient capacity to accommodate growth resulting from committed development. However it is acknowledged that the cumulative impact of the proposed housing developments in the Tranent cluster will create additional pressure. Any additional capacity requirements will be met by expansion of the existing facility, and land is safeguarded to the west side of the existing medical facility for this purpose. **The Council submits that no modification of the plan is necessary.**

Education

The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. Officers from the Council's Education Service and Property Services have been consulted throughout the LDP preparation process and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. The assessment, as set out in the Developer Contributions Framework Supplementary Guidance, confirms that the projected pupils arising from the houses built at Bankpark Grove can be accommodated within the available capacity at pre-school and primary school level at Sanderson's Wynd Primary School. Ross High School requires to be expanded to increase its capacity to accommodate the projected secondary-aged pupils arising from planned and committed housing in the Tranent cluster including this site. In line with East Lothian Council's LDP Draft Developer Contributions Framework, Developer contributions will be sought to fund the required additional capacity for secondary-aged pupils at Ross High School. The developer of PROP TT5 shall make contributions towards the enhancement of community sports facilities at Polson Park on a pro-rata basis with the site at PROP TT4 (Lammermoor Terrace). **The Council submits that no modification of the plan is necessary.**

Ownership of Land

It would be for the developer to secure the right to develop any land not in their ownership including rights for vehicular and pedestrian access prior to development commencing. That is a private, legal matter for the prospective developer. **The Council submits that a modification of the LDP is not necessary.**

Mine workings

It is accepted that mine workings exist in the area and the implications of dealing with that will require to be properly assessed, by way of a ground conditions or other report, at planning application stage. **The Council submits that no modification of the plan is necessary.**

Loss of views

The loss of private views is not a material planning consideration. **The Council submits that no modification of the plan is necessary.**

PROP TT7 – Macmerry North

Linda Moonie (0009) Rhona & Neil McIntyre (0047) Mr & Mrs Elaine Ritchie (0082) Glenn

& Avril Thomson (0108) William Crawford (0198) Balfour Beatty (0209/2) Kevin & Ina Reid (0442)

Retention of landscape strip

The landscape strip to the rear of Chesterhall Avenue is unlikely to be affected in that it does not lie within the proposed boundary PROP TT7, however, in relation to a possible access point from Chesterhall Avenue to the site, there may be minor loss of part of the landscape strip to provide an access link, though the primary point of access will be from the A199. The LDP has within it a suite of Design Policies DP1-DP9 against which all development proposals will be assessed to ensure they will be of a high standard and will ensure appropriate and sympathetic development that safeguards the settlements to which they will be attached. Policy DP4 Major Development Sites is relevant to this site and requires the submission of a masterplan for the development which will include details of landscaping. Furthermore DP9 requires that development conforms to the Development Brief prepared for PROP TT7 which will ensure that design of development will be of a high standard. Policy DP2 requires all proposals to safeguard the privacy and amenity of existing residents and is a key consideration in the planning and layout of new development. Development proposals will be assessed against Policy DP2 at the planning application stage. **The Council submits that no modification of the plan is necessary.**

Biodiversity

All sites were assessed for Strategic Environmental Assessment and screened for Habitats Regulations Assessment. This site did not raise any issues of protected species on the site. The site was assessed to understand its potential impact on a range of environmental topic areas including biodiversity, flora and fauna and human health if it were developed. (Core Doc Site Assessments Tranent: Windygoul South) The Council took the decision to allocate the site at its meeting on 17 November 2015 having had regard to the site assessments. **The Council submits that no modification of the plan is necessary.**

Transport

The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;
- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T27-T28 identify interventions at Tranent Town centre to help facilitate this.

In addition the TA suggests that queuing on Birsley Road and Elphinstone Road would be significantly improved by adding a left turn filter to the existing signal at the A199 Bridge St with Birsley Road which again would improve traffic flow through the town. Accordingly PROP T28 of the LDP supports this. Issues regarding road safety, including the safety of those walking and cycling, will be key factors in the determination of planning proposals and measures will be required during the detailed design stages for interventions/mitigation to include independent road safety audit to ensure there is no adverse impacts on road safety. This will also be required locally for individual planning proposals when deemed necessary.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes. **The Council submits that no modification of the plan is necessary.**

Health

The key agency with the responsibility for health provision, NHS Lothian, was consulted throughout the LDP preparation process. It has acknowledged that Tranent Medical Practice which serves Macmerry is the largest in East Lothian but has sufficient capacity to accommodate growth resulting from committed development. However there is not capacity to meet demand from the proposed developments including that at TT8 which will create additional pressure. Any additional capacity will be met by expansion of the existing medical facility. Consequently the LDP safeguards land to the west side of the existing medical facility for this purpose. **The Council submits that no modification of the plan is necessary.**

Education

The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. Officers from the Council's Education Service and Property Services have been consulted throughout the LDP preparation process and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. The assessment, as set out in the Developer Contributions Framework Supplementary Guidance, confirms that additional capacity will be required at Macmerry Primary School to accommodate the projected pupils arising from committed and planned housing in the Macmerry catchment area. In line with East Lothian Council's LDP Draft Developer Contributions Framework, Developer contributions will be sought to fund the required additional capacity for pupils at Macmerry Primary School including any necessary campus land expansion. Contributions may also be required towards other facilities or infrastructure, such as open space. Developer contributions will be sought to fund the required additional capacity at Ross High School to accommodate the projected secondary-aged pupils arising from planned and committed housing across the Tranent cluster. The developer contributions framework is based on the provision of 150 houses. Any increase on this would have to be tested to assess whether there is potential for further expansion at Macmerry Primary School and Ross High School to accommodate the additional houses. In subsequent discussions with landowner East Lothian Council understands the developer wishes to proceed on the existing basis of 150 units. **The Council submits that no modification of the plan is necessary.**

Infrastructure

Scottish Water have been consulted during the preparation of the LDP and have not

raised any issues with capacity. Castle Moffat Water Treatment Works and Edinburgh PFI Waste Water Treatment Works both have available capacity. The policing of the area is a matter for Police Scotland and not a material consideration in the preparation of a LDP. The matter of ownership of land is a private legal matter and is for the prospective developer to resolve. It is acknowledged there are limited public amenities in Macmerry. However with the growth in population of the settlement it is possible that increased demand would encourage additional business opportunities. **The Council submits that no modification of the plan is necessary.**

Development proposals

There is no planning application currently being considered for this site. It is a preferred site within the Tranent Cluster area for development in the future. If a planning application is submitted, then detailed plans will be available to view on Council's website, and statutory neighbour notification will be carried out and the public will have an opportunity to comment on the proposals. The Council does not accept that locating affordable housing close to existing housing would cause noise, disturbance, pollution and security issues. Issues relating to amenity will be satisfactorily addressed through the Development Management process, in accordance with Policy DP2. **The Council submits that no modification of the plan is necessary.**

Neighbour notification

In accordance with circular 6/2013: Development Planning, the Council notified the owners, lessees or occupiers of sites which the proposed plan specifically proposed to be developed. It also notified the owners, lessees or occupiers of land neighbouring sites which the proposed plan specifically proposed to be developed. This included residents (within the statutory distance) of Chesterhall Avenue, Old Smithy Mews, Station Row, Mountfair Gardens, St Germain's Terrace, Mountfair Place and Main Road. **The Council submits that no modification of the LDP is necessary.**

Balfour Beatty (0209/2)

The LDP allocates appropriate and sufficient land to meet the SDP requirements and does so in line with its compact growth strategy. No further housing land is required, at Macmerry or anywhere else. The impact of increasing the size of the site from 150 – 200 units has not been consulted on. Therefore there is no indication whether or not such an increase in the number of units could be accommodated by local infrastructure and in particular on the local road network and on the local primary school. The developer contributions framework is based on the provision of 150 houses. Any increase on this would have to be tested to assess whether there is potential for further expansion at Macmerry Primary School and Ross High School to accommodate the additional houses. In subsequent discussions with landowner East Lothian Council understands the developer wishes to proceed on the existing basis of 150 units. In relation to density, para. 7.14 states that: "*Certain locations may be developed at higher density, provided all relevant local plan policies can be satisfied.*" The LDP therefore makes provision for higher density development with the level of 30 dph being an average which should be achieved in order to reflect the character of settlement within East Lothian. Detailed design and justification for density above this level would be subject to appropriate assessment through the Development Management process. **The Council submits that a modification of the LDP is not necessary.**

PROP TT9 - Gladsmuir East

Balfour Beatty (0384/2)

Scottish Planning Policy (SPP) sets out in paragraph 57 (and associated diagram) the “*Tools for Making Better Places*” to guide the quality of development to promote positive change. Masterplans are among the range of tools available and can describe and illustrate how a proposal will meet the vision and how it will work on the ground. PAN 83 provides comprehensive guidance on the aims of a masterplan, how to create them, how they are processed by decision makers, and how they can best be implemented.

The masterplan approach is highly beneficial for relevant stakeholders including landowners, developers, consultants, and in particular the community in which the proposed development site sits. This is largely due to the collaborative nature of masterplans where local communities can gain a better understanding of how a design has been arrived at, but also to allow them to shape and influence the design in a way which meets local needs and aspirations.

The masterplan can also provide developers with greater clarity when submitting planning applications. In particular they can give developers greater certainty that relevant site specific matters have been addressed, and that local communities directly affected by development are satisfied that local needs have been considered and addressed in relation to the integration of a development. For decision makers, the masterplan also provides a visual aid in making an assessment of a proposal in relation to the Development Brief, and also to achieving core design principles of distinctiveness, welcoming, safe and pleasant, adaptability, easy to get to/move around, and resource efficient.

The Council submits that the requirement for a masterplan is site specific and the use of such an approach is not merely restricted to larger development sites. Whilst the scale of development is a factor to consider, it is also highly dependent upon the location and context of the development site. In this instance, it is considered that the existing settlement of Gladsmuir would significantly benefit from the masterplan approach considering the benefits to all parties and the comprehensive nature when weighed against other design approaches.

The requirement for a masterplan for PROP TT9 is a positive approach and would allow for higher quality sustainable design, contributing to the achievement of the principal policies of ‘Sustainability’ and ‘Placemaking’ within SPP. **The Council submits that no modification of the LDP is necessary**

Gill Highet (0358)

The details of how the site will be accessed will be approved at planning application stage and is not identified in the LDP. However the site brief prepared for this site at Gladsmuir indicatively shows a new vehicular access being created to the east side of the village which will allow vehicles to access the site without having to go through the existing village, with a shared use path for walking and cycling being created off an existing access at Lamington Road into the site. All proposals will have to accord with relevant policies of the LDP including Policy T2 General Transport Impact to ensure that sites can be safely

and conveniently accessed by pedestrian, cyclists and motor traffic and that there will be no significant adverse impacts on road safety, the convenience safety and attractiveness of walking and cycling in the area, the capacity of the road network to deal with the increase in traffic and the residential amenity as a consequence of an increase in motorised traffic. **The Council submits that no modification of the LDP is necessary**

PROP TT10 - Limeylands Road, Ormiston

Walker Group (0138/7)

The Council acknowledges the comment regarding the committed site granted planning permission in principle through an appeal decision. PROP TT10 is an allocation within the proposed LDP which is an expansion of the land allocated under the current East Lothian Local Plan 2008. PROP TT10 represents a logical westwards expansion of the village, and the site is required in order to meet the housing need and to maintain an effective 5 year housing land supply. Should alternative proposals emerge, a masterplan for the whole allocated site will be required in order to ensure that the development integrates into the surroundings. Issues regarding road safety, including the safety of those walking and cycling, will be key factors in the determination of planning proposals and measures will be required during the detailed design stages for interventions/mitigation to include independent road safety audit to ensure there is no adverse impacts on road safety. This will also be required locally for individual planning proposals when deemed necessary. **The Council submits that no modification of the LDP is necessary.**

TT11 - Elphinstone West

Rob Moore (0418/2)

The representee has raised a number of questions in respect of the development of the site. Those questions are in respect of the development of the site that can only be answered by the developer. However in answer to the other matters raised, the following responses are provided:

Expansion of settlement

The LDP has allocated a range of sites based on the housing land requirement and the need to maintain an effective 5 year housing land supply. SESplan requires that the SDA is prioritised and the LDP has been developed based on a compact spatial strategy which focuses development in the west of East Lothian. The area of land allocated under PROP TT11 is considered a sustainable location and a logical extension to the village of Elphinstone. The Council submits that the allocation of this land will contribute to the housing need, and could bring associated social, economic and environmental benefits to the existing village, contributing to vitality and viability in the longer term.

At Paragraph 3.72 on pg 74 of the proposed LDP it is acknowledged that new housing development will generate demand for education, community, health and social care services and for the provision of more capacity throughout East Lothian. As part of the strategy, consideration has been given to where best use can be made of existing facilities and where and how new facilities can be provided to support a sustainable pattern of development and local service provision in the area. The spatial strategy distributes development to locations where such capacity exists or can be provided. Expansion of

existing settlements is promoted where infrastructure solutions have been found and where landscape capacity allows. Most development is directed to existing settlements including modestly growing appropriate smaller settlements where new development could help ensure continued or new access to local services and facilities. The LDP acknowledges on p12 that East Lothian's six main towns and smaller settlements have their own distinct identities. The LDP acknowledges on P137 para 7.1 that new development affects everyone. However all new development must accord with SPP which has two principal policies - one of Sustainability and another on Placemaking. These principal policies aim to create high quality places by requiring a design led approach to new development. The LDP has an important role in delivering the Placemaking design agenda by setting a local policy context for improving design quality. This will require developers to prepare masterplans and design statements for sites. The design statements should explaining the design approach and solutions how issues would be addressed including how sites will fit with and integrate with existing settlements. **The Council submits that no modification of the plan is necessary.**

Affordable housing provision

The LDP seeks to address affordability in its spatial strategy, policies and proposals, taking into account local characteristics and the need for affordable housing. This is done in line with SPP and the findings of the SESplan Housing Need and Demand Assessment (HNDA). The LDP and Local Housing Strategy are also aligned. The LDP sets out the planning policy approach for increasing the supply of affordable housing in the area. The SESplan HNDA provides the analysis of housing need and demand in East Lothian and it has been signed off by the Scottish Government as robust and credible. Developers will be expected to work in partnership with the Council, and where relevant with RSLs, to ensure housing needs are met including in terms of tenure and house type and size. The Council has approved supplementary planning guidance to assist with the implementation of this policy. Policy HOU3 of The Proposed Plan requires 25% of all of the number of houses consented to be affordable housing, for developments of five or more houses. The Council will support a variety of tenures of affordable housing including, among others, social rented, mid-market rent, discounted sale and shared equity homes. For the market housing the Council expects a variety of house types with different prices to be available. The approach to delivering affordable housing must be agreed with the Council. These discussions will be informed by current assessment of the type and location of affordable housing required. **The Council submits that no modification of the plan is necessary.**

Prime agricultural land

In relation to paragraph 80 of Scottish Planning Policy, which states "*development on prime agricultural land ... should not be permitted except where it is essential as a component of the settlement strategy...*", the Council considers the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the required development needs identified in the SDP. The Council notes that no reference is made in paragraph 40 of Scottish Planning Policy to prime agricultural farmland being a specific policy principle for development plans to follow in promoting a sustainable pattern of development appropriate to an area. The Council considers the Proposed Plan is consistent with Scottish Planning Policy on the use of prime agricultural farmland for producing a development strategy. Where possible, brownfield sites have been proposed for allocation (including NK6). Given the scale of development requirement identified in the SDP for

East Lothian, the shortage of available brownfield land in East Lothian, and the geographical location of prime agricultural farmland, it has been inevitable that agricultural land has had to come forward for allocation. Use of prime agricultural land has been considered in the Draft Environmental Report under taken in the preparation of the LDP. Prime agricultural farmland, as with Green Belt land, is one of a range of factors taken into account in considering sites to fit a sustainable development strategy. Other factors which require to be considered as part of a development strategy include, but not exclusively, proximity of sites to: public transport, facilities (e.g. leisure and retail), services, employment, landscape and topography. A decision balancing all of these factors is required and the Council considers the sites allocated in the Proposed Plan required to meet identified strategic requirements is the best available given the restricted availability of suitable sites. **The Council submits that no modification of the plan is necessary.**

Biodiversity

All sites were assessed for Strategic Environmental Assessment and screened for Habitats Regulations Assessment. This site did not raise any issues of protected species on the site. The site was assessed to understand its potential impact on a range of environmental topic areas including biodiversity, flora and fauna and human health if it were developed. (Core Doc Site Assessments Tranent: Elphinstone West) The Council took the decision to allocate the site at its meeting on 17 November 2015 having had regard to the site assessments. **The Council submits that no modification of the plan is necessary.**

Developer contributions

The Council has set out the implementation requirements for new development in Policy DEL1 and the associated Developer Contributions Framework Supplementary Guidance (SG) will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure. The developer contributions framework is based on the provision of 80 houses. Any increase on this would have to be tested to assess whether there is potential for further expansion at Elphinstone Primary School and Ross High School to accommodate the additional houses. **The Council submits that no modification of the plan is necessary.**

Education

The developers of PROP TT11 shall make contributions £5,875.00 per house towards the expansion of Elphinstone Primary School, including any necessary campus land expansion. The developer of this site shall make contributions towards the off-site enhancement of Elphinstone playing field changing facility as well as provide facilities for vehicle turning and parking for the sports facility on the Elphinstone West site. Contributions may also be required towards other facilities or infrastructure, such as open space. **The Council submits that no modification of the plan is necessary.**

Open space/play space provision

Policy OS3 Minimum Open Space Standard for New General Needs Housing & Development OS4 Play Space Play Space Provision in new General Needs Housing of the LDP lay out the requirements for open space and play provision in housing development General Needs Housing Development. **The Council submits that no modification of the plan is necessary.**

Transport

The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;
- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T27-T28 identify interventions at Tranent Town centre to help facilitate this.

In addition the TA suggests that queuing on Birsley Road and Elphinstone Road would be significantly improved by adding a left turn filter to the existing signal at the A199 Bridge St with Birsley Road which again would improve traffic flow through the town. Accordingly PROP T28 of the LDP supports this. Issues regarding road safety, including the safety of

those walking and cycling, will be key factors in the determination of planning proposals and measures will be required during the detailed design stages for interventions/mitigation to include independent road safety audit to ensure there is no adverse impacts on road safety. This will also be required locally for individual planning proposals when deemed necessary.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes. **The Council submits that no modification of the plan is necessary.**

Air quality and noise

Issues relating to noise and air quality during construction can be addressed through conditions on planning applications. The conditions would be prepared in conjunction with the Council's Roads and Environmental Health services and would apply national standards on noise and air quality to the construction phase of the development. Any breaches can be addressed through the planning process. Issues relating to post construction noise and air quality, and breaches of national standards, can also be addressed through Environmental Health legislation. The Council appreciates the developments will create change but does not expect national standards on noise and air quality to be breached. **The Council submits that no modification of the plan is necessary.**

Health care

The key agency with the responsibility for health provision, NHS Lothian, was consulted during the publication of the proposed plan. Tranent Medical Practice is the largest in East

Lothian. It has sufficient capacity to accommodate growth resulting from committed development. However not the proposed developments including that at TT11 which will create additional pressure. Any additional capacity will be met by expansion of the existing facility. Consequently land is safeguarded to the west side of the existing medical facility for this purpose. **The Council submits that no modification of the plan is necessary.**

Digital communication

The LDP at Para 1.40 states "High speed digital networks (240mb and above) are programmed for expansion across almost all of East Lothian by 2018. This means that 90% of properties will be served by this broadband speed and all remaining ones (likely to be in the countryside) are programmed to have at least 2mb provision in the same period." Policy DCN2: Provision for Broadband Connectivity in New Development of the LDP requires Development proposals of 5 or more homes, or proposals for employment generating uses with a floor area of 100m² or larger, shall as part of the development make provision for deliverable opportunities for digital infrastructure to the proposed new homes or business premises as relevant, particularly provision for ducting and fibre or wiring for broadband connectivity.

The Council submits that a modification of the LDP is not necessary.

Historic environment

The Council acknowledges that the Listed former ecclesiastical building is situated opposite the PROP TT11, although it is not within the boundary of this allocation. A planning application has been submitted for development at this site (16/00016/PAN) which is currently being considered. The indicative masterplan for this site shows that the dwellings positioned closest to the Listed Building will be significantly set back from the highway and also include planting on the southern side of the site. These aspects are considered to retain the character of the setting and any views to and from the building. Whilst the full impact will be assessed through the Development Management process, the allocation of PROP TT11 is not considered to significantly impact upon the character or setting of this Listed Building. **The Council submits that no modification of the plan is necessary.**

Utilities

Matters relating to power and water supply are not issues for the LDP. Scottish Water has confirmed that the site can be supplied with water from Castle Moffat WTW. **The Council submits that no modification of the plan is necessary.**

Woodland

The Council submits that there should be no significant destruction of mature woodland as part of the development of the site. The draft Development Brief allows for connections to footpaths within the woodland to the east of the site but this should not require the felling of trees. **The Council submits that no modification of the plan is necessary.**

PROP TT12 - Woodhall Road, Wester Pencaitland

Suzanna Hamilton (0130) P E Grant (0132) Margaret Clark (0150) Jacob Manning (0143/1) Alistair Kettles (0320/1), Linda Kelly (0421)

Transportation

The Council submits that new development should provide in full for the parking requirements of that development, but is not required to resolve any existing parking issues. The relevant Transport policies – Policies T1 & T2 - of the LDP will ensure that PROP TT12 is: (a) located where sites can be safely accessed and where development will have no significant adverse impact on road safety, including the safety of those walking or cycling in the vicinity, and (b) has no significant adverse impact on the residential amenity as a consequence of an increase in traffic. Any development proposals would be subject to Design Policies DP1-DP5 of the Proposed LDP which should ensure that design of development including access roads and parking are sufficient and of a high quality. Detailed matters such as site access (including for construction) and visibility will be assessed at the time of a planning application.

The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify

interventions at Meadowmill roundabout to help facilitate this;

- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T27-T28 identify interventions at Tranent Town centre to help facilitate this.

In addition the TA suggests that queuing on Birsley Road and Elphinstone Road would be significantly improved by adding a left turn filter to the existing signal at the A199 Bridge St with Birsley Road which again would improve traffic flow through the town. Accordingly PROP T28 of the LDP supports this. Issues regarding road safety, including the safety of those walking and cycling, will be key factors in the determination of planning proposals and measures will be required during the detailed design stages for interventions/mitigation to include independent road safety audit to ensure there is no adverse impacts on road safety. This will also be required locally for individual planning proposals when deemed necessary.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes.

The Plan acknowledges that air quality is an important element in sustainable placemaking, contributing to health and well-being, as well as environmental protection. The main source of air pollution in East Lothian is emissions from road traffic. An Air Quality Management Area (AQMA) was declared in Musselburgh High Street in November 2013 due to annual mean levels of nitrogen dioxide resulting from road traffic emissions; an Action Plan has been prepared and was published in February 2017. Air quality

continues to be monitored at other locations, including Tranent High Street, though National Air Quality Standards are currently met in these other locations. The Council submits that the relevant measures are in place and these together with Policy NH12: Air Quality and the adopted Air Quality Management Plan for Musselburgh High Street will ensure that the management of pollution from traffic is addressed satisfactorily.

Matters including road/footway maintenance and gritting are dealt with by ELC Road Services and are not part of the LDP. **The Council submits that no modification of the plan is necessary.**

Noise

Issues relating to noise during construction can be addressed through conditions on planning applications as part of the Development Management process. Any conditions would be prepared in conjunction with the Council's Roads and Environmental Health services and would apply national standards on noise to the construction phase of the development. Any breaches of these can be addressed through the planning/enforcement process. The Council appreciates that the development will create change including some additional traffic. However, the issue of noise would be assessed during the detailed planning application process. Through consultation with the Council's Environmental Health section, noise would be assessed as part of the material planning considerations, together with requirements for any mitigation. The Council does not however expect national standards on noise to be breached. The Council does not consider that there would be a significant adverse effect on existing residential areas from the increased traffic that would arise from this development. **The Council submits that no modification of the plan is necessary.**

Amenity and design

Issues of residential amenity such as overlooking, overshadowing, privacy, loss of light and future extensions to existing dwellings are matters considered through the Development Management process as part of an assessment of a detailed planning application. In relation to the design, orientation, size and height of dwellings for the site, a Draft Development Brief has been prepared and will be finalised after the Examination, and all proposals will be subject to assessment against Design Policies DP1-DP5 through the planning application process. The Council submits that the size of site, which is for only 16 houses, is an appropriate scale of site for the village. Because of its location generally in a less prominent area of Pencaitland the Council submits that its development will not detract from the area.

PROP TT12 has been identified within the proposed LDP 2016 as being suitable for circa. 16 dwellings. The LDP Environmental Report Appendix 7 - Tranent Area identified the relevant constraints for this site including both physical (infrastructure) and environmental (landscape, cultural and heritage). The Draft Development Brief has however indicated that a hedgerow would be required along the western boundary, thereby creating a strong edge. The Council submits that the site as allocated is intended to be a standalone site and the Council does not expect there to be further development to the west. **The Council submits that no modification of the plan is necessary.**

Impact on Conservation Area

PROP TT12 is outside the Pencaitland Conservation Area though it is recognised that part of the site boundary is adjacent to the Conservation Area boundary. The site is however

screened from the north being located to the rear of houses on Beech Terrace. Access is to be taken from Woodhall Road which is also outside of the Conservation Area boundary, being located further south. Though subject to consideration at the planning application stage, the development of PROP TT12 is not considered to have a detrimental impact on the character or setting of the Conservation Area. Para.137 of SPP refers to the care and protection of designated and non-designated historic environment and requires positive change in the historic environment to be informed by a clear understanding of the importance of the heritage assets affected. The Council submits that a site assessment was undertaken for the TT12 site and in respect of cultural heritage noted that development of the site would be unlikely to have a significant effect on the Pencaitland Conservation Area to the north/northeast of the site. The Council acknowledges that there are scheduled monuments in the vicinity and that there is moderate potential for unknown archaeological remains on the site. This will be fully assessed at the time of a planning application. Para.143 states that proposals for development outwith conservation areas can have an impact on the character appearance and setting of the conservation area. The Council submits that the edge of the Pencaitland Conservation Area at the point at which it abuts the site largely comprises fences and hedges at back gardens with generally low houses beyond. The Council therefore submits that the development of the Woodhall site should not adversely affect the character appearance and setting of the conservation area in principle, subject to detailed design proposals. **The Council submits that no modification of the plan is necessary.**

Biodiversity

All sites were assessed for Strategic Environmental Assessment and screened for Habitats Regulations Assessment. This site did not raise any issues of protected species on the site. The site was assessed to understand its potential impact on a range of environmental topic areas including biodiversity, flora and fauna and human health if it were developed. (Core Doc Site Assessments Tranent: Woodhall Road) The Council took the decision to allocate the site at its meeting on 17 November 2015 having had regard to the site assessments. **The Council submits that no modification of the plan is necessary.**

Prime agricultural land

Para 79 requires an LDP spatial strategy to safeguard land suitable for food production and para 80 outlines the circumstances where good quality land may be used for development. In relation to paragraph 80 of Scottish Planning Policy, which states "*development on prime agricultural land ... should not be permitted except where it is essential as a component of the settlement strategy...*", the Council considers the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the required development needs identified in the SDP. The Council notes that no reference is made in paragraph 40 of Scottish Planning Policy to prime agricultural farmland being a specific policy principle for development plans to follow in promoting a sustainable pattern of development appropriate to an area. The Council considers the Proposed Plan is consistent with Scottish Planning Policy on the use of prime agricultural farmland for producing a development strategy. Where possible, brownfield sites have been proposed for allocation (including NK6). Given the scale of development requirement identified in the SDP for East Lothian, the shortage of available brownfield land in East Lothian, and the geographical location of prime agricultural farmland, it has been inevitable that agricultural land has had to come forward for allocation. Use of prime agricultural land has been

considered in the Draft Environmental Report undertaken in the preparation of the LDP. Prime agricultural farmland, as with Green Belt land, is one of a range of factors taken into account in considering sites to fit a sustainable development strategy. Other factors which are required to be considered as part of a development strategy include, but not exclusively, proximity of sites to: public transport, facilities (e.g. leisure and retail), services, employment, landscape and topography. A decision balancing all of these factors is required and the Council submits the sites allocated in the Proposed Plan are required to meet identified strategic requirements and are the best available. **The Council submits that no modification of the plan is necessary.**

Permission from landowner

The Council does not require permission from a landowner to allocate a site for development within the LDP. However the site was included within the MIR and the Council received no objection from the landowner to its inclusion within the MIR or within the draft proposed LDP. Therefore this has been taken as an indication that the landowner does not object to the principle of its inclusion within the LDP. **The Council submits that no modification of the plan is necessary.**

Expansion of settlement

The LDP acknowledges on p12 that East Lothian's six main towns and smaller settlements have their own distinct identities. Their historic character means they are well consolidated with few remaining urban brownfield redevelopment opportunities. This means a significant amount of greenfield prime agricultural land has been allocated to meet the SDP's requirements. Expansion of existing settlements is promoted where infrastructure solutions have been found and where landscape capacity allows. The LDP acknowledges on p.137 para. 7.1 that new development affects everyone. However all new development must accord with SPP which has two principal Policies - one of Sustainability and another on Placemaking. These principal policies aim to create high quality places by requiring a design led approach to new development. The LDP has an important role in delivering the Placemaking design agenda by setting a local policy context for improving design quality. This will require developers to prepare masterplans and design statements for sites. The design statements should explaining the design approach and solutions how issues would be addressed including how sites will fit with and integrate with existing settlements.

At paragraph 3.72 on p74 of the proposed LDP it is acknowledged that new housing development will generate demand for education, community, health and social care services and for the provision of more capacity throughout East Lothian. The spatial strategy distributes development to locations where such capacity exists or can be provided. As part of the strategy, consideration has been given to where best use can be made of existing facilities and where and how new facilities can be provided to support a sustainable pattern of development and local service provision in the area.

The LDP identifies Pencaitland as a settlement where education, community, health and social care facilities exist and can be accommodated by the sites proposed for development at TT12 Woodhall Road, TT13 Lempockwells Road and TT14 Parkview. The Council submits that in the preparation of the LDP it has consulted with all service areas within ELC to consider the extent of additional public amenity facilities that may be required as a result of LDP allocations. Where additional facilities were identified these are outlined in Growing our Economy and Communities chapter of the LDP.

It is acknowledged that Blindwells has been identified as a site which can accommodate 1600 houses and land for education and employment uses in the plan period provided comprehensive solutions can be identified to overcome infrastructure issues on the site. Thereafter land is safeguarded for the future expansion of Blindwells. However, not all the 1,600 houses at Blindwells will come forward at the same time and the Council is required to ensure that a range of sites deliver new housing in phased periods. The Council submits that these include smaller sites such as Woodhall Road. The LDP acknowledges on P137 para 7.1 that new development affects everyone. However all new development must accord with SPP which has two principal Policies - one of Sustainability and another on Placemaking. These principal policies aim to create high quality places by requiring a design led approach to new development. The LDP has an important role in delivering the placemaking design agenda by setting a local policy context for improving design quality. This will require developers to prepare masterplans and design statements for sites. The design statements should explain the design approach and identify solutions as to how issues would be addressed including how sites will fit with and integrate with existing settlements. Developer contributions will be sought from developers to fund an additional classroom at Pencaitland Primary School. In line with Policy OS3, on-site provision of open space is encouraged for developments of less than 20 dwellings but is not required. **The Council submits that no modification of the plan is necessary.**

Neighbour notification

The requirements for advertisement and neighbour notification for the LDP are laid out in Circular 6/2013: Development Planning. These requirements have been adhered to and met by East Lothian Council, including notifying all relevant neighbours within 20m of a proposal and the placement of an advertisement in the local press notifying interested parties where information can be found on the LDP and how a representation can be made.

Education

Contributions will be required from the developers of sites at Woodhall Road (Proposal TT12), and Lempockwells Road (Proposal TT13) which is committed but not yet under construction, and Park View (Proposal TT14) Pencaitland towards the provision of additional education capacity at Pencaitland Primary School. Contributions may also be required towards other facilities or infrastructure, such as open space.

The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. Officers from the Council's Education Service and Property Services have been consulted throughout the process of the LDP preparation and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. The Council has assessed the additional education accommodation / capacity required for Pencaitland Primary School. This is in line with Scottish Government Guidance, 'Determining Primary School Capacity 2014'. Technical Note 14 has been prepared on this basis and details the accommodation requirements for pre-school and primary, based on the number of pupils projected to arise from new developments in the catchment area on a cumulative basis. In addition to classrooms, this includes toilets, cloaks, general purpose spaces, dining and PE and any other essential core accommodation required to cater for the increased capacity, such as circulation space etc. In line with East Lothian Council's LDP Draft Developer Contributions Framework, developer contributions will be

sought to fund the required additional capacity at Pencaitland Primary School to accommodate the projected pupils arising from planned and committed housing within the catchment area. **The Council submits that no modification of the plan is necessary.**

Housing tenure

The site is allocated as a housing site and is privately owned without any requirement for any particular tenure of housing. Policy HOU3 of the LDP requires a minimum of 25% affordable housing to be provided. Affordable house allocation is a matter for the affordable housing provider and not a relevant matter for the LDP. **The Council submits that no modification of the plan is necessary.**

PROP TT13 – Lempockwells Road, Wester Pencaitland

Gladman Scotland (0207/2)

Increasing units on site

The LDP proposes allocating this site for circa 115 units. A recent appeal decision (PPA-210-2049 on 16th September 2015 against the refusal of planning permission - 14/00732/PPM) allowed the development of up to 120 units on the site. Para. 7.14 of the LDP states that: "*Certain locations may be developed at higher density, provided all relevant local plan policies can be satisfied.*" The LDP therefore makes provision for higher density development with the level of 30 dph being an average which should be achieved in order to reflect the character of settlement within East Lothian. Detailed design and justification for unit numbers and density would be subject to appropriate assessment through the Development Management process as part of detailed planning applications. **The Council submits that a modification of the LDP is not necessary.**

Jacob Manning (0143/2) and Alistair Kettles (0320/2)

Expansion of settlement and design

The LDP acknowledges on p12 that East Lothian's six main towns and smaller settlements have their own distinct identities. Their historic character means they are well consolidated with few remaining urban brown-field re-development opportunities. This means a significant amount of Greenfield prime agricultural land has been allocated to meet the SDPs requirements. Expansion of existing settlements is promoted where infrastructure solutions have been found and where landscape capacity allows. The LDP acknowledges on P137 para. 7.1 that new development affects everyone. However all new development must accord with SPP which has two principal Policies - one of Sustainability and another on Placemaking. These principal policies aim to create high quality places by requiring a design led approach to new development. The LDP has an important role in delivering the Placemaking design agenda by setting a local policy context for improving design quality. This will require developers to prepare masterplans and design statements for sites. The design statements should explain the design approach and solutions how issues would be addressed including how sites will fit with and integrate with existing settlements. **The Council submits that no modification of the plan is necessary.**

Infrastructure

At paragraph 3.72 on p.74 of the proposed LDP it is acknowledged that new housing development will generate demand for education, community, health and social care

services and for the provision of more capacity throughout East Lothian. As part of the strategy, consideration has been given to where best use can be made of existing facilities and where and how new facilities can be provided to support a sustainable pattern of development and local service provision in the area. The spatial strategy distributes development to locations where such capacity exists or can be provided. Expansion of existing settlements is promoted where infrastructure solutions have been found and where landscape capacity allows. Most development is directed to existing settlements including modestly growing appropriate smaller settlements where new development could help ensure continued or new access to local services and facilities. **The Council submits that no modification of the plan is necessary.**

Education

Contributions will be required from the developers of sites at Woodhall Road (Proposal TT12), and Lempockwells Road (Proposal TT13) which is committed but not yet under construction, and Park View (Proposal TT14) Pencaitland towards the provision of additional education capacity at Pencaitland Primary School. Contributions may also be required towards other facilities or infrastructure, such as open space. **The Council submits that no modification of the plan is necessary.**

Transportation

The Council submits that new development should provide in full for the parking requirements of that development, but is not required to resolve any existing parking issues. All proposals will have to accord with relevant policies of the LDP including Policy T2: General Transport Impact to ensure that sites can be safely and conveniently accessed by pedestrian, cyclists and traffic and that there will be no significant adverse impacts on road safety, the convenience safety and attractiveness of walking and cycling in the area, the capacity of the road network to deal with the increase in traffic, or residential amenity as a consequence of an increase in traffic.

The relevant Transport policies – Policies T1 & T2 - of the LDP will ensure that PROP TT13 is: (a) located where sites can be safely accessed and where development will have no significant adverse impact on road safety, including the safety of those walking or cycling in the vicinity, and (b) has no significant adverse impact on the residential amenity as a consequence of an increase in traffic. Any development proposals would be subject to Design Policies DP1-DP5 of the Proposed LDP which should ensure that design of development including access roads and parking are sufficient and of a high quality. Detailed matters such as site access (including for construction) and visibility will be assessed at the time of a planning application.

The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;
- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T27-T28 identify interventions at Tranent Town centre to help facilitate this.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active

travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes.

The Plan acknowledges that air quality is an important element in sustainable placemaking, contributing to health and well-being, as well as environmental protection. The main source of air pollution in East Lothian is emissions from road traffic. An Air Quality Management Area (AQMA) was declared in Musselburgh High Street in November 2013 due to annual mean levels of nitrogen dioxide resulting from road traffic emissions; an Action Plan has been prepared and was published in February 2017. Air quality continues to be monitored at other locations, including Tranent High Street, though National Air Quality Standards are currently met in these other locations. The Council submits that the relevant measures are in place and these together with Policy NH12: Air Quality will ensure that the management of pollution from traffic is addressed satisfactorily. **The Council submits that no modification of the plan is necessary.**

PROP TT14 – Park View, Easter Pencaitland

Graeme P Chatham (0019) Jacob Manning (0143/3) Alistair Kettles (0320/3), Paul Jaworski (0203)

Flooding and drainage

The site assessment carried out for Park View for the SEA did not identify it as a site to be shown at risk of river, coastal or surface water flooding. The Scottish Environmental Protection Agency did not raise any objections to the inclusion of the site in the LDP. However as part of the planning application process the site should be subject to Flood Risk Assessment and Drainage Impact Assessment which would identify any flooding issues and how they should be mitigated. The site assessment also states that PROP TT14 is served by Roseberry Water Treatment Works and Pencaitland Waste Water Treatment Works. Roseberry WTW has available capacity and Pencaitland WWTW has very limited capacity. However, the developer, in conjunction with advice from Scottish Water, will be required to demonstrate that a drainage solution is available for the site.

The Council submits that no modification of the plan is necessary.

Expansion of village

In Paragraph 3.72 on pg 74 of the proposed LDP it is acknowledged that new housing development will generate demand for education, community, health and social care services and for the provision of more capacity throughout East Lothian. The spatial strategy distributes development to locations where such capacity exists or can be provided. As part of the strategy, consideration has been given to where best use can be made of existing facilities and where and how new facilities can be provided to support a sustainable pattern of development and local service provision in the area. The LDP identified Pencaitland as a settlement where education, community and health and social

care facilities exist and can be accommodated by the sites proposed for development at TT12 Woodhall Road, TT13, Lempockwells Road and TT14 Parkview. Blindwells has been identified as a site which can in the plan period accommodate 1600 houses and land for education and employment uses provided comprehensive solutions can be identified to overcome infrastructure issues on the site. Thereafter land is safeguarded for the future expansion of Blindwells. **The Council submits that no modification of the plan is necessary.**

Transportation

The Service Manager for Roads (Infrastructure) has not raised any issues with the principle of allocating this site for housing in the LDP. The Council submits that new development should provide in full for the parking requirements of that development, but is not required to resolve any existing parking issues. All proposals will have to accord with relevant policies of the LDP including Policy T2: General Transport Impact to ensure that sites can be safely and conveniently accessed by pedestrian, cyclists and traffic and that there will be no significant adverse impacts on road safety, the convenience safety and attractiveness of walking and cycling in the area, the capacity of the road network to deal with the increase in traffic, or residential amenity as a consequence of an increase in traffic.

The relevant Transport policies – Policies T1 & T2 - of the LDP will ensure that PROP TT13 is: (a) located where sites can be safely accessed and where development will have no significant adverse impact on road safety, including the safety of those walking or cycling in the vicinity, and (b) has no significant adverse impact on the residential amenity as a consequence of an increase in traffic. Any development proposals would be subject to Design Policies DP1-DP5 of the Proposed LDP which should ensure that design of development including access roads and parking are sufficient and of a high quality. Detailed matters such as site access (including for construction) and visibility will be assessed at the time of a planning application.

The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;
- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T27-T28 identify interventions at Tranent Town centre to help facilitate this.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to

manage, secure and deliver integrated and positive transportation and planning outcomes.

At project level, a Transport Statement would need to be submitted to support a planning application for this site. This would identify any mitigation required at the junction. The Draft Development Brief indicates that vehicular access will be taken from the B6355 with the lane beside the telephone exchange used as a pedestrian access.

The Council submits that new development should provide in full for the parking requirements of that development, but is not required to resolve any existing parking issues. All proposals will have to accord with relevant policies of the LDP including Policy T2: General Transport Impact to ensure that sites can be safely and conveniently accessed by pedestrian, cyclists and traffic and that there will be no significant adverse impacts on road safety, the convenience safety and attractiveness of walking and cycling in the area, the capacity of the road network to deal with the increase in traffic, or residential amenity as a consequence of an increase in traffic.

The relevant Transport policies – Policies T1 & T2 - of the LDP will ensure that PROP TT13 is: (a) located where sites can be safely accessed and where development will have no significant adverse impact on road safety, including the safety of those walking or cycling in the vicinity, and (b) has no significant adverse impact on the residential amenity as a consequence of an increase in traffic. Any development proposals would be subject to Design Policies DP1-DP5 of the Proposed LDP which should ensure that design of development including access roads and parking are sufficient and of a high quality. Detailed matters such as site access (including for construction) and visibility will be assessed at the time of a planning application.

The Plan acknowledges that air quality is an important element in sustainable placemaking, contributing to health and well-being, as well as environmental protection. The main source of air pollution in East Lothian is emissions from road traffic. An Air Quality Management Area (AQMA) was declared in Musselburgh High Street in November 2013 due to annual mean levels of nitrogen dioxide resulting from road traffic emissions; an Action Plan has been prepared and was published in February 2017. Air quality continues to be monitored at other locations, including Tranent High Street, though National Air Quality Standards are currently met in these other locations. The Council submits that the relevant measures are in place and these together with Policy NH12: Air Quality and the adopted Air Quality Management Plan for Musselburgh High Street will ensure that the management of pollution from traffic is addressed satisfactorily.

Issues regarding road safety, including the safety of those walking and cycling, will be key factors in the determination of planning proposals and measures will be required during the detailed design stages for interventions/mitigation to include independent road safety audit to ensure there is no adverse impacts on road safety. This will also be required locally for individual planning proposals when deemed necessary. Matters including road/footway maintenance and gritting are dealt with by ELC Road Services and are not part of the LDP. **The Council submits that no modification of the plan is necessary.**

Amenity

The Council submits that the lane is accessible by the public at present. Any intensification of this by pedestrians is not expected to exacerbate the situation to the point where privacy and amenity significantly more affected than the present situation. **The**

Council submits that no modification of the plan is necessary.

Noise and air quality

The matter of noise and air quality during construction can be addressed through conditions on planning permissions. The conditions would be prepared in conjunction with the Council's Roads and Environmental Health services and would apply national standards on noise and air quality to the construction phase of the development. Any breaches can be addressed through the planning/enforcement process. Issues relating to post construction noise and air quality, and breaches of national standards, can also be addressed through Environmental Health legislation. The Council appreciates the developments will create change but does not expect national standards on noise and air quality to be breached. **The Council submits that no modification of the plan is necessary.**

Conservation Area and Designed Landscape

The site is within Pencaitland conservation area and also within the Winton House Designed Landscape. The Council submits that a site assessment was undertaken for the TT14 site and in respect of cultural heritage noted that development of the site would be unlikely to have a significant effect on the Pencaitland Conservation Area. Any development proposals must accord with Policy CH2 of the LDP whereby development must be located and designed to preserve or enhance the special architectural or historic character or appearance of the Conservation Area. Furthermore in accordance with Policy CH6 – Gardens and Designed Landscape - development should not significantly harm the elements justifying designation of sites of national importance listed in the Inventory of Gardens and Designed Landscape. **The Council submits that no modification of the plan is necessary.**

Site assessment

The site assessment carried out for Park View for the SEA did not identify it as a site to be shown at risk of river, coastal or surface water flooding. The Scottish Environmental Protection Agency did not raise any objections to the inclusion of the site in the LDP. However as part of the planning application process the site should be subject to Flood Risk Assessment and Drainage Impact Assessment which would identify any flooding issues and how they should be mitigated. The Service Manager for Roads (Infrastructure) has not raised any issues with the principal of allocating this site for housing in the LDP. However, a Transport Statement would need to be submitted to support the planning application for this site. This would identify any mitigation required at the junction. **The Council submits that no modification of the plan is necessary.**

Cost of land

The Council has not purchased the land at Parkview. The LDP allocates land for development and does not require the Council to own the land to do so. Any developer would have to secure the right to develop the land from the landowner. **The Council submits that no modification of the plan is necessary.**

Education

The Draft Developer Contributions Supplementary Guidance states that there is existing capacity at Pencaitland Primary School to accommodate pupil demand generated from the new houses. The number of pupils projected to arise from the additional housing can be accommodated within the current capacity of Pencaitland Primary school. Developer

contributions will be sought to fund the required additional capacity at Ross High School. Contributions will be required from the developers of sites at Woodhall Road (Proposal TT12), and Lempockwells Road (Proposal TT13) which is committed but not yet under construction, and Park View (Proposal TT14) Pencaitland towards the provision of additional education capacity at Pencaitland Primary School. Contributions may also be required towards other facilities or infrastructure, such as open space.

The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the LDP preparation process and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. The Council has assessed the additional education accommodation / capacity required for Pencaitland Primary School. This is in line with Scottish Government Guidance, 'Determining Primary School Capacity 2014'. Technical Note 14 has been prepared on this basis and details the accommodation requirements for pre-school and primary, based on the number of pupils projected to arise from new developments in the catchment area on a cumulative basis. In addition to classrooms, this includes toilets, cloaks, general purpose spaces, dining and PE and any other essential core accommodation required to cater for the increased capacity, such as circulation space etc. In line with East Lothian Council's LDP Draft Developer Contributions Framework, developer contributions will be sought to fund the required additional capacity at Pencaitland Primary School to accommodate the projected pupils arising from planned and committed housing within the catchment area.

The Council has carefully considered the reasons put forward but remains of the view that there is no justification to remove the allocation of this land for housing. The Council is of the view that adequate mitigation measures for this site can be achieved. **The Council submits that a modification of the LDP is not necessary.**

TT15 - Humbie North

Lindsey Bamber (0050) Fiona Mclean (0144) Humbie, East and West Saltoun and Bolton Community Council (0332/1) Alistair Beck (0352/1) Chris & Joy Clark (0377/2) Haddington and District Amenity Society (0327/4)

Site not in MIR

The first stage of the Council's site identification and selection was a call for sites prior to the preparation of the Main Issues Report. This non-statutory stage was important to help identify sites with a landowner willing to release them for development as well as where there may be developer interest to build homes to meet the SDP Housing Land Requirement. Sites considered suitable for development were presented in the MIR with Preferred Sites and Reasonable Alternatives identified, and in some cases Other Options too (for the reasons explained at paragraph 6.2 of the MIR). All sites were subject to SEA site assessment at this stage, including what is now proposed to be allocated by the LDP as site TT15 (SEA site assessment ref PM/TT/HSG095).

Site TT15 at Humbie was not included at MIR stage as a location for new housing as it is not within the SDA, and at that stage the amount of land that was identified as a 'preferred' housing allocation by the MIR was considered appropriate and sufficient to meet the SDP Housing Land Requirement. However, the Council submits that there were a number of

responses to the MIR from landowners and developers and the house building industry. These suggested that significantly more housing land than was 'preferred' to be allocated by the MIR would be required in East Lothian to meet the SDP Housing Land Requirement and to maintain a five years supply of effective housing land, particularly in the short term up to 2019. Those consultation responses also suggested that a combination of the 'compact' and 'dispersed' spatial strategy options consulted on at MIR stage should be followed by the proposed LDP, as all of East Lothian is a marketable location.

When selecting sites for inclusion in the proposed LDP, the Council looked first to those which were 'preferred' in the MIR and which had no technical issues in principle raised through the MIR consultation. However, further sites were needed over and above those and many of the 'reasonable alternative' sites in the west of East Lothian were chosen for inclusion within the proposed LDP. Overall, most of the 'reasonable alternative' sites are included within the proposed LDP. However, sites at east Tranent (ALT – T5, T6 and T7) were not selected despite being within the SDA for the reasons explained within the MIR and because it was considered they may prejudice the development of Blindwells. Land at Eweford (MIR reference ALT-D1) was not included as it was a large site, the majority of which could not be developed in the short term. As such, more sites capable of delivery within the short term would be needed to meet the Housing Land Requirement of the SDP than those set out within the MIR. As such, additional small scale sites within and outwith the SDA were sought, in accordance with SDP Policy 7. In some cases sites were allocated to help sustain pupil rolls in smaller rural primary schools, such as Humbie (LDP paragraph 3.93).

The Council submits that site TT15 had previously been put forward as part of a larger land area by the landowner of land at the north part of the PROP TT15. It was also included within the Interim SEA Environmental Report and consulted on through that process at MIR stage. When it became clear that additional new sites were required to meet the housing land requirements, the site at Humbie was one of those included in the draft Proposed Plan, subject to further consultation before the Proposed LDP was published. Further public engagement work was consequently done by the Council and held with relevant Community Councils, including Humbie, East and West Saltoun and Bolton Community Council in February 2016 in accordance with paragraph 80 of Circular 6/2013: Development Planning. The purpose of the further consultation was to raise awareness of the proposal to allocate the site and for responses to be submitted to the Council for consideration when it decided on the content of its finalised proposed LDP for representation. **The Council submits that no modification of the plan is necessary.**

Permission from landowner

PROP TT15 is understood to be in two ownerships. The owner of the northern part of the site which is rectangular in shape has however confirmed that they are willing to see the site developed for residential use. It is not necessary for landowners to give approval for a site to be allocated through the LDP. However, with regards to the development of a site and the submission of planning applications, matters relating to land ownership would be for the applicant to resolve. **The Council submits that no modification of the plan is necessary.**

Expansion of village/design

All new development must accord with SPP which has two principal Policies - one of Sustainability and another on Placemaking. These principal policies aim to create high

quality places by requiring a design led approach to new development. The LDP has an important role in delivering the Placemaking design agenda by setting a local policy context for improving design quality. This will require developers to prepare masterplans and design statements for sites. The design statements should explain the design approach and solutions as to how issues would be addressed, including how sites will fit with and integrate with existing settlements. The Council will adopt a final Development Brief for the Humble site following examination. This will give more detailed guidance on the form of development the Council expects to see delivered on the site. **The Council submits that no modification of the plan is necessary.**

Transportation

The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;

- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T27-T28 identify interventions at Tranent Town centre to help facilitate this.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes.

The details of how the site will be accessed will be approved at planning application stage. However the Draft Development Brief that has been prepared for PROP TT15 identifies the existing access at Kippithill as being the location for access. The Service Manager for Transportation did not raise any issues with this. Any proposal must satisfy POL T2: General Transport Impact to ensure that the site has no significant impact on road safety, the convenience safety and attractiveness of walking and cycling in the area, the capacity of the road network to deal with the increase in traffic, and the residential amenity as a consequence of an increase in motorised traffic. **The Council submits that no modification of the plan is necessary.**

Infrastructure

At paragraph 3.72 on p.74 of the proposed LDP it is acknowledged that new housing development will generate demand for education, community, health and social care services and for the provision of more capacity throughout East Lothian. As part of the strategy, consideration has been given to where best use can be made of existing facilities and where and how new facilities can be provided to support a sustainable pattern of development and local service provision in the area. The spatial strategy distributes

development to locations where such capacity exists or can be provided. Expansion of existing settlements is promoted where infrastructure solutions have been found and where landscape capacity allows. Most development is directed to existing settlements including modestly growing appropriate smaller settlements where new development could help ensure continued or new access to local services and facilities. **The Council submits that no modification of the plan is necessary.**

Education

The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the LDP preparation process and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. The assessment, as set out in the Developer Contributions Framework Supplementary Guidance, confirms that there is existing capacity at Humbie Primary School to accommodate the projected primary pupil rolls arising from planned and committed housing in the Humbie catchment area including PROP TT15. In line with East Lothian Council's LDP Draft Developer Contributions Framework, developer contributions will be sought to fund the required additional capacity at Ross High School to accommodate the projected secondary-aged pupils arising from planned and committed housing across the Tranent cluster. **The Council submits that no modification of the plan is necessary.**

Health

The key agency with the responsibility for health provision, NHS Lothian, was consulted throughout the LDP preparation process. They have not raised any concerns about the allocation of the site at Humbie. **The Council submits that no modification of the plan is necessary.**

Drainage

The SEA site assessment undertaken for Humbie acknowledges that there is limited waste water capacity at Humbie. However, Scottish Water will require to identify a solution in collaboration with the developer to allow the site to be developed. **The Council submits that no modification of the plan is necessary.**

Devaluation of property and disruption to local community

The Council accepts that a development will cause change within a community though no extension to the primary school would be required as part of this development (see Education paragraph above). The Council notes that Kippithill was the last housing to be developed within the village approx. 25 years ago. The devaluation of a property and disruption to local community are not material planning considerations relevant to the preparation of a LDP or to the determination of a planning application. **The Council submits that no modification of the plan is necessary.**

Prime agricultural land

In relation to paragraph 80 of Scottish Planning Policy, which states "*development on prime agricultural land ... should not be permitted except where it is essential as a component of the settlement strategy...*", the Council considers the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the required development needs identified in the SDP. The Council notes that no reference is made in paragraph 40 of Scottish

Planning Policy to prime agricultural farmland being a specific policy principle for development plans to follow in promoting a sustainable pattern of development appropriate to an area. The Council considers the Proposed Plan is consistent with Scottish Planning Policy on the use of prime agricultural farmland for producing a development strategy. Where possible, brownfield sites have been proposed for allocation (including NK6). Given the scale of development requirement identified in the SDP for East Lothian, the shortage of available brownfield land in East Lothian, and the geographical location of prime agricultural farmland, it has been inevitable that agricultural land has had to come forward for allocation. Use of prime agricultural land has been considered in the Draft Environmental Report under taken in the preparation of the LDP. Prime agricultural farmland, as with Green Belt land, is one of a range of factors taken into account in considering sites to fit a sustainable development strategy. Other factors which require to be considered as part of a development strategy include, but not exclusively, proximity of sites to: public transport, facilities (e.g. leisure and retail), services, employment, landscape and topography. A decision balancing all of these factors is required and the Council considers the sites allocated in the Proposed Plan required to meet identified strategic requirements is the best available given the restricted availability of suitable sites. **The Council submits that no modification of the plan is necessary.**

PROP TT16 - East Saltoun

Mr & Mrs C Allan (0022) Gordon Kerr (0033) A Kerr (0046) Anthony J Burnet (0173) Andrew Thomson (0177) Grant Middleton & Aileen Burnett (0178) Candy Hatherley (0182) Alistair & June Duff (0191) Rebecca Salt & Michael Simpson (0225) Clive Lucas (0240) Sally Lucas (0241) Elsie Cachet (0319) Humbie, East and West Saltoun and Bolton Community Council (0332/2) Alistair Beck (0352/2) Chris Crosby (0366) Sam Mutters (0415) Michael Buchanan (0427)

MIR, expansion of settlement and design

The first stage of the Council's site identification and selection was a call for sites prior to the preparation of the Main Issues Report. This non-statutory stage was important to help identify sites with a landowner willing to release them for development as well as where there may be developer interest to build homes to meet the SDP Housing Land Requirement. Sites considered suitable for development were presented in the MIR with Preferred Sites and Reasonable Alternatives identified, and in some cases Other Options too (for the reasons explained at paragraph 6.2 of the MIR). All sites were subject to SEA site assessment at this stage, including what is now proposed to be allocated by the LDP as site TT16 (SEA site assessment ref PM/TT/HSG012).

Site TT16 at East Saltoun was not included at MIR stage as a location for new housing as it is not within the SDA, and at stage the amount of land that was identified as a 'preferred' housing allocation by the MIR was considered appropriate and sufficient to meet the SDP Housing Land Requirement. However, the Council submits that there were a number of responses to the MIR from landowners and developers and the house building industry. These suggested that significantly more housing land than was 'preferred' to be allocated by the MIR would be required in East Lothian to meet the SDP Housing Land Requirement and to maintain a five years' supply of effective housing land, particularly in the short term up to 2019. Those consultation responses also suggested that a combination of the 'compact' and 'dispersed' spatial strategy options consulted on at MIR stage should be followed by the proposed LDP, as all of East Lothian is a marketable location.

When selecting sites for inclusion in the proposed LDP, the Council looked first to those which were 'preferred' in the MIR and which had no technical issues in principle raised through the MIR consultation. However, further sites were needed over and above those and many of the 'reasonable alternative' sites in the west of East Lothian were chosen for inclusion within the proposed LDP. Overall, most of the 'reasonable alternative' sites are included within the proposed LDP. However, sites at east Tranent (ALT – T5, T6 and T7) were not selected despite being within the SDA for the reasons explained within the MIR and because it was considered they may prejudice the development of Blindwells. Land at Eweford (MIR reference ALT-D1) was not included as it was a large site, the majority of which could not be developed in the short term. As such, more sites capable of delivery within the short term would be needed to meet the Housing Land Requirement of the SDP than those set out within the MIR. As such, additional small scale sites within and outwith the SDA were sought, in accordance with SDP Policy 7. In some cases sites were allocated to help sustain pupil rolls in smaller rural primary schools, such as Humble (LDP paragraph 3.93).

The Council submits that site TT16 was included within the Interim SEA Environmental Report and consulted on through that process at MIR stage. When it became clear that additional new sites were required to meet the housing land requirements, the site at East Saltoun was one of those included in the draft Proposed Plan, subject to further consultation before the Proposed LDP was published. Further public engagement work was consequently done by the Council and held with relevant Community Councils, including Humble, East and West Saltoun and Bolton Community Council in February 2016 in accordance with paragraph 80 of Circular 6/2013: Development Planning. The purpose of the further consultation was to raise awareness of the proposal to allocate the site and for responses to be submitted to the Council for consideration when it decided on the content of its finalised proposed LDP for representation.

At paragraph 3.72 on p74 of the proposed LDP it is acknowledged that new housing development will generate demand for education, community, health and social care services and for the provision of more capacity throughout East Lothian. As part of the strategy, consideration has been given to where best use can be made of existing facilities and where and how new facilities can be provided to support a sustainable pattern of development and local service provision in the area. The spatial strategy distributes development to locations where such capacity exists or can be provided. Expansion of existing settlements is promoted where infrastructure solutions have been found and where landscape capacity allows. Most development is directed to existing settlements including modestly growing appropriate smaller settlements where new development could help ensure continued or new access to local services and facilities. The LDP acknowledges on p12 that East Lothian's 6 main towns and smaller settlements have their own distinct identities. The LDP acknowledges on P137 para 7.1 that new development affects everyone. It is acknowledged that Blindwells has been identified as a site which can accommodate 1600 houses and land for education and employment uses in the plan period provided comprehensive solutions can be identified to overcome infrastructure issues on the site. Thereafter land is safeguarded for the future expansion of Blindwells. However, not all the 1,600 houses at Blindwells will come forward at the same time and the Council is required to ensure that a range of sites deliver new housing in phased periods. The Council submits that these include smaller sites such as East Saltoun.

However all new development must accord with SPP which has two principal Policies - one of Sustainability and another on Placemaking. These principal policies aim to create high quality places by requiring a design led approach to new development. The LDP has an important role in delivering the Placemaking design agenda by setting a local policy context for improving design quality. This will require developers to prepare masterplans and design statements for sites. The design statement should explain the design approach and solutions how issues would be addressed including how sites will fit with and integrate with existing settlements, house density/type/design, and site edges (trees and hedgerows). This will include consideration of new development on the historic environment such as the East Saltoun Conservation Area and any nearby listed buildings. The Council submits that the allocation of this land will contribute to the housing need, and could bring associated social, economic and environmental benefits to the existing village, contributing to vitality and viability in the longer term. **The Council submits that no modification of the plan is necessary.**

Education capacity

The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the LDP preparation process and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. The assessment, as set out in the Developer Contributions Framework Supplementary Guidance, confirms that there is existing capacity at Saltoun Primary School to accommodate the projected primary pupil rolls arising from planned and committed housing in the Saltoun catchment area including PROP TT16. In line with East Lothian Council's LDP Draft Developer Contributions Framework, developer contributions will be sought to fund the required additional capacity at Ross High School to accommodate the projected secondary-aged pupils arising from planned and committed housing across the Tranent cluster. **The Council submits that no modification of the plan is necessary.**

Transport

The Council submits that new development should provide in full for the parking requirements of that development, but is not required to resolve any existing parking issues. All proposals will have to accord with relevant policies of the LDP including Policy T2: General Transport Impact to ensure that sites can be safely and conveniently accessed by pedestrian, cyclists and traffic and that there will be no significant adverse impacts on road safety, the convenience safety and attractiveness of walking and cycling in the area, the capacity of the road network to deal with the increase in traffic, or residential amenity as a consequence of an increase in traffic.

The relevant Transport policies – Policies T1 & T2 - of the LDP will ensure that PROP TT13 is: (a) located where sites can be safely accessed and where development will have no significant adverse impact on road safety, including the safety of those walking or cycling in the vicinity, and (b) has no significant adverse impact on the residential amenity as a consequence of an increase in traffic. Any development proposals would be subject to Design Policies DP1-DP5 of the Proposed LDP which should ensure that design of development including access roads and parking are sufficient and of a high quality. Detailed matters such as site access (including for construction) and visibility will be assessed at the time of a planning application.

The Council has undertaken a Transport Appraisal (TA) of the proposed LDP in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has been liaison with Transport Scotland throughout the Appraisal work to agree the approach at various stages.

The TA included transport modelling work (including at the B6355 between Gifford and Pencaitland), preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan. This has resulted in the identification of appropriate interventions that will enable the Council and Transport Scotland to manage road capacity and traffic generation issues to an acceptable level once new development is in place.

The East Lothian Transport Appraisal identifies that the additional trips to and from new development in the area will increase demand for capacity for travel, including on the trunk road network. It identifies the proportional impacts of development in specific zones that will generate a need for interventions assessed as necessary to provide the required capacity increases. Provision for the interventions must be made by developments that generate a need for them as set out in the draft Supplementary Guidance: Developer Contributions Framework in accordance with Policy T32 and Policy DEL1. Associated trunk road interventions are as follows:

- Junction improvements at Old Craighall, Queen Margaret Interchange, Salters Road, Dolphingston, Bankton and Gladsmuir;
- Land is also safeguarded for a potential new trunk road interchange at Adniston and a potential spur for a potential eastern Tranent By-pass.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the local road network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated local road network interventions are as follows:

- Policy T19 supports a programme of improvements at Musselburgh Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T20-T21 identify interventions at Musselburgh Town centre to help facilitate this;
- Policy T23 supports a programme of improvements at Meadowmill, the A198 and Bankton Interchange to facilitate improved traffic flow and other matters to accommodate development within the LDP area and Proposal T24-T25 identify interventions at Meadowmill roundabout to help facilitate this;
- Policy T26 supports a programme of improvements at Tranent Town centre to facilitate improved traffic flow and other matters to accommodate development within the LDP area, whilst Proposals T27-T28 identify interventions at Tranent Town centre to help facilitate this.

The East Lothian Transport Appraisal and model also identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework. Associated rail network interventions are as follows:

- Proposal T9 seeks to safeguard land for larger station car parks at Musselburgh, Longniddry and Drem, and Proposal T10 seeks to safeguard land for platform lengthening at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar (North Berwick station platform has already been lengthened);
- Proposal T11 seeks to safeguard land for improvement at Musselburgh Station, Proposal T12 safeguards land for the re-opening of East Linton Railway Station, and Proposal T13 seeks to safeguard land for a new four track section of the east coast main line and for a potential new station and vehicular overbridge of the east coast main line.

The East Lothian Transport Appraisal also identifies a need to provide for additional active travel trips to and from new development in the area and supports the provision of a Segregated Active Travel Corridor across East Lothian, towards which developer contributions will be sought in accordance with the draft Supplementary Guidance: Developer Contributions Framework.

The Council also submits that there are a series of other plan wide policies in the LDP that support the integration of land use and transport in decision making, including prioritisation of an appropriate modal hierarchy. These include T1 and T2 as well as T4 – T5 and T6 – T8 and T29 – 32. The Council submits that this is an appropriate policy framework to manage, secure and deliver integrated and positive transportation and planning outcomes. **The Council submits that no modification of the plan is necessary.**

Infrastructure

The site assessment carried out for the site states that PROP TT16 is served by Hopes Water Treatment Works and the East Saltoun Septic Tank. Hopes WTW has available capacity, and Saltoun Septic Tank has limited capacity. However it will be for the developer in conjunction with Scottish Water to ensure that the site has sufficient infrastructure to support the development. The supply of infrastructure such as mains gas, broadband and mobile phone connections are matters for the suppliers of these. However Policy DCN1 of the LDP supports the provision of digital communication infrastructure provided they do not have unacceptable impacts. Furthermore Policy DCN2 requires that developers of 5 or more homes shall as part of the development make provision for deliverable opportunities for digital infrastructure to the proposed new homes particularly provision for ducting and fibre or wiring for broadband connectivity. Therefore the development of the site at TT16 may result in the provision of such broadband connectivity where it at present does not exist. **The Council submits that no modification of the plan is necessary.**

SPP, spatial strategy and prime agricultural land

SPP 2014 states within paragraph 75 that the planning system should: *“in all rural and island areas promote a pattern of development that is appropriate to the character of the particular rural area and the challenges it faces.”* Paragraph 79 states that Plans should set out a spatial strategy which: *“reflects the development pressures, environmental assets, and economic needs of the area, reflecting the overarching aim of supporting diversification and growth of the rural economy”* and *“makes provision for housing in rural areas in accordance with the spatial strategy, taking account of the different development needs of local communities”*. Paragraph 80 states *“development on prime agricultural land ... should not be permitted except where it is essential as a component of the*

settlement strategy...” The Council considers the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the required development needs identified in the SDP. The Council notes that no reference is made in paragraph 40 of Scottish Planning Policy to prime agricultural farmland being a specific policy principle for development plans to follow in promoting a sustainable pattern of development appropriate to an area. The Council considers the Proposed Plan is consistent with Scottish Planning Policy on the use of prime agricultural farmland and promoting rural development for producing a development strategy. Where possible, brownfield sites have been proposed for allocation. Given the scale of development requirement identified in the SDP for East Lothian, the shortage of available brownfield land in East Lothian, and the geographical location of prime agricultural farmland, it has been inevitable that agricultural land has had to come forward for allocation. Use of prime agricultural land has been considered in the Draft Environmental Report undertaken in the preparation of the LDP. Prime agricultural farmland, as with Green Belt land, is one of a range of factors taken into account in considering sites to fit a sustainable development strategy. Other factors which require to be considered as part of a development strategy include, but not exclusively, proximity of sites to: public transport, facilities (e.g. leisure and retail), services, employment, landscape and topography. A decision balancing all of these factors was required. Whilst the site did not form a preferred or reasonable alternative site within the MIR, the Council considers the site at East Saltoun is required to be allocated in the Proposed Plan in order to help contribute to the identified strategic housing requirements and is one of the best available given the restricted availability of suitable sites. **The Council submits that no modification of the plan is necessary.**

Health

The key agency with the responsibility for health provision, NHS Lothian, was consulted during the publication of the proposed plan. Tranent Medical Practice is the largest in East Lothian. It has sufficient capacity to accommodate growth resulting from committed development, although the proposed developments will create additional pressure. Any additional capacity will be met by expansion of the existing facility. Consequently land is safeguarded to the west side of the existing medical facility for this purpose. **The Council submits that no modification of the plan is necessary.**

Loss of view

The loss of private views and the devaluation of a property are not material planning considerations. However the Design Policies of the Plan will ensure that new development is of a form, size and scale appropriate to its context. New development will be subject to Design policies DP 1-DP5 of the Proposed Plan which should ensure that they will be of a high quality design and therefore minimise any concerns about loss of amenity for adjoining properties. **The Council submits that no modification of the plan is necessary.**

Wildlife and Biodiversity

The potential effect of development on proposed sites of biodiversity designations, habitats, notable and protected species (including bats) were considered by SEA site assessment. ELC’s Service Manager for Sport, Countryside and Leisure was consulted during plan preparation and did not identify a negative impact on biodiversity.

The Council has carefully considered the reasons put forward but remains of the view that

there is no justification to remove the allocation of this land for housing. The Council is of the view that adequate mitigation measures for this site can be achieved. **The Council submits that no modification of the plan is necessary.**

Planning applications

There are no planning applications currently being considered for residential development at West Crescent, East Saltoun. **The Council submits that no modification of the plan is necessary.**

POL TT17 – Development Briefs

Hamilton Farming Enterprises (0199)

Draft Development Briefs were consulted on so applicants, landowners and developer could influence their content at the appropriate stage in the process – i.e. alongside the proposed LDP. This is consistent with front loading the development plan work. The Council submits that the Development Briefs when finalised are to be adopted as supplementary planning guidance, so the weight to be attached to them in decision making will be for the decision maker. The Council notes that other representations, including from key agencies request that the Development Briefs be given statutory weight. The Council submits that the Development Briefs should not be statutory documents. The Scottish Government is clear that the amount of statutory supplementary guidance produced by planning authorities should be limited to that which is essential. The Council submits that the balance of statutory and non-statutory guidance associated with its plan is appropriate in that context. The Council submits that the Development Briefs were published in draft form for comment, and they are a work in progress. Comments from stakeholders will help to finalise the briefs, including the key agencies. The Council submits that the finalised Development Briefs are to be drafted using words such as ‘may’ or ‘should’ rather than ‘will’ or ‘must’ where appropriate. This provides the flexibility in their interpretation and application. The wording of the LDP policy provides the scope for parts of the Development Briefs to be drafted more affirmatively to give them more clarity around non- negotiable aspects. **The Council submits that a modification of the LDP is not necessary.**

Balfour Beatty (0384/3)

Scottish Planning Policy (SPP) sets out in paragraph 57 (and associated diagram) the “*Tools for Making Better Places*” to guide the quality of development to promote positive change. Materplans are among the range of tools available and can describe and illustrate how a proposal will meet the vision and how it will work on the ground. PAN 83 provides comprehensive guidance on the aims of a masterplan, how to create them, how they are processed by decision makers, and how they can best be implemented.

The masterplan approach is highly beneficial in to relevant stakeholders including landowners, developers, consultants, and in particular the community in which the proposed development site sits. This is largely due to the collaborative nature of masterplans where local communities can gain a better understanding of how a design has been arrived at, but also to allow them to shape and influence the design in a way which meets local needs and visions.

The masterplan can also provide developers with greater clarity when submitting planning applications. In particular they can give developers greater certainty that relevant site specific matters have been addressed, and that local communities directly affected by development are satisfied that local needs have been considered and addressed in relation to the integration of a development. For decision makers, the masterplan also provides a visual aid in making an assessment of a proposal in relation to the Development Brief, and also to achieving core design principles of distinctiveness, welcoming, safe and pleasant, adaptability, easy to get to/move around, and resource efficient.

The Council submits that the requirement for a masterplan is site specific and the use of such an approach is not merely restricted to larger development sites. Whilst the scale of development is a factor to consider, it is also highly dependent upon the location and context of the development site. In this instance, it is considered that the existing settlement of Gladsmuir would significantly benefit from the masterplan approach considering the benefits to all parties and the comprehensive nature when weighed against other design approaches.

The requirement for a masterplan for PROP TT9 is a positive approach and would allow for higher quality sustainable design, and would help to achieve the principal policies of 'Sustainability' and 'Placemaking' within SPP. **The Council submits that no modification of the LDP is necessary.**

Persimmon Homes (0397/3)

Draft Development Briefs were consulted on so applicants, landowners and developer could influence their content at the appropriate stage in the process – i.e. alongside the proposed LDP. This is consistent with front loading the development plan work. The Council submits that the Development Briefs when finalised are to be adopted as supplementary planning guidance, so the weight to be attached to them in decision making will be for the decision maker. The Council notes that other representations, including from key agencies request that the Development Briefs be given statutory weight. The Council submits that the Development Briefs should not be statutory documents. The Scottish Government is clear that the amount of statutory supplementary guidance produced by planning authorities should be limited to that which is essential. The Council submits that the balance of statutory and non-statutory guidance associated with its plan is appropriate in that context. The Council submits that the Development Briefs were published in draft form for comment, and they are a work in progress. Comments from stakeholders will help to finalise the briefs, including the key agencies. The Council submits that the finalised Development Briefs are to be drafted using words such as 'may' or 'should' rather than 'will' or 'must' where appropriate. This provides the flexibility in their interpretation and application. The wording of the LDP policy provides the scope for parts of the Development Briefs to be drafted more affirmatively to give them more clarity around non- negotiable aspects. **The Council submits that no modification of the LDP is necessary.**

Tranent Cluster Miscellaneous

Scottish Environment Protection Agency (0252/3)

The Council submits that PAN 1/2010 is clear that SEA should focus on the strategic environmental effects of the plan (PAN 1/2010 para 3.1) and avoid excessive data collection and descriptions of baseline data (PAN 1/2010 para 5.2). The Council further submits that the sites set out in the relevant table are not allocations: this is made clear in the pre-text to the table. The LDP explains that the development of these sites in accordance with relevant LDP policies is supported in principle by the Council – i.e. not necessarily by consultees to any planning application, such as SEPA. Whilst some of the sites have been rolled forward from previous plans, the majority of the sites set out in the relevant table already have planning permission for development, so are committed sites. In SEA terms they have been treated as such and thus as part of the baseline, in accordance with PAN 1/2010 (paragraph 4.22). It is important to note that this is also true of many sites where a policy reference is given. If the Reporter considers it useful, the Council could provide the relevant planning application references in respect of relevant sites. Development on some of these sites has already commenced, but in some cases stalled, so planning permissions are being implemented or remain live. For some sites their planning permission references are shown within the tables instead of policy references. This is because some of them are within the countryside etc and it would be impractical in a mapping sense or in a policy / proposals sense to specifically identify those sites on the proposals map(s) or strategy diagrams: yet the Council would support the principle of their development in line with LDP policies, subject to the development management process. **The Council submits that a modification of the LDP is not necessary.**

Alistair Kettles (0320/4)

Support for additional housing in Pencaitland is acknowledged. The LDP identifies Pencaitland as a settlement where education, community, health and social care facilities exist and can be accommodated by the sites proposed for development at TT12 Woodhall Road, TT13 Lempockwells Road and TT14 Parkview. The Council submits that in the preparation of the LDP it has consulted with all service areas within ELC to consider the extent of additional public amenity facilities that may be required as a result of LDP allocations. Where additional facilities were identified these are outlined in the *Growing our Economy and Communities* chapter of the LDP.

The Council has assessed the additional education accommodation/capacity required for Pencaitland Primary School. This is in line with Scottish Government Guidance, '*Determining Primary School Capacity 2014*'. Technical Note 14 has been prepared on this basis and details the accommodation requirements for pre-school and primary, based on the number of pupils projected to arise from new developments in the cluster on a cumulative basis. In addition to classrooms, this includes toilets, cloaks, general purpose spaces, dining and PE and any other essential core accommodation required to cater for the increased capacity, such as circulation space etc. The Council will not seek developer contributions for any existing deficiencies in either capacity or standard of accommodation. The Council submits that this will ensure a high standard of primary school is maintained.

The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the LDP preparation process and have assessed the impact of the emerging LDP on the school

estate to take account of the growing communities and projected school rolls. The Council has assessed the additional education accommodation / capacity required for Pencaitland Primary School. This is in line with Scottish Government Guidance, 'Determining Primary School Capacity 2014'. Technical Note 14 has been prepared on this basis and details the accommodation requirements for pre-school and primary, based on the number of pupils projected to arise from new developments in the catchment area on a cumulative basis. In addition to classrooms, this includes toilets, cloaks, general purpose spaces, dining and PE and any other essential core accommodation required to cater for the increased capacity, such as circulation space etc. In line with East Lothian Council's LDP Draft Developer Contributions Framework, developer contributions will be sought to fund the required additional capacity at Pencaitland Primary School to accommodate the projected pupils arising from planned and committed housing within the catchment area.

The Council submits that the crossroads at the A6093 and B6355 will be able to operate safely with the addition of the housing proposals in the LDP at Pencaitland. **The Council submits that no modification of the plan is necessary.**

Tranent Cluster Support

Walker Group (0138/1); Highland Residential (0174); Hew Balfour (0057/1); Taylor Wimpey (0328); Persimmon Homes East Scotland (0397/1); Balfour Beatty (0384/1); Scottish Environmental Protection Agency (0252/41)(0252/42)(0252/43)(0252/44)(0252/45) (0252/46)(0252/47) (0252/48) (0252/49)(0252/50)(0252/51)

Support noted

Reporter's conclusions:

Reporter's recommendations:

Issue 7	Haddington Cluster	
Development plan reference:	Haddington Cluster (pgs 39-43)	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<p>Norman and Elaine Towler (0020) Ivan and Vivienne Middleton (0034) E Macdonald (0176) Richie Brothers (0259) In-Site Property Solutions Ltd (0262) Scottish Environment Protection Agency (0252) Lord Wemyss Trust (0277) D Dickson & William Lee (0310) Haddington and District Amenity Society (0327) PLOT (Haddington) LLP (0333) Ediston Real Estate (0379) Savills (0396) Taylor Wimpey UK Ltd and Mactaggart & Mickel Homes Ltd (0426)</p>		
Provision of the development plan to which the issue relates:	<p>This provision of the proposed LDP deal with the proposals for new allocations and committed sites for the Haddington Cluster (pgs 39-43)</p>	
Planning authority's summary of the representation(s):		
<p>Haddington Cluster Strategy Map</p> <p><u>In-Site Property Solutions Ltd (0262/1)</u></p> <p>Whilst the mixed residential and employment use allocation identified for HN4 Gateside East is based on the extant planning permission in principle (reference 13/00800/PPM), circumstances have changed since In-Sites' previous submission (MIR) and it is now requested that the strategy should reflect current circumstances. Work has commenced on the implementation of the residential part of that permission. Additionally, however, in August 2015, an application for detailed planning permission (reference 15/00599/P) for a nursing home and extra care flats on the 1ha site identified in the Proposed Plan for employment purposes was submitted to ELC for consideration. On 7 June 2016 the ELC Planning Committee resolved to grant full planning permission subject to the prior conclusion of a legal agreement and subject to conditions, all to be agreed by the Service Manager for Planning, the Planning Convenor and Local Members. Accordingly, In-Site considers that the emerging LDP should reflect the planning status of the site.</p> <p>Haddington Cluster Introduction</p>		

E Macdonald (0176/7)

Haddington Town Centre needs protecting by restricting retail, commercial and business at Letham Mains and at Gateside West otherwise impact on the town centre and lead to unacceptable car journeys. Letham Mains will impact on secondary school which will not cope with additional children as Knox Academy is at capacity. New houses should not be built without additional infrastructure (employment/education/health/leisure/transport). Primary school, a 5 aside pitch and an extension to Aubigny Leisure Centre is not sufficient mitigation. Letham Mains should be used as a site for new community hospital. Planners need to be educated to consider more than house building. Herdmanflatt Hospital is essential for East Lothian residents otherwise there is a need to travel into Edinburgh, which is time consuming and impacts on climate change. ELC has not taken advantage of business opportunities to bring employment to East Lothian. Construction at Dovecot has commenced but there is no affordable housing provision. ELC should have 30% of sites affordable housing. Developers should also make contributions to infrastructure including secondary school, community centres, and sports facilities. Too little land has been allocated for employment land.

Lord Wemyss Trust (0277/2)

Objects to the reference in paragraph 2.116 which states that the open land to the north of the Tyne is an important area to the town's character and setting.

Objects to the statement in Paragraph 2.114, which states that "into the longer term, the only suitable location for further significant expansion of Haddington maybe in the wider Dovecot area". There is no justification for this statement provided in the Plan.

The subject land at Amisfield Mains, Haddington forms an integral part of the area of land referred to in paragraph 2.116 of the Proposed Plan which is considered unremarkable in landscape terms being physically contained by the A1 road to the north, established housing to the west and the Haddington Golf Course to the south. If the landscape was that special it would be covered by a specific landscape designation. It is not.

There is no justification in the Plan for designating a Countryside Around Towns policy for Haddington as articulated by DC8. In this regard, it is considered that the Council's extant Development in the Countryside Policy DC1 as amended by the various Policies DC1 to DC7 inclusive contained in the Proposed Plan in relation to the 'Countryside', has performed as an effective 'Greenbelt' policy for a significant number of years and, as such, there is no justification for applying a further layer of policy restriction. There is no need.

Prop HN1: Letham Mains

Norman and Elaine Towler (0020)

The likely impact on houses at Burnside/Clerkington Road/Park Lane in terms of

increased traffic volume and the knock on effect to the Haddington infrastructure as a result of PROP HN1: Letham Mains and development at Dovecot 1. Request that the proposed access road through the proposed Letham Mains site which will provide access from the B6471 to the Pencaitland Road be prioritised in order to alleviate environmental impacts, nuisance to residence and potential risks to children, additional traffic caused by the Dovecot Development and the prevention of a circuitous route along the above mentioned roads.

Ivan and Vivienne Middleton (0034)

What changes have occurred to the Indicative Masterplan of 2011 for Letham Mains? Concern for the scale of the development and the design of the nature belt planned for the land adjacent to the Letham House Drive and land at East Letham to the South West of Letham House. Sensitivity should be applied to prevent disturbance to wildlife and the historic setting of the 'Hamlet' comprising four properties. Is there a timescale for the development of this site?

Prop HN2: Letham Mains Expansion

E Macdonald (0176/8)

Objects to housing proposal HN2. East Lothian is seriously overdeveloped, a massive commuter housing coalescence from Musselburgh to Dunbar. Loss of identities of communities; Impact on tourism; Sufficient luxury homes which are wasteful of energy and encourages the use of cars.

Scottish Environment Protection Agency (0252/14)

Consider that a Flood Risk Assessment (FRA) to accompany planning applications at this site should be included as requirement for development of this site. Development plans should identify site requirements to allocations where a potential flood risk has been identified (from any source) to ensure that a site specific Flood Risk Assessment (FRA) is undertaken in advance of the development. This FRA should be used to inform the siting, layout, design and capacity of development on the site in a way that avoids an increase in flood risk on and off site and ensures that there is safe dry pedestrian access and egress at times of flood. In addition, the identification in a development plan that a FRA is required reduces the potential for additional costs, delays and uncertainties for planning applications if the need for a FRA is identified late in the process and the siting, design and layout of proposed developed has to be reviewed.

D Dickson & William Lee (0310/1)

Proposed development at Letham Mains to include the expansion into the South West field will create a development of unreasonable and disproportionate size, creating significant imbalance in the flow of traffic and people. Other areas to the East of the town e.g. OTH-H6 Amisfield should be considered in preference. The character of the small holdings should be preserved. There are a large number of poultry at this property which cause noise; the residents do not want to compromise their lifestyle for new housing. Not enough consideration has been given to the wildlife in the expansion area. The field should remain undeveloped

to allow these animals a corridor to the Letham Burn and surrounding woodlands.

Prop HN4: Land at Gateside East

In-Site Property Solutions Ltd (0262/2)

The proposed mixed residential and employment use allocation is based on the extant planning permission in principle, reference 13/00800/PPM; circumstances have changed since the time the Proposed Plan was initially prepared. It is acknowledged that work has commenced on residential development of part of the overall site.

Prop HN5: Land at Gateside West

Scottish Environment Protection Agency (0252/15)

Consider that a Flood Risk Assessment (FRA) to accompany planning applications at this site should be included as requirement for development of this site. Development plans should identify site requirements to allocations where a potential flood risk has been identified (from any source) to ensure that a site specific Flood Risk Assessment (FRA) is undertaken in advance of the development. This FRA should be used to inform the siting, layout, design and capacity of development on the site in a way that avoids an increase in flood risk on and off site and ensures that there is safe dry pedestrian access and egress at times of flood. In addition, the identification in a development plan that a FRA is required reduces the potential for additional costs, delays and uncertainties for planning applications if the need for a FRA is identified late in the process and the siting, design and layout of proposed developed has to be reviewed.

PLOT (Haddington) LLP (0333)

Full planning permission was granted in 2014 for a mixed use development across the Gateside West site. The planning permission (14/00219/PM) approved the erection of 112 houses, industrial units (Class 4 use), a pub/restaurant and associated works. The marketing evidence (2015) demonstrates that there has been and remains a distinct lack of interest for a pub/restaurant use at this site. Based on the level of interest received from residential developers, there is no doubt that the site could be successful in delivering a further 16 homes. As a residential allocation, the site is effective and deliverable in the short term and will increase the contribution that Gateside West can make to the recognised shortfall in the effective housing land supply. The site is capable of being delivered pre 2019 and during the period of greatest pressure for the LDP to bring forward effective, new sites.

Prop HN7: Land at Alderston

Scottish Environment Protection Agency (0252/16)

Consider that a Flood Risk Assessment (FRA) to accompany planning applications at this site should be included as requirement for development of this site. Development plans should identify site requirements to allocations where a

potential flood risk has been identified (from any source) to ensure that a site specific Flood Risk Assessment (FRA) is undertaken in advance of the development. This FRA should be used to inform the siting, layout, design and capacity of development on the site in a way that avoids an increase in flood risk on and off site and ensures that there is safe dry pedestrian access and egress at times of flood. In addition, the identification in a development plan that a FRA is required reduces the potential for additional costs, delays and uncertainties for planning applications if the need for a FRA is identified late in the process and the siting, design and layout of proposed developed has to be reviewed.

Prop HN8: Land at Peppercraig East

Ediston Real Estate (0379)

Support the allocation of the site at Peppercraig East, Haddington, however, the representor requests that the requirement for a comprehensive masterplan for the whole site be reviewed. The nature of the site at Peppercraig East means that it is likely to be developed in phases of development. The linear shape of the site lends itself to phasing development and infrastructure through smaller more manageable development plots. The Development Brief for the site indicates that there could be 3 access locations along the A199. This supports the position that the site should be looked at as smaller development plots that can be brought forward over the time period of the LDP.

Savills (0396/2)

It is considered that the suggested modification is important to make it clear that there is a specific framework to deal with developer obligations and site specific requirements contained within the Developer Contributions Supplementary Guidance and appropriate Development Framework respectively.

Haddington Cluster Miscellaneous

Scottish Environmental Protection Agency (0252/4)

The representation states that although these sites in Table HN1 are not shown on the spatial strategy drawings within the PP, the majority are shown on the proposal maps which accompany the plan. SEPA have not had an opportunity to comment on these sites previously, during the preparation of this LDP, i.e. SEPA have not been provided with shapefiles which allow assessment of the sites against all relevant information held on record. It is not clear if these allocations have been through the SEA process with the same rigour as other sites and the majority have not been assessed by the SFRA and the requirement for Flood Risk Assessments (FRA) to be submitted with planning applications, where appropriate, has not been identified in the PP. As less consideration of flood risk has been given to these sites, particularly taking into account significant changes in legislation, policy and the physical environment (such as the higher annual rainfall being experienced in East Lothian) it is not possible to establish the principle of development at these sites.

Haddington and District Amenity Society (0327/5)

Haddington is being expanded, on unsuitable sites, with poor quality outcomes. PAN44 has been ignored by the Council and on Appeal. Site at Letham Mains has not delivered any housing and proposal HN2 is now proposed as an expansion of that site. The examination should consider the terms of appeal reference PPA-210-2037 and how such a poor decision could be taken. Land at Dovecot should not be mentioned within the plan as a potential area for expansion of the town in future.

Haddington Cluster Support

Scottish Environment Protection Agency (0252/52)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at HN3 Dovecot. A FRA was carried out as part of planning application 13/00071/PPM to which we had no objection. All development was positioned outwith the functional floodplain. Any new development layout will have to take account of the findings of the FRA. It must be highlighted FRA is required to ensure that any development takes account flood risk.

Scottish Environment Protection Agency (0252/53)

Scottish Environment Protection Agency support the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at HN1 Letham Mains. The Letham Burn flows along the middle of this site and the St Laurence Burn flows along the eastern boundary.

Richie Brothers (0259/1)

Ritchie Brothers agree and support paragraph 2.114.

Savills (0396/1)

We support the proposed allocation HN8 for the following reasons:

The allocated site is directly in line with the requirements of national, strategic and local planning policy. SESplan details that Haddington is in a “Long Term Growth Corridor” and that the town is identified for strategic growth between 2018 and 2030. SESplan also directs LDPs to identify and safeguard a significant supply of employment land; this land should “be able to deliver sites which are serviced or serviceable over the plan period”. Allocation of HN8 will therefore contribute to the strategic policy direction for south-east Scotland. The allocation is located within the Haddington Cluster, and is therefore within one of the main settlements in East Lothian. In addition, it is in a highly accessible location, adjacent to the A1.

Taylor Wimpey UK Ltd and Mactaggart & Mickel Homes Ltd (0426/1)

PROP HN2 is included in the proposed Plan. In response to the MIR the project team at Colliers prepared a Development Framework document to set out why and how the site could be developed. The development layout responded directly to the planned adjacent development, and a copy of the design concept and

indicative development plan is included with the representation.

The site has been successfully included on the proposed LDP, which is welcomed and fully supported for inclusion within the proposed plan. (See 0426/2)

Modifications sought by those submitting representations:

Haddington Cluster Strategy Map

In-Site Property Solutions Ltd (0262/1)

Modification to Paragraph 2.113 to state: Two further housing sites are also allocated, one at Dovecot and one at Alderston. A mixed residential (including Class 8 and Class 9) site is allocated at Gateside East. A further mixed use employment and housing site is allocated at Gateside West. A new employment site is allocated at Peppercraig East....(continue as per Proposed Plan).

Haddington Cluster Introduction

E Macdonald (0176/7); Lord Wemyss Trust (0277/2)

No Modification sought

PROP HN1: Letham Mains

Norman and Elaine Towler (0020)

Request that the proposed access road through the proposed Letham Mains site which will provide access from the B6471 Haddington Road to the A6093 Pencaitland Road be prioritised.

Ivan and Vivienne Middleton (0034)

No Modification sought

PROP HN2: Letham Mains Expansion

E Macdonald (0176/8); D Dickson & William Lee (0310/1)

No Modification sought

Scottish Environment Protection Agency (0252/14) (0252/15) (0252/16)

Consider that a Flood Risk Assessment (FRA) to accompany planning applications at PROP HN2, PROP HN5 and HN7 should be included as requirement for development of this site. The Letham Burn flows along the northern boundary of the allocation it has to be assessed within a FRA.

PROP HN4: Land at Gateside East

In-Site Property Solutions Ltd (0262/2)

Modification to Paragraph 2.121 as; Mixed Use Proposal: Gateside East, Haddington 2.121 Land at Gateside East in the west of Haddington is allocated for a mixed residential development, including circa 110 homes and 60-bed nursing home, to reflect existing planning permissions. Part of the development is now under construction.

PROP HN4 is modified to read:

Land at Gateside East, west of Gateside Road, is allocated for a mixed residential development, including circa 110 homes and 60-bed nursing home, to reflect existing planning permissions.....

PROP HN5: Land at Gateside West

PLOT (Haddington) LLP (0333)

Amended wording for para 2.122 as follows;

'Land at Gateside West at the former Gateside Commerce Park in the west of Haddington is allocated for a mixed use housing and employment development'.

PROP HN8: Land at Pepperraig East

Ediston Real Estate (0379)

Seek a modification relating to the need for a comprehensive masterplan for the entire site at Pepperraig East (Prop HN8).

Savills (0396/2)

Propose the following paragraph is included within the blue box (PROP HN8: Land at Pepperraig East), to replace the existing wording: "Required mitigation measures, including all required developer obligations, will be established as part of the consideration of each individual planning application in line with the requirements outlined in the Developer Obligations Supplementary Guidance and the relevant Development Framework".

Haddington Cluster Miscellaneous

Scottish Environmental Protection Agency (0252/4)

SEPA objects to the inclusion of sites within Table PS1 in the LDP, without them being subject to the same process and review as all other sites to be included in the LDP.

Haddington and District Amenity Society (0327/5)

Delete reference to Dovecot are being a potential location for expansion of Haddington. Examinations should review appeal decision reference PPA-210-2037.

Haddington Cluster Support

Scottish Environment Protection Agency (0252/52); Scottish Environment Protection Agency (0252/53); Richie Brothers (0259/1); Savills (0396/1); Taylor Wimpey UK Ltd and Mactaggart & Mickel Homes Ltd (0426/1)

No Modifications

Summary of responses (including reasons) by planning authority:

Haddington Cluster Strategy Map

In-Site Property Solutions Ltd (0262/1)

The Council notes that the application for a care home on the land allocated for employment has minded to grant status, subject to conclusion of a legal agreement. Proposal HN4 is therefore reflective of this situation, and the Council's intentions for the land within the LDP. Council submits that policies EMP1 and RCA1 would apply to the HN4 site. EMP1 allows for the development of Use Classes 4, 5 and 6 and provides flexibility for other employment generating uses, such as a care home, subject to the provisions of Policy EMP1 and TC1. **The Council submits that no modification of the plan is necessary.**

Haddington Cluster Introduction

E Macdonald (0176/7)

The Council submits that the Proposed LDP identifies Haddington town centre and a local centre at the Letham Mains site (HN1) (LDP page 57). The Council submits that this is an appropriate hierarchy of centres for the town. Policy TC1 of the LDP will ensure that the vibrancy and vitality of the town centre is protected and that the scale and nature of retail or other such development that takes place within the local centre is appropriate to the scale and intended function of that centre, consistent with paragraph 3.4 of the LDP. Policy TC2: Town and Local Centres aims to support town centres and provides a policy framework to support appropriate land uses within the town centre. A similar principle exists in relation to the proposals for the Gateside West site (HN5). The additional population in and around the town that will arise when new development becomes occupied will provide significant new potential for additional economic activity and spend within Haddington that should significantly benefit the town centre.

The Council submits that the Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and to plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. The Council has assessed the additional education accommodation / capacity required for pre—school, primary and secondary provision within the Haddington Cluster. This is in line with Scottish Government Guidance, 'Determining Primary School Capacity

2014'. Technical Note 14 (CD XX) has been prepared on this basis and details the accommodation requirements for pre-school and primary, based on the number of pupils projected to arise from new developments in the cluster on a cumulative basis. In addition to classrooms, this includes toilets, cloaks, general purpose spaces, dining and PE and any other essential core accommodation required to cater for the increased capacity, such as circulation space etc. In line with East Lothian Council's Local Development Plan Draft Developer Contributions Framework, developer contributions will be sought in respect of the additional education capacity required to accommodate the cumulative impact of development. The Council will not seek developer contributions for any existing deficiencies in either capacity or standard of accommodation. Capacity can be provided with contributions sought from developers, at Haddington Infant School and King's Meadow Primary School to accommodate the pupils arising from sites HN3, HN4 and HN5. The planned new Letham Mains Primary School will be extended to accommodate the projected primary-aged pupils arising from the Letham Mains expansion site HN2 and additional pre-school capacity will also be provided. In addition, Knox Academy will be extended to increase its capacity to accommodate the projected secondary-aged pupils arising from committed and planned new housing across the Haddington Cluster.

The Council submits that the new community hospital under construction on land at Hospital Road will replace the existing facility on the same site. The Council further submits that the future of the existing separate Herdmanflatt Hospital will be a matter for the NHS; some services will be re-provided at the new Community Hospital.

The Council submits that its Economic Strategy (CD XX) is seeking to attract new business to the area, and its Local Development Plan is taking a more flexible approach to the uses that can be accommodated on land allocated for employment from previous plans (see Policy EMP1). The Plan is also seeking to make available employment land close to housing, to reduce the need to travel and to encourage people to live and work in the area. More than 232 hectares of employment land is proposed to be allocated by the LDP (Table EMP1), more than the minimum 76 hectares that SDP Policy 2 requires be maintained within the area.

The Council submits that the Dovecot site (HN3) will provide 25% affordable homes. The Council acknowledges that the need for affordable housing is greater than 25%, but also submits that it is following the approach set out at paragraph 129 of SPP (2014). This matter is addressed more fully at Schedule 4 Issue 14.

The Council submits that no modification of the plan is necessary.

Lord Wemyss Trust (0277/2)

The Council remains of the view that LDP paragraphs 2.114 and 2.116 should remain, along with the associated Policy DC8 designations (for the reasons explained at Schedule 4 Issue 26). The Council's reasoning for indicating the wider Dovecot area as having potential for further development in future is explained within those paragraphs – i.e. when the landscape considerations are taken together with transport considerations, including the provision of a new link road through the Letham Mains site. However, the plan is also clear that the wider

Dovecot area 'may' be the only location (para 2.114) that could accommodate any further growth and that Countryside Around Town designations will be reviewed as part of the LDP review (paragraph 2.7). The Amisfield Mains site is visually exposed, including from the A1 and A199, and the southern part is in an area of flood risk. The open nature of the land is important to the setting of Haddington and the adjacent Amisfield Designed Landscape and Conservation Area. Development here would have a harmful impact on the character and setting of the town and these cultural heritage areas. It is also uncertain if a suitable and deliverable site access can be achieved. The Council's position in respect of the inclusion of the Amisfield Mains site within the LDP is explained at Schedule 4 Issue 13. **The Council submits that no modification of the plan is necessary.**

Prop HN1: Letham Mains

Norman and Elaine Towler (0020); Ivan and Vivienne Middleton (0034)

The Council has undertaken a Transport Appraisal of proposed development to identify appropriate interventions that will allow the development impacts to be accommodated in an acceptable manner. The detailed planning applications for the site were also supported by a Transport Assessment which ensures the traffic generated by the site can, with mitigation, be accommodated on the local road network. This has defined a recommended package of interventions that will address the cumulative impact of the ELLDP. Local traffic modelling or local junction assessments have been undertaken in association with site HN1. The Council is minded to grant planning application 14/00089/PM (CD XX) and 13/00519/PM (CD XX), subject to the conclusion of a Section 75 agreement. As part of these proposals the phasing has been agreed for the site, starting from the North to the South. This is to allow development related traffic from the site to access the A1 directly and without having to pass through the town. It also allows the early delivery of the new Letham Mains primary school on the site. A bridge crossing of the Letham Burn within the site will be needed to complete the road link through the site between the West Road (B6471) and Pencaitland Road (A6093). This will be required to develop that part of the site to the south of the Letham Burn. The indicative masterplan has been revised and refined as the detailed proposals have developed. The up-to-date masterplan and detailed plans in respect of the Letham Mains site (HN1) are available to view on the records of the above applications. The Council submits that detailed issues relating to traffic, environmental and habitat considerations and nuisance mitigation have been and will be addressed appropriately through the detailed planning processes. The Council is satisfied that the additional traffic associated with the new development can be satisfactorily accommodated on the local road network. The Council submits that the LDP contains policies on cultural heritage that will apply in the assessment of proposals and that it has no control over the start date of development once approved. **The Council submits that no modification of the plan is necessary.**

Prop HN2: Letham Mains Expansion

E Macdonald (0176/8)

The SDP identifies Strategic Development Areas (SDAs) to prioritise as locations

to accommodate the SDPs housing and employment land requirements. The East Coast SDA follows the key transport corridor of the A1 and East Coast railway line from Musselburgh to Dunbar. While it is accepted that the allocated sites for new homes represent a significant expansion, it is considered that this scale of development was unavoidable in the context of the housing land requirements and the Compact Growth Strategy adopted for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth (CD XX).

The Council accepts that places will change as a result of development and that new development will have implications for local infrastructure. This has been fully considered and where appropriate, planned for as part of the development of the LDP. LDP Policy DEL1, and its associated Supplementary Guidance: Developer Contributions Framework (CD XX), sets out where and how the necessary additional capacity within infrastructure and facilities will be provided.

The Council submits that the LDP retains land as Green Belt or identifies Countryside Around Town Areas that prevents the coalescence of settlements and retains the separate identities and setting of settlements.

The East Lothian Economic Development Strategy 2012-22 (CD XX) identifies tourism as one of the strengths of the East Lothian economy and a source of employment opportunities in the future. The Local Development Plan policies and proposals seek to ensure that a balance is found between encouragement of tourism, including activity based tourism (e.g. walking and cycling) and the economic benefits.

Additionally, the Council's policies seek to integrate land use and transport to encourage a reduction in traffic growth, minimise the length of journeys people are obliged to make and promote sustainable alternatives to the private car – public transport, cycling and walking. With regards to luxury housing being wasteful of energy, Policy SEH2 in accordance with SPP requires that all new buildings must include Low and Zero Carbon Generating Technologies to meet the energy requirements of Scottish Building Standards.

In relation to impacts on the East Coast Main Line mitigation measures are proposed including the lengthening of station platforms to accommodate longer trains, as well as the expansion of station car parks. The Council has set out the need for additional capacity in infrastructure and services, including education and community services within the policies of the LDP, including Proposal CF1 and ED5.

The Council submits that the Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and to plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. The Council has assessed the additional education accommodation / capacity required for pre-school, primary and secondary provision within the Haddington Cluster. This is in line with Scottish Government Guidance, 'Determining Primary School Capacity 2014' (CD XX). Technical Note 14 (CD XX) has been prepared on this basis and

details the accommodation requirements for pre-school and primary, based on the number of pupils projected to arise from new developments in the Haddington Cluster on a cumulative basis. In addition to classrooms, this includes toilets, cloaks, general purpose spaces, dining and PE and any other essential core accommodation required to cater for the increased capacity, such as circulation space etc. In line with East Lothian Council's Local Development Plan Draft Developer Contributions Framework, developer contributions will be sought in respect of the additional education capacity required to accommodate the cumulative impact of development. The Council will not seek developer contributions for any existing deficiencies in either capacity or standard of accommodation. Capacity can be provided with contributions sought from developers, at Haddington Infant School and King's Meadow Primary School to accommodate the pupils arising from sites HN3, HN4 and HN5. The planned new Letham Mains Primary School will be extended to accommodate the projected primary-aged pupils arising from the Letham Mains expansion site HN2 and additional pre-school capacity will also be provided. In addition, Knox Academy will be extended to increase its capacity to accommodate the projected secondary-aged pupils arising from committed and planned new housing across the Haddington Cluster.

The associated Supplementary Guidance Developer Contributions Framework (SG) will provide the basis to collect contributions towards the necessary supporting facilities and infrastructure capacity. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure.

The Council submits that no modification of the LDP is necessary.

Scottish Environment Protection Agency (0252/14) (0252/15) (0252/16)

SEPA's comments are essentially a refinement of advice which has previously been provided. Whilst Proposals HN2, HN5 and HN7 require that any development related impacts are mitigated, the Reporter may consider that additional clarity that a Flood Risk Assessment is necessary, in association with proposals for development of sites HN2, HN5 and HN7, may have merit as has been included for other sites – e.g. HN1. Project level assessments will ensure access/egress arrangements will be designed to take account of flooding concerns. **The Council submits that no modification of the LDP is necessary.**

D Dickson & William Lee (0310/1)

Sites HN1 and HN2 are proposed for allocation in order to meet the housing land requirement set by the SDP. While it is accepted that these sites represent a significant expansion to Haddington, it is considered that this scale of development was unavoidable in the context of the housing land requirements. The land at Amisfield is visually exposed and the southern part is in an area of flood risk. Development here would have a harmful impact on the character and setting of the town and the adjacent Amisfield Designed Landscape and conservation area (see response to 0277 and Schedule 4 Issue 13). The Council's Environmental Health Team has been consulted throughout the process of plan preparation and has not indicated any issues with regards to surrounding business/recreational uses. Any matters of noise and disturbance would be

assessed at project level and suitable mitigation provided as necessary. The potential effect of development on proposed sites on habitats and protected species were considered in the process of site selection. The site has been subject of SEA (CD XX - Haddington Site Assessments p32). It is not within any areas designated for their international or national nature conservation importance. Priority habitat along the Letham Burn and ancient woodland borders the site to the north and a small strip of lowland meadow priority habitat borders the site to the south along the A6093. The site's development provides the opportunity to enhance the Central Scotland Green Network through enhanced habitat and recreational route along Letham Burn. A setting is also required for the Letham Mains smallholdings. This is provided for within the adopted development framework for site HN1, the relevant masterplan proposals in association with site HN1 (14/00089/PM and 13/00519/PM - CD XX), which proposal HN2 requires to complement in terms of the design for that site (see LDP paragraph 2.121). **The Council submits that no modification of the LDP is necessary.**

PROP HN4: Land at Gateside East

In-Site Property Solutions Ltd (0262/2)

The Council notes that the application for a care home on the land allocated for employment is minded to be granted subject to a Section 75 agreement. Proposal HN4 is therefore reflective of the extant planning permission. Council submits that policies EMP1 and RCA1 would apply to the HN4 site. EMP1 allows for the development of Use Classes 4, 5 and 6 and provides flexibility for other employment generating uses, including such as a care home, subject to the provisions of Policy EMP1 and TC1. **The Council submits that no modification of the plan is necessary.**

Prop HN5: Land at Gateside West

PLOT (Haddington) LLP (0333)

The Council submits that this land was formerly allocated for employment use and that the proposal was originally justified on the basis that, notwithstanding the loss of employment land to housing, some employment land and employment opportunities are provided by the consent, including the approved pub/restaurant use. The Council submits that the proposal to allocate this site for additional housing would undermine future availability of employment opportunities in Haddington. The site is in close proximity to the A1 and the A199 and is within a site approved for the development of circa 112 homes and adjacent to the Letham Mains site HN1, so could provide employment close to where people live. Furthermore, the representor has not provided evidence that there is no demand for economic uses in the current market (2016/2017). The Council further submits that there is significant urban expansion planned, including housing, within the area and site HN4 has not completed. This additional population and housing growth is likely to increase demand for flexible employment spaces and a pub/restaurant over time. On balance, the loss of potential employment opportunities is not justified in light of the nominal amount of dwellings that could be delivered here in view of the scale of housing allocations in the local area. **The**

Council submits that no modification of the LDP is necessary.

Prop HN8: Land at Peppercraig East

Ediston Real Estate (0379)

The Council submits that design and placemaking are important planning issues. Securing a masterplan that sets out design principles for the development of a site such as this will be important. The land is visible on the entrance to the town and sensitive design treatment will be required. As part of any planning application for any allocated site, comprehensive masterplan solutions for the entire allocated site must be submitted to conform to the relevant Development Brief. Proposed masterplans must demonstrate how the relevant objectives for the allocated site will be secured, how development will be delivered on an appropriately phased basis and set out the design requirements to ensure the development will properly integrate with its surroundings and the character of the local area. Whilst the Council accepts that the site could be developed on a phased basis, a masterplan should set out an overall vision for how this could be done. Such a masterplan could be submitted as part of an application for planning permission in principle, or in association with each phased development. **The Council submits that no modification of the LDP is necessary.**

Savills (0396/2)

The Proposed LDP should be read as a whole and as such it is clear that there is a framework in place for the consideration of Developer Contributions required as a result of development. The Developer Contributions Framework SG (CD XX) sets out what infrastructure interventions developments will need to contribute to. Policy DEL1 states that new development will only be permitted where the developer makes appropriate provision for infrastructure and community facilities required as a consequence of their development in accordance with Circular 3/2012 (CD XX). **The Council submits that no modification of the LDP is necessary.**

Haddington Cluster Miscellaneous

Scottish Environment Protection Agency (0252/4)

The Council submits that PAN 1/2010 is clear that SEA should focus on the strategic environmental effects of the plan (PAN 1/2010 para 3.1) and avoid excessive data collection and descriptions of baseline data (PAN 1/2010 para 5.2). The Council further submits that the sites set out in the relevant table are not allocations: this is made clear in the pre-text to the table. The LDP explains that the development of these sites in accordance with relevant LDP policies is supported in principle by the Council – i.e. not necessarily by consultees to any planning application, such as SEPA. Whilst some of the sites have been rolled forward from previous plans, the majority of the sites set out in the relevant table already have planning permission for development, so are committed sites. In SEA terms they have been treated as such and thus as part of the baseline, in accordance with PAN 1/2010 (paragraph 4.22). It is important to note that this is also true of many sites where a policy reference is given. If the Reporter

considers it useful, the Council could provide the relevant planning application references in respect of relevant sites. Development on some of these sites has already commenced, but in some cases stalled, so planning permissions are being implemented or remain live. For some sites their planning permission references are shown within the tables instead of policy references. This is because some of them are within the countryside etc and it would be impractical in a mapping sense or in a policy / proposals sense to specifically identify those sites on the proposals map(s) or strategy diagrams: yet the Council would support the principle of their development in line with LDP policies, subject to the development management process. **The Council submits that no modification of the LDP is necessary.**

Haddington and District Amenity Society (0327/5)

The first planning permission for development on land at Dovecot was allowed on appeal, and the former urban boundary there has now changed. The Council has since approved planning permission in principle for the remaining part of the site now proposed to be allocated. The longer term opportunities in the Dovecot area are signposted by the plan because these previous decisions set a context for that. It is important to note that the Council's preferred strategy approach at MIR stage was to consider a longer term spatial strategy. This was so the implications of aligning development with infrastructure provision could be considered across a timescale that would be longer than the plan period; it was to assist the Council in testing whether there was an interest in developing in locations that it might choose to allocate in future, rather than rely solely on a future call for site exercises. In terms of that specific location, the western expansion of Haddington is a development principle followed by the previous plan, largely to allow the town to grow whilst ensuring that through traffic is minimised, particularly at key junctions within the town centre. Proposals for development at Letham Mains will provide a new connection between the West Road (B6471) and Pencaitland Road (A6093). This will cater for development related traffic as well as help to provide relief in the town centre from through traffic. That new relief road through the Letham Mains site will share an access with the proposed housing development at Dovecot. For Dovecot, environmental and infrastructure opportunities and constraints would require to be fully assessed and education capacity and transport issues, among other matters, would require solutions. Landscape character in the area would suggest that existing planting may require to be augmented to provide a setting for development. However, it does not follow that further development there would be supported, either through future plans or planning applications. **The Council submits that no modification to the plan is necessary.**

Haddington Cluster Support

Scottish Environment Protection Agency (0252/52)(0252/53); Richie Brothers (0259/1); Savills (0396/1); Taylor Wimpey UK Ltd and Mactaggart & Mickel Homes Ltd (0426/1)

Support Noted

Reporter's conclusions:

Reporter's recommendations:

Issue 8	Dunbar Cluster	
Development plan reference:	Dunbar Cluster (pgs 45-50)	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
Patricia Ferguson (0032) Mr & Mrs Ainslie (0040) Alan Buchanan (0041) Alex Gibson (0074) Collin Ainslie (Petition) (0097) Michael Smart (0128) Morag and Roy Ellis (0141) Neil and Katrina Kenny (0151) Kevin Bowler (0152) Network Rail (0181) Dunbar Community Council (0201) Gladman Planning (0213) Stewart Milne Homes Ltd (0229) Barratt David Wilson Homes (0246)	Scottish Environment Protection Agency (0252) Stewart Milne Homes Ltd (0261) Scottish National Heritage (0280) East Lothian Liberal Democrat Party (0300) Magnus Thorne (0308) Taylor Wimpey (0330) Martin Hotchkiss (0354) Hallhill Developments (0395) Kate Smith (0400) Jonathan Swift (0413) East Lammermuir Community Council (0414)	
Provision of the development plan to which the issue relates:	This provision of the proposed LDP deal with the proposals for new allocations and committed sites for the Dunbar Cluster (pgs 45-50)	
Planning authority's summary of the representation(s):		
<p>Dunbar Cluster Strategy Map</p> <p><u>Gladman Planning (0213/2)</u></p> <p>Introduction of a further Housing Proposal to the Dunbar Cluster at Newtonlees Farm where policy OS5 applies. The cemetery site shown in the Strategy Map is incorrect and does not reflect the latest position of the Council's Amenity Services on this matter.</p> <p><u>Stewart Milne Homes Ltd (0229/1)</u></p> <p>Land at Phantassie, East Linton, to the east of the village, should be allocated for residential development and open space through inclusion of a new proposal and identification of the site on the Proposals Map.</p> <p><u>Barratt David Wilson Homes (0246/3)</u></p> <p>The supporting planning, landscape, transport and heritage statements submitted with the representation for Preston Mains demonstrates the deliverability and suitability of the site for the development of approximately 100-150 new homes.</p>		

Identify land at Preston Main, East Linton as a housing site.

Taylor Wimpey (0330/1)

Allocate the Eweford land for residential led mixed use development through inclusion of a new proposal and identification of the site on the Proposals Map. If East Lothian Council and/or the Examination reporter do not consider this to be necessary, then we propose that the site is safeguarded for development. This latter would simply reflect the terms of LDP paragraph 2.132, which states that the site may be considered suitable in the longer term as a mixed used expansion area. To identify the site as a specific safeguard in the text and to delineate that safeguard on the Proposals Map would provide greater clarity on the position, and make it clear what area of land is being referred to in the text.

Martin Hotchkiss (0354/1)

The boundaries for the DR2 site should be amended to exclude the wooded area immediately to the east of the properties at Lochend Kennels. This area of land should be excluded from the proposed area of development to ensure that it is retained as woodland. Also the "panhandle" of land that extends eastward past the southern boundary of the school and which separates the northern and southern parts of Lochend Woods should be excluded from PROP DR2. This area does not seem appropriate for residential development. Problems with access and increased traffic would be hazardous for school children. Developing this area would reduce amenity values and create small isolated areas.

Dunbar Cluster Introduction

Barratt David Wilson Homes (0246/5)

It is considered that the land at Preston Mains is an effective and deliverable site.

Magnus Thorne (0308/1)

Para 2.133 acknowledges that ground condition constraints will need to be addressed and mitigation provided. However, SEPA's interim position statement on planning and flooding (July 2009 par a12) states '*Development Plans and Action Programmes should spell out how unavoidable impacts will be mitigated and delivered*', therefore it is expected that these constraints be addressed and mitigated in the LDP in detail.

Jonathan Swift (0413/1)

Agree with ELC's assessment of no preferred development in East Linton. In past consultations we suggested a limit of 150 new houses in total for our whole area over the timescales given in the Main Issues Report and previous LDP; we continue to support this position.

Prop DR1: Hallhill South West

Alan Buchanan (0041/2)

Concerned about the path and road network which is to encourage walking and cycling. There has been a notable change in the style and size of layouts of developments. Roads and pavements are narrower often with a pavement on one side of the road only. This gives an enclosed feel raising the sense of road vehicles travelling fast and with the narrowness of verges bring pedestrians closer to the road. It does not give a sense of safety or encourage other means of transport away from the car e.g. Moray Avenue compared to Fairbairn Way.

Prop DR2: Hallhill North

Martin Hotchkiss (0354/2)

Access: The site has poor connections to the rest of Dunbar. The opening of the railway underpass will be too expensive but its feasibility should be looked at in detail before considering accepting this proposal. Road access will also be very difficult. Connecting via Brodie Road would be too circuitous. Beveridge Row is extremely narrow with no scope to widen. The track that runs west to east would need retained to maintain the existing rights of the access between existing properties and Brodie Road, Beveridge Row and the A1.

Environment: Drainage is already an increasing problem. There will also be significant impacts on existing wildlife that use the woods and farmland around Hallhill/Lochend.

Infrastructure: The town centre is already suffering congestion and a lack of sufficient parking. The rail services are already at maximum capacity with no scope to increase services. Station parking is also insufficient. There are only 2 ways to connect North with South Dunbar and these are no longer sufficient. The school development strategy is always one step behind. Although there are plans to expand the current housing developments will put strain in the education capacity currently.

Amenity: The existing access track from Hallhill Steading to Beveridge Row is being partly destroyed by current development. Dunbar needs to retain some open space for the enjoyment of existing inhabitants. It also needs time to adapt to the new developments before more are allowed.

Boundaries: The boundaries for the DR2 site should be amended to exclude the wooded area immediately to the east of the properties at Lochend Kennels. This area of land should be excluded from the proposed area of development to ensure that it is retained as woodland. Also the "panhandle" of land that extends eastward past the southern boundary of the school and which separates the northern and southern parts of Lochend Woods should be excluded from PROP DR2. This area does not seem appropriate for residential development. Problems with access and increased traffic would be hazardous for school children. Developing this area would reduce amenity values and create small isolated areas.

Archaeology: There has been existing long cist burial sites found in Lonchend/Hallhill area. Developing the site runs the risk of losing potential historic and cultural sites.

Hallhill Developments (0395/1)

Our understanding is that this underpass was infilled with concrete by Network

Rail a few years ago because it was structurally unsound. We are also led to understand that the possibility of its reopening was considered subsequently but found to be impractical. We are therefore unclear as to why it is included as a proposal in the LDP, as it is not appropriate for an LDP to require actions that are not supported by evidence to be capable of implementation at reasonable and proportionate cost. We also question the need for the underpass to be re-opened in this location. There is already an underpass leading to the Healthy Living Centre. Also, HDL has recently facilitated the implementation of improvements the Eweford underpass at Dunbar. A 3-phase traffic light system has been introduced, which provides for two-way traffic flows plus a dedicated pedestrian phase. Lighting has also been provided.

Prop DR3: Hallhill Healthy Living Centre Expansion Land

Hallhill Developments (0395/2)

Proposals DR3 (Hallhill Healthy Living Centre Expansion Land & PROP CF1 (Provision of New Sports Pitches and Changing Accommodation) are both identified with reference to PROP DR2, and require one full size grass pitch and two team changing rooms to be provided. Our understanding is that this provision is intended to serve an expanded Dunbar Grammar School, and we are therefore unclear as to why this location at the Healthy Living Centre has been proposed. It would seem more sensible, assuming that a new pitch and changing rooms is actually required, that these be located close to the Grammar School. Therefore, in the absence of any evidence that PROP DR3 is required it should be removed from the LDP.

Prop DR5: Land at Newtonlees

Dunbar Community Council (0201/2)

It is noted that the Newtonlees development is as shown in the Local Plan and is not extended further towards Broxburn. We also note that the proposed L shaped extension to the Deerpark Cemetery is retained.

Scottish Natural Heritage (0280/3)

SNH have expressed concern regarding potential allocation of this site throughout the plan preparation process. SNH consider that this site could impact adversely on the distinctive and well-defined landscape setting of Dunbar. While it is considered these effects will be difficult to mitigate, we advise that partial mitigation could be achieved if this site was subject to a Site Development Brief that sets out key principles for the development in relation to landscape, views and placemaking.

Martin Hotchkiss (0354/3)

The extra strain that this development would put on the town centre (Traffic and Parking), the grammar school, transportation links, would be too much for the town to cope with, given that it was already struggling with the existing developments.

Prop DR8: Pencraig Hill, East Linton

Alex Gibson (0074)

East Linton is a rural village people do not want to see it get bigger which will ruin its attraction and appeal. The proposed development (16/00328/PM) is for 119 homes and would increase the population by around 10%. East Linton could not cope with such an increase in terms of infrastructure e.g. doctor's appointments, primary schools etc. Roads congestion and parking on the busy narrow roads around the village is already a problem and would become an issue. Any future developments should be on a much smaller scale and if at all possibly should not be on green land. Green land should only be used as a last resort. The development would remove the rural ambience that currently exists and that local services could not cope with such an increase. Where is the demand for 119 homes in East Linton? It took 2 years to sell 37 homes in Andrew Meikle Grove Estate. In the interim a number of new housing developments have emerged nearby in Haddington, Dunbar and North Berwick which will increase the competition. We do not believe there is a need or demand for housing in East Linton for such large scale new housing especially on a green site.

Magnus Thorne (0308/3)

The Andrew Meikle Grove SuDs area was developed as per the requirements of the planning application. It was supposed to be Scottish Water's responsibility after construction of the development was complete. This has not transpired and the residents face being potentially left with the responsibility. Without Scottish Water taking responsibility for a large SuDs area, how can ongoing upkeep be responsibility be ensured? Commitment and planning outlined within the development plan on the part of ELC is required to ensure a clear path of responsibility and accountability for any potential SuDs during any construction and occupancy phases of DR8. Would like to see guarantees within the LDP that ongoing use and upkeep of SuDs are considered.

It states of the DR8 land that 'A Flood Risk Assessment will be necessary'. SEPA's interim position statement on planning and flooding (July 2009) paragraph 13 states 'We will strongly encourage planning authorities to use Strategic Flood Risk Assessment (SFRA) as a practical tool to help deliver real change in managing flood risk early on in the development plan process', therefore it is expected that it formed part of the LDP. However, the representor has been unable to find this within the LDP or ER. This should be appended to the ER. Seek assurance within DR8 development that flood mitigation would have to be implemented prior to all other construction phases.

The proposed DR8 development would result in the distribution of the natural land drainage which has been built up. There has been localised flooding due to heavy rainfall on the Meikle Grove development. The area adjacent to the railway underpass has been under near constant flood. Further development 'upslope' will only exacerbate flooding problems. The SEPA flood map of East Linton area records an area categorised as high risk 'downslope' of the DR8 Pencraig Hill area. Is this site therefore appropriate, the LDP (p131 para 6.31) states 'The

Council promotes a precautionary approach to flood risk from all sources through avoidance as a first principle'. Surely the high risk areas should be eliminated before any further development with the potential to increase the level of flooding is considered.

The representor notes that from school census figure the development of DR8 can be expected to push the East Linton primary school overcapacity by more than 5% in the first year following occupancy alone. This contradicts the statement in para 3.103 'Generally, the housing land allocations in the catchment areas of the smaller schools will help to sustain their pupil rolls'. The LDP should mitigate against this expected overcapacity.

The LDP notes at pg 128 para 6.19 that development should be avoided where possible on prime agricultural land. It is also noted in the SEA (Appendix 9 pg 59) that 'the site is on class 3.1 prime agricultural land.

The LDP notes at pg 137 para 7.7 that new development will be expected to integrate with the existing urban form. The proposed DR8 site is double the density of that at Andrew Meikle Grove and therefore in contradiction to para 7.7. A more appropriate number would be 62 homes.

The proposed DR8 site location would undermine the character and setting of the village. There is no visual screening of the proposed site from the Orchardfield development. The potential impact of development is 'significant' and not 'some' as stated in the SEA.

Kate Smith (0400/1)

In accordance with the vision, aims, objectives and outcomes of the LDP;

Promote sustainable development: Bullet point 1 - Does not believe development DR8 meets the objective of reducing the need to travel given there is no train station. This allocation does not reduce the need to travel given the lack of transport infrastructure and the lack of viable employment opportunities in East Lothian. DR8 does not reduce the need to travel given the lack of transport infrastructure and the lack of viable employment opportunities in East Lothian. There are very limited job opportunities in East Linton to provide opportunities for economic growth and job creation and to meet housing requirements in appropriate marketable locations.

Promote sustainable development: Bullet point 3 - this allocation does not reduce the need to travel given the lack of transport infrastructure and the lack of viable employment opportunities in East Lothian.

Help grow the economy, increase housing supply and reduce inequalities; Bullet point 1 - There are very limited job opportunities in East Linton.

Help grow the economy, increase housing supply and reduce inequalities; Bullet point 2 - DR8 is outside the village boundaries and is proposing 100 houses which could arguably increase the population of the village by 20-25%. Concerned about the lack of recreational facilities and health infrastructure,

including doctor's surgery and pharmacy facility. The parking available within the village is insufficient to cope with traffic from new housing.

Help grow the economy, increase housing supply and reduce inequalities; Bullet point 3 - East Linton is a conservation village and a stopping point for the John Muir Way. Concerned about the measures being taken to ensure that its conservation status is being preserved and protected and to ensure that the development is appropriate to its conservation status.

Help grow the economy, increase housing supply and reduce inequalities; Bullet point 4 - This allocation, given that it is currently agricultural land, will not be maximising the use of appropriate, traditional buildings and recent developments have not enhanced the appearance of the village. Concerned that additional housing will not support economic development and tourism.

Protect and enhance the area's high quality environment and its special identity, Bullet point 1 - the proposed allocation will have a visual impact from both the ingress and exit points of the John Muir Way e.g. viewpoints from Drylawhill and also Tynninghame Bay. The recent development of Miller Homes has slate and harling which we believe is out of character, not in the vernacular of the region and has had a detrimental impact on the visual appearance of East Linton on approach from both Edinburgh and North Berwick. Furthermore, within the Main Issues Report, the view point from Markle Laird's House is considered significant and it is not believed this has been taken into consideration.

Protect and enhance the area's high quality environment and its special identity; Bullet point 3 - The housing allocation will have a visual impact on the nearby standing stone as you approach from Pencraig Hill. This is particularly important given the nearby Neolithic settlement and Ancient Scheduled Monument at Drylawhill.

Protect and enhance the area's high quality environment and its special identity, Bullet point 5 - object to the proposed development given that it falls outwith the current village boundary.

In relation to the education infrastructure, East Linton Primary School playground is already proportionately small compared to the size of the school. Any additional housing will have a huge and negative impact, given that at least two of the primary school classes are at capacity. This is crucial as East Lothian is one of the fastest growing counties in terms of population and the developers of Andrew Meikle Grove only committed £98,000 towards education facilities.

Jonathan Swift (0413/2)

Land adjacent at Pencraig Hill should be reassessed and classified as DC8 to protect the environment, heritage, character and landscape value of East Linton.

Prop DR10: Innerwick East

Michael Smart (0128)

Object to the proposed LDP in respect of land in Innerwick. Further housing cannot be approved when there are two major areas that need attention in the village. The water supply currently produces periods of very low pressure without any warning or notice from the water company. The electricity regularly switches off without prior warning from the Energy Company. If more houses are built these two issues need to be rectified.

Morag and Roy Ellis (0141)

Dismayed about the proposal of houses at Kirkbrae East especially as there are already houses built at Temple Mains Steading. The village won't be able to cope as there are difficulties with the sewage works and drains. Can the school manage more capacity? Trouble with cars turning in and out of Kirkbrae and we foresee accidents happening wherever they try to put access for new houses.

Neil and Katrina Kenny (0151)

The current infrastructure around the village is not adequate to deal with an additional 18 houses. The main Innerwick access road is too narrow and at peak times is a nightmare due to irresponsible drivers going too fast. The children who attend Dunbar Grammar School are currently picked up directly opposite the Kirk Brae Junction. In addition to this there is an unofficial bus stop right on the junction, more traffic will make this a dangerous situation. The current water supply within the village is inadequate. This has become worse since Templemains Development. The water pressure is extremely low. Drains are continually becoming blocked in Kirk Brae. Innerwick is a conservation village. There will be more opportunities for crime. It does not take much for the village to lose power. Could the current situation deal with more demand. The representors' home has been surveyed and the view and open space would be a selling point. There is no shop, post office, pub or adult groups in the area. What will attract new residents? There is another field on the other side of the current play park and primary school at Innerwick which, if it was to be developed would not be looking directly over anyone else and access is already there.

East Lammermuir Community Council (0414/2)

Concerns are expressed re infrastructure: sewage, water supplies, transport, road safety. The Community Council does not want the housing at Temple Mains Steading to be completed. The Monitoring Statement notes this incorrectly as complete. Could there be a proposed contribution figure towards primary education and transport infrastructure to be included in the LDP for this development?

Prop DR11: St John's Street, Spott

Patricia Ferguson (0032)

The area of land at St John's Street, Spott is to be used for the building of circa six houses. Does circa mean possibly more than 6? The road although wide enough to allow two vehicles to pass, is quite narrow and busy. The representor does not have off road parking and is concerned that essential access to their car

will be hampered during the construction period of the development. The septic tank which serves the present eight houses has had problems resulting in flooding. The tank needs upgrading.

Mr and Mrs Ainslie (0040); Collin Ainslie - Petition (0097)

The village is a conservation village and was originally built with a linear nature in mind. The village is accessed by a very narrow and busy road used by tractors and lorries. The site is arable land which is the soak away for the septic tank for the current houses. It is also the main soak away area for any surface water as there is no drainage apart from the runoff into the field.

Scottish Water and Scottish Power use this field to access tank and power cables. The septic tank has overflowed contaminating the site. The tank in Scottish Waters opinion is only just adequate for the existing 8 houses.

Along with the new housing proposed at Beveridge Row this will impact on West Barns Primary School and Dunbar Grammar along with the existing Doctor's Practices.

St John's Street is already over burdened for vehicular access to the existing houses, a further 6 homes plus construction traffic would seem impossible. If there is to be development, the flat area between Spott Village Hall and Spott Church which would be in keeping with the linear nature of the village. This land would have a less intrusive impact on the surrounding area and houses.

East Lammermuir Community Council (0414/3)

Does not support the allocation of this site. There are more suitable sites at the edge of Spott Village. Is DR11 proposed for 6 or 10 homes as both figures are stated in the LDP? Could there be a proposed contribution figure towards primary education to be included in the LDP for this development?

Dunbar Cluster Miscellaneous

Alan Buchanan (0041/3)

What has become of grassy and woodland areas? The earlier developments have not just a sense of place and openness they utilised the environment by maintaining established areas such as Lochend Woods, grass areas around John Muir Gardens and along Middlemas Road. These are missing when entering Earls Gate and Gospatrick Grange, it is just concrete. Reference is made about the environment and how developments utilise it but the reality is far from that. Previous plans for Earls Gate were to make use of views towards Doon Hill or North Berwick Law; however, these are not visible within the development. Why are there so many signs for the developments? This is unnecessary and not monitored by Planners.

Kevin Bowler (0152)

The Council needs to have a formal strategy in place on improving the

infrastructure in support of this increase in population. There is a need for more schools and doctors and the road system needs upgrading to cope with increased traffic. The introduction of MacDonalds has increased litter and a better supermarket is required. More population with pets has increased dog foul with no addition to the local number of bins. Hallhill woods are littered with debris blown off the building sites due to poor waste control. The planning authority should inspect the quality of the works. Works to tie in the drainage system for the Earls Gate Development on Brodie Road has left an unsatisfactory finish on the road surface at the junction with Moray Avenue and this type of defect needs to be rectified early. It is not acceptable that the new home owners should be left to battle with builders to complete common areas to a satisfactory standard. Planning approves plans, planning should ensure completion.

Dunbar Community Council (0201/1)

Main concerns around how the infrastructure of the town will cope with the changes and how essential services can be upgraded effectively and in time.

Communications across the railway line - Dunbar has been bisected by the railway with few viable road and pedestrian links between the two sides. Most of the development takes place in the South West of the town. The only effective vehicular routes to the old town north of the railway line will be along Brodie Road, Spott Rd and Queens Rd; a route already heavily congested. The re-opening of the existing underpass at Elm Street has been rejected by Network Rail, however it is believed that this option must now be re-examined. It should at least be possible to create a smaller space for the safe passage of pedestrians and cyclists. Widening of the single track road south of Bevrige Row, and extension of the road north of the railway bridge around the east end of Belhaven hospital to connect with Pine Street. Widening of Eweford Road through the School Brae and the A1087. A new foot and cycle path will be required through the Spott Road employment site in association with development at Newtonlees.

Additional Education Capacity - Developers are not asked to cover the ongoing costs of teachers. Extension of the Grammar School will lead to loss of playing field space at the school. Pupils will need to use Hallhill or Winterfield. How will the money from developers for the school extensions be achieved?

Water and Waste - The Beltonford sewage treatment is nearly at capacity. There is flooding at Hallhill during heavy rain when the drainage from the new housing has not coped.

Health Services - These are already under pressure. The Health Centre has some consulting space upstairs, however, it is difficult to recruit GP's. Developers do not contribute to health services.

An Aging population - Dunbar is a favoured location for retirees. There needs to be some ongoing provision within the community for end of life care. In addition, there is an increasing need for sheltered housing, nursery home provision and suitable accommodation on a single level for elderly people.

Affordable Housing - The brownfield sites within the town could be developed to meet the affordable housing needs and prevent isolation. Here, all local facilities are easily accessible on foot or by public transport, off road parking is non-essential and need not be a constraint. Developers could where appropriate be released from the requirement to include social housing within their developments, on condition that they contribute to the development of more central brownfield sites.

Dunbar Golf Course Site - It is noted that the Dunbar Golf Course site no longer figures in the Local Plan and that the planning permission has now lapsed. Consideration should be given to the possibility of this application coming forward again.

Transport Links - Support the proposed 'Rages' improvements to rail services, platform extensions, the re-opening of East Linton Station and easier access to bus services. There is a need for a large increase in car parking provision at Dunbar Station. All such improvements will be essential to get more commuters into Edinburgh.

Scottish Environment Protection Agency (0252/5)

The representation states that although these sites in Table DR1 are not shown on the spatial strategy drawings within the PP, the majority are shown on the proposal maps which accompany the plan. SEPA have not had an opportunity to comment on these sites previously, during the preparation of this LDP, i.e. SEPA have not been provided with shapefiles which allow assessment of the sites against all relevant information held on record. It is not clear if these allocations have been through the SEA process with the same rigour as other sites and the majority have not been assessed by the SFRA and the requirement for Flood Risk Assessments (FRA) to be submitted with planning applications, where appropriate, has not been identified in the PP. As less consideration of flood risk has been given to these sites, particularly taking into account significant changes in legislation, policy and the physical environment (such as the higher annual rainfall being experienced in East Lothian) it is not possible to establish the principle of development at these sites.

East Lothian Liberal Democrat Party (0300/2)

Provision should be made for underpasses of the East Coast Main Rail Line in Dunbar to allow access underneath it to help integrate the community.

Dunbar Cluster Support

Network Rail (0181/11)

Network Rail welcomes the detailed analysis and information on the development within the cluster and how it seeks to ameliorate this through improvements, which accord with our own strategy and proposals. The cross reference to and the detailed policies set out through the Transport section of the LDP and in particular the detailed policies on improvement works and contributions required are welcomed.

Stewart Milne Homes Ltd (0261/1)

Stewart Milne Homes fully support and welcome the DR8 proposal, and will endeavour to implement it as soon as possible.

Hallhill Developments (0395/3)

Land at DR4: Brodie Road is newly allocated for approximately 50 homes, and

this proposal is supported.

Hallhill Developments (0395/4)

Land at DR7: Land at Spott Road is allocated for employment uses. This proposal is supported.

Scottish Environment Protection Agency (0252/54)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at DR2. There is a report that in 2002 Bellhaven Hospital was flooded and patients had to be evacuated with the generator room shut down. We are unsure if any measures have since been put in place to mitigate this risk of flooding. Fluvial flood risk, however, has been identified. A watercourse appears to be culverted within the vicinity of the site. There is also a number of drains flowing within the forestry area adjacent to Lochend Kennels. These appear to be culverted and may flow through the site and have to be investigated as part of a FRA.

Scottish Environment Protection Agency (0252/55) (0252/57)

Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at DR5 and DR7. A FRA has been required and we assume this is to assess the risk of surface water flooding.

Scottish Environment Protection Agency (0252/56)

Scottish Environment Protection Agency support the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site.

A FRA has been required, presumably to assess the risk of surface water flooding. It is likely that this source of flood risk will constrain the developable area of the site at DR4.

Scottish Environment Protection Agency (0252/58)

Scottish Environment Protection Agency support the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at this site.

A FRA has been required. No flood risk has been identified by SEPA and we assume the need for FRA is based on more detailed local knowledge of DR8.

Jonathan Swift (0413/4)

PROP DR9: Land at East Linton Auction Mart. This proposal is supported.

Modifications sought by those submitting representations:

Dunbar Cluster Strategy Map

Gladman Planning (0213/2)

PROP O5 to be deleted at Deerpark and a new site at to be mapped at the land at Newtonlees Farm where OS5 applies.

Stewart Milne Homes Ltd (0229/1)

Allocate land at Phantassie, East Linton for residential development through inclusion of a new proposal.

Barratt David Wilson Homes (0246/3)

Identify land at Preston Main, East Linton as a housing site (possible reference DMR12) on page 45, Dunbar Cluster Spatial Strategy Diagram.

Taylor Wimpey (0330/1)

Allocate the Eweford land for residential led mixed use development through inclusion of a new proposal to allocate or safeguard the site and identification of the site on the Proposals Map.

Martin Hotchkiss (0354/1)

Change site boundaries on the Strategy map for Dunbar in relation to DR2.

Dunbar Cluster Introduction

Barratt David Wilson Homes (0246/5)

Paragraph 2.131 - The land at Preston Mains, East Linton should be allocated for the provision of 100-150 houses.

Magnus Thorne (0308/1); Jonathan Swift (0413/1)

No Modification sought

Prop DR1: Hallhill South West

Alan Buchanan (0041/2)

No Modification sought

Prop DR2: Hallhill North

Martin Hotchkiss (0354/2)

Paragraph 2.138 and Prop DR2 should be removed. Change site boundaries on the Strategy map for Dunbar in relation to DR2.

Hallhill Developments (0395/1)

Remove references in the LDP and the Draft Development Brief to the re-opening of the underpass.

Prop DR3: Hallhill Healthy Living Centre Expansion Land

Hallhill Developments (0395/2)

Remove all references to DR3 from LDP policies and proposals and supplementary guidance.

Prop DR5: Land at Newtonlees

Dunbar Community Council (0201/2)

No Modification sought

Scottish Natural Heritage (0280/3)

In terms of natural heritage impacts SNH consider that other alternative sites put forward at the MIR stage would have fewer impacts. No specific modification has been sought. However, objection is raised to development of the site suggesting that the site is removed from the LDP.

Martin Hotchkiss (0354/3)

Para 2.141 and PROP DR5 should be removed.

Prop DR8: Pencraig Hill, East Linton

Alex Gibson (0074); Kate Smith (0400/1)

No Modification sought

Magnus Thorne (0308/3)

Set out a clear responsibility and ongoing upkeep of SuDs for development allocated in the LDP. Recommend that the SFRA be appended to the ER.

Jonathan Swift (0413/2)

Land adjacent at Pencraig Hill should be reassessed and classified as DC8 to protect the environment, heritage, character and landscape value of East Linton.

Prop DR10: Innerwick East

Michael Smart (0128); Neil and Katrina Kenny (0151); Morag and Roy Ellis (0141); East Lammermuir Community Council (0414/2)

No Modification sought

Prop DR11: St John's Street, Spott

Patricia Ferguson (0032); Mr and Mrs Ainslie (0040); Collin Ainslie - Petition (0097)

No Modification sought

East Lammermuir Community Council (0414/3)

No specific modification but suggests removal of DR11 and allocation of different site.

Dunbar Cluster Miscellaneous

Alan Buchanan (0041/3); Kevin Bowler (0152); Dunbar Community Council (0201/1)

No Modification sought

Scottish Environment Protection Agency (0252/5)

SEPA objects to the inclusion of sites within Table DR1 in the LDP, without them being subject to the same process and review as all other sites to be included in the LDP.

East Lothian Liberal Democrat Party (0300/2)

No specific modification sought, but the objection would suggest that changes should be made to the plan.

Dunbar Cluster Support

Network Rail (0181/11); Stewart Milne Homes Ltd (0261/1); Hallhill Developments (0395/3); Hallhill Developments (0395/4); Scottish Environment Protection Agency (0252/54); Scottish Environment Protection Agency (0252/55)(0252/57) (0252/56) (0252/58); Jonathan Swift (0413/4)

No Modification sought

Summary of responses (including reasons) by planning authority:

Dunbar Cluster Strategy Map

Gladman Planning (0213/2)

The Council continues to support the safeguarded land at Deerpark for a cemetery extension. This will also provide a buffer between the cemetery and any future development around it. This site provides for an expansion of the existing cemetery site in the short term. If there is a further need for burial space in

Dunbar, and the existing safeguard proves to be inadequate, then additional sites for the longer term will be considered in a future review of the Local Development Plan. At this stage, the only site where the Council has indicated support for a cemetery extension at Dunbar is the site currently safeguarded. The Council is aware of proposals for housing development opposite the current safeguarded site, within which there is also a cemetery proposal, but this site is not identified by the LDP either for housing or for a cemetery. The outcome of any decision on that proposal will be a project level decision, assessed on its own merits against the development plan and any other relevant material considerations. **The Council submits that no modification of the LDP is necessary**

Stewart Milne Homes Ltd (0229/1); Barratt David Wilson Homes (0246/3); Taylor Wimpey (0330/1)

The Council submits that no additional housing land allocations are necessary, as the LDP housing land supply is appropriate and sufficient. This is explored more in the Planning for Housing Schedule 4 at Issue 12. Furthermore, the Council submits that there are site specific issues with these proposed allocations that indicate that they should not be allocated. This is explored further in the New Sites Schedule 4 at Issue 13. Taking the Council's conclusion on these issues together, it submits that there is no need to modify the LDP in respect of these representations. **The Council submits that no modification of the LDP is necessary**

Martin Hotchkiss (0354/1)

While the DR2 boundary includes the land to the east of the current cottages it does not necessarily mean it will be developed or that the trees there would be lost or not replaced if removed. Any development here would need to comply with Policy DP1: Landscape Character as well as DP2: Design (in particular criteria 7). These policies taken together would require that the significant trees be retained or if some were removed, that adequate replacements would be provided to conserve the character and appearance of the area, in line Policy NH8: Trees and Development. The Council submits that areas of woodland to the east, on completion of development, were transferred to community groups to manage. It may be that once sites DR1 and DR2 are complete that a similar arrangement is put in place for the balance of the woodland area. The Council further submits that the need for open space will be assessed against Policy OS3. In respect of the 'panhandle of land' to the east of the site DR2, as set out in the Draft Development Brief for the site, the area between the school and site DR3 (Hallhill Healthy Living Centre expansion) should provide an attractive open space which provides setting to the area. Appropriate traffic calming measures will also be required here to ensure pedestrian safety and to discourage school traffic and through traffic. Details of requirements and appropriate solutions on these matters would be determined at the planning application stage. **The Council submits that no modification of the LDP is necessary**

Dunbar Cluster Introduction

Barratt David Wilson Homes (0246/5)

The Council submits that no additional housing land allocations are necessary, as the LDP housing land supply is appropriate and sufficient. This is explored more in the Planning for Housing Schedule 4 at Issue 12. Furthermore, the Council submits that there are site specific issues with this proposal that indicates it should not be allocated. This is explored further in the New Sites Schedule 4 at Issue 13. Taking the Council's conclusion on these issues together, it submits that there is no need to modify the LDP in respect of this representation. **The Council submits that no modification of the LDP is necessary**

Magnus Thorne (0308/1)

The Council submits that SEPA has been a key consultee throughout the LDP process. The Council, including being the flood authority, and SEPA have worked together to ensure that the Local Development Plan affords due weight to flood risk. In accordance with SEPA's approach to sustainable flood management, the Council has undertaken a Strategic Flood Risk Assessment (SFRA) to inform the preparation of a Local Development Plan (LDP). The SFRA has provided a strategic overview of flood risk in the LDP area and used to help support the identification of the area's most appropriate for development and those that should be safeguarded to secure sustainable flood management (avoiding unacceptable risk). As a result of this, any allocated development that has been assessed as having a potential flood risk is required to have a Flood Risk Assessment carried out as part of the development management process at project stage, and if necessary to identify any detailed mitigation measures. **The Council submits that no modification of the LDP is necessary**

Jonathan Swift (0413/1)

The LDP has allocated DR8: Pencraig Hill, East Linton for circa 100 homes. Additionally, the LDP allocated DR9: Land at East Linton Auction Mart for approximately 1ha for employment and community uses. These are the only allocations made in the LDP for East Linton. It is noted that this would be less than the representor's preference of 150 new homes in total over the lifetime of the LDP. **The Council submits that no modification of the LDP is necessary**

Prop DR1: Hallhill South West

Alan Buchanan (0041/2)

Designing Streets sets out government aspirations for design and the role of the planning system in delivering these. This along with SPP (2014) are the Scottish Government's two key policy statements on design and placemaking. Both documents are national planning policy and are supported by a range of design-based Planning Advice Notes (PANs). Designing Streets provides the basis for local and site-specific policy and guidance. All developments are based on this Scottish Government policy to deliver the best street and place layout. The Council has also published its own Design Standards for New Housing Areas, to which the design of new development responds. The Council also submits that there is a 20mph speed limit in place along Brodie Road and within the surrounding housing areas. The Council submits that both the design and regulation of the urban environment here are intended to provide for a feeling of

safety and security to complement the layout of developments in the area. **The Council submits that no modification of the LDP is necessary**

Prop DR2: Hallhill North

Martin Hotchkiss (0354/2)

Access: The Council submits that the LDP (para 2.138) makes clear that access to the Hallhill North site (DR2) shall be taken from the Hallhill South West site (DR1). The Council further submits that the Development Brief for DR2 also requires that vehicular and pedestrian access must be taken from Hallhill South West development over the access road between Beveridge Row and Hallhill Steading. Access proposals should incorporate appropriate traffic calming measures to retain the pedestrian and cycling priority along this existing east-west minor access road. Along the northern boundary of the site a 3m wide shared use path for walking and cycling must be provided between Beveridge Row and the primary school. A pedestrian access must be formed at the northwest corner of the site to connect it to Beveridge Row and under the bridge of the East Coast Mainline. The Council also submits that LDP paragraph 2.133 and 2.138 note that re-opening of an underpass to the west of the town will be required in order to better connect the site with Dunbar.

Environment: The site is within Potentially Vulnerable Area 10/25. A small part of the site along its western boundary is identified on SEPA's flood map as being at medium risk of flooding from the nearby watercourse. Small areas of the site are also shown to be at risk of surface water flooding. SEPA has commented that development on this site could potentially increase the risk of flooding elsewhere if it results in significant increased surface water runoff so this would need to be mitigated. As such, proposals for the development of the site will require to be accompanied by a Flood Risk Assessment. The site is not within any areas designated for their international, national or local nature conservation interests. The site is however under 700m from the Firth of Forth SPA, Ramsar and SSSI. SNH has advised that there are records of SPA birds using the area, there is suitable habitat on the site, and there is potential connectivity to the SPA, therefore the site was screened in for consideration through the Habitats Regulations Appraisal (HRA) processes. The findings of that process are such that, with the mitigation measures proposed within the LDP, the LDP will not have an adverse effect upon relevant SPAs either alone or in combination with other projects or plans. The LDP also contains a series of policies on the natural heritage that must be complied with at project level, and which the Council submits offers an appropriate degree of protection, conservation or enhancement for the natural heritage.

Infrastructure: Annex B of PAN 75 gives a maximum threshold of 1600m for walking distance to local facilities. DR2 is within this distance of the school and Medical Centre and many of the shops and other facilities within the area. Residents would be able to walk to these facilities where possible so keeping to a minimum the use of the private car for shorter journeys. The East Lothian Transport Appraisal and model has been undertaken to model the impact traffic generated from sites proposed through the LDP on the national and local transport network. This work has identified where there are capacity constraints and identifies where mitigation is required and what form it will be required to take. The areas around Dunbar were not identified as requiring intervention

through this modelling work. The Council recognises the importance of rail travel. Rail studies commissioned in 2004 and 2012 by East Lothian and Scottish Borders Councils concluded that a local service to Dunbar is feasible, which could make stops at other stations in the area. Network Rail is committed to delivering a new platform at Dunbar station. The Council is also aware of the education capacity issues related to Development. Mitigation measures have been set out in Technical Note 14 and the Developer Contributions Framework Supplementary Guidance. Land at DR2 will provide the focus for the provision of new community facilities in Dunbar. The developer of this site shall make contributions towards the expansion of pre-school and primary school education capacity at Dunbar Primary School John Muir and Lochend campuses, in line with East Lothian Council's Local Development Plan Draft Supplementary Guidance: Developer Contributions Framework. Contributions may also be required towards other facilities or infrastructure, such as open space.

Amenity: Section 3.122 of the LDP notes that 'the loss of areas of open space that have significant amenity or recreational value will be resisted by the Council, unless their function is not harmed or appropriate alternative provision can be made locally. Such open spaces are also protected by Policy OS1: Protection of Open Space. In respect of new development, the Council's open space quantity standard is 60m² per dwelling. Provision of formal and informal open space is required from all new development. Open spaces should be multifunctional and can include district, town and local parks, sports pitches and civic space. Land at Hallhill North, Dunbar (Proposal DR2) will provide the focus for the provision of new community facilities in Dunbar. As part of the open space requirement for DR2, the developer shall provide land for a full size grass community sports pitch to provide an expansion of the Hallhill Healthy Living Centre (Proposal DR3). The associated two team changing accommodation for this sports pitch shall be provided as an expansion of the Hallhill Healthy Living Centre. The Council is seeking to provide additional capacity in infrastructure and facilities so that these can accommodate the additional demands generated by new development, which is required to meet the development requirements of the SDP.

Boundaries: While the boundary of DR2 includes the land to the east of the current cottages it does not necessarily mean it will be developed. Standards for open space are addressed in Policy OS3 and would be required to be taken into account when designing the site. Details of requirements and appropriate solutions on these matters would be determined at the planning application stage. The representor has not given any evidence as to why the current boundary south of DR3 should be changed. As set out in the Draft Development Briefs, the area between the school and DR3 (Hallhill healthy living Centre expansion) should provide an attractive open space which provides setting to the area. Appropriate traffic calming measures will be required to ensure pedestrian safety and to discourage school traffic and through traffic.

Archaeology: The category C listed Hallhill cottages and Lochend gate piers and walls lie just outside the Eastern boundary of the site. There are no scheduled monuments within the site boundary. The site does not lie within a Conservation Area. The site is within the Dunbar II battlefield designation however based on the information provided in the inventory the site is not within any of the key areas of activity during the battle and its development would not affect the appreciation of the battlefield landscape. The Council further submits that LDP policies on cultural heritage, including CH4: Scheduled Monuments and Archaeological Sites, will ensure that such matters are considered and responded to appropriately at

project level and through the Development Management process.

The Council submits that no modification of the LDP is necessary

Hallhill Developments (0395/1)

The LDP is clear that developer contributions will be required towards the re-opening of the rail underpass from the DR2 site, included at paragraph 2.133 and 2.138. It is also clear that this will be needed to ensure that satisfactory access from the site to other parts of the town will be provided. The opening of the railway under-pass must be further explored by the applicant in conjunction with the Council, Network Rail and the scale and kind of developer contribution agreed at project level in line with what can reasonably be sought consequent on the development of this site. The Council has already opened discussions with Network Rail on the re-opening of the rail underpass and would welcome discussions with the landowner / developer of the DR2 site to progress matters further. **The Council submits that no modification of the LDP is necessary**

Prop DR3: Hallhill Healthy Living Centre Expansion Land

Hallhill Developments (0395/2)

The Council has set maximum catchments for facilities, including 2km for district parks, 1.2km for sports pitches and town parks, 400m for local parks and 800m for NEAPs, 400m for LEAPs and 240m for LAPs. New development will be expected to meet these standards. The Council's draft Open Space and Sports Pitch Strategy 2012 also assess the supply of recreational facilities and open space against existing and anticipated demand. This has informed the Council's site-specific development requirements for such facilities (e.g. sports pitches and changing facilities). The Council's open space quantity standard for new development is 60m² per dwelling. Provision of formal and informal open space is expected. Open spaces should be multifunctional and can include district, town and local parks, sports pitches and civic space. The land take for the provision of such requirements will contribute towards the overall open space requirement of Policy OS3. Based on assessment, the LDP defines developer contribution zones (see LDP Appendix 1 page 200 **CD XX**) for sports facilities interventions, within which developer contributions will be required towards the capital costs of delivering the key interventions on a proportionate and pro-rata basis as appropriate. Proposal DR3 is one of these.

Dunbar Grammar School is required to expand to increase its capacity to accommodate the projected pupils arising from new housing. The Council submits that Dunbar Grammar School will be extended appropriately in relation to sports facilities for the school. The increase in demand generated by new development means there will be a need for additional sports pitch capacity for the school. Pupils will continue to use the playing pitches, one of which will be upgraded to a 2G pitch to allow for more intensive use year round. However, this will not be enough to meet all full curricular needs. As such, the Council submits that the site for additional community sports pitches and changing rooms at the Hallhill Healthy Living Centre should also be used on a shared basis for education curricular needs. As such, the Council submits that Proposal DR3 is required to provide additional capacity to serve the community and Dunbar Grammar School, as

explained at paragraph 2.139 of the LDP. The Council further submits that the capital costs are to be shared as set out within the draft Supplementary Guidance Developer Contributions Framework, shared pro-rata by the sites indicated within the Action Programme (CD XX page 114). **The Council submits that no modification of the LDP is necessary**

Prop DR5: Land at Newtonlees

Dunbar Community Council (0201/2)

Noted. **The Council submits that a modification of the LDP is not necessary.**

Scottish Natural Heritage (0280/3); Martin Hotchkiss (0354/3)

The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align with strategic policy objectives of steering new development towards the most sustainable locations within the city region. The site is within walking distance (1600m) of Dunbar town centre where there are a range of facilities including shops, Dunbar primary school, the Healthy Living Centre and sports facilities as well as a railway station. The Transportation Assessment demonstrates the existing road network can allow for the proposed development identifying mitigation of development related impacts, including on the local road network, particularly on the Spott Road and Queens Road junction, will be required. The Draft Development Brief sets out how the site can be designed and delivered to integrate with its surroundings and the local area. The developer of this site shall make contributions towards the expansion of pre-school and primary school education capacity at Dunbar Primary School John Muir and Lochend campuses, in line with East Lothian Council's Local Development Plan Draft Supplementary Guidance: Developer Contributions Framework. Planning permission has been granted for this site and construction has commenced on site. **The Council submits that no modification of the LDP is necessary**

Prop DR8: Pencraig Hill, East Linton

Alex Gibson (0074)

The site is within the East Lothian SDA as identified within SESplan and is adjacent to a main settlement that provides a range of facilities and services. Land is also safeguarded for the delivery of a new railway station at the settlement. The allocation of this site for housing development would therefore align with strategic policy objectives of steering new development towards the most sustainable locations within the city region. The site is within 400m of a bus stop. A range of local facilities and services are available within walking distance (1600m) including the primary school, health centre and local shops and services on the High Street. New residents would be able to walk to these facilities where possible keeping to a minimum the use of the private car for shorter journeys. East Lothian Council is now responsible for parking management through decriminalised parking which will assist in parking turnover and the enforcement of illegal parking. Congestion is not a problem even with development and localised pinch points coupled with increases in traffic flows will aid in the

reduction of speeds through the village.

The key agency with the responsibility for health provision, NHS Lothian, was consulted during the publication of the proposed Plan. It has not indicated that expansion on the scale proposed would cause difficulties in the capacity of primary care facilities. The Council continues to work with NHS Lothian on healthcare provision across East Lothian.

The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate. East Linton Primary School will be required to be expanded to accommodate additional pupils, and developer contributions will be sought for this. There is potential to expand the school within the existing site. The Council has set out the implementation requirements for new development in Policy DEL1 and the associated Draft Supplementary Guidance: Developer Contributions Framework will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The developer of this site shall make contributions towards the expansion of pre-school and primary school education capacity at East Linton Primary School in line with this.

Given the development requirements of the SDP for East Lothian, the shortage of available brownfield land in the area, and the geographical location of prime agricultural farmland, the Council submits that it is inevitable that such land will need to be developed, in line with paragraph 80 of SPP (2014). In terms of the landscape impact of development, the Council submits that paragraph 2.1 of the LDP acknowledges that change will need to occur to accommodate the development requirements of the SDP. The Council submits that the design policies of the plan will ensure that development will be appropriately integrated with the landscape. The Council submits that beyond the allocated site boundaries of DR8, it proposes to introduce a Countryside Around Town designation in acknowledgement of the wider sensitivity of the landscape and to conserve the character and setting of the settlement.

The Council submits that no modification of the LDP is necessary

Magnus Thorne (0308/3)

ELC have completed a Strategic Flood Risk Assessment (SFRA) as part of the LDP process. Sites have been assessed by the Council's flood team in consultation with SEPA. The SFRA is available to view on Council's website as part of the suite of documents that accompany the LDP. The SFRA is a standalone document that supports the Plan. The SFRA notes that the site is not in a medium to high risk flood area. The Site Assessment (CD XX Dunbar Site Assessment p56) for DR8, notes that the site is not within a Potentially Vulnerable Area. SEPA's flood map does not identify the site as being at risk of river, coastal or surface water flooding. SEPA has not raised any concerns with regards potential flood risk issues or impact on the local water environment.

The Council promotes a precautionary approach to flood risk. Policy NH11: Flood

Risk states that 'Development that would be at unacceptable risk of flooding will not be permitted. In respect of the Pencraighill Site (DR8), the Council submits that the Local Development Plan has set out that a Flood Risk Assessment is an identified requirement to be submitted as part of any planning application for the development of this site. LDP Policy NH10 will apply and it requires provision of SuDS as a means of mitigating surface water issues to be delivered as part of the Development Management process, including ensuring that pre-development run-off rates are maintained or improved once a new development is in place. Policy NH10 requires that provision is made for appropriate long term management and maintenance arrangements to the satisfaction of the Council. However, the Council cannot specify or insist on a particular arrangement being put in place for this, since this is a matter for the developer.

In respect of the Andrew Meikle Grove SuDS area, whilst the developers were expected to build the SuDS facility in accordance with Scottish Water requirements (so it could be vested with Scottish Water) this was not the case, and the management and maintenance of the feature has been factored to home owners within the site as the developer's long term solution for the management and maintenance of the SuDS facility.

PROP ED6 states that 'the Council will provide additional phased permanent extension to pre-school and primary schools as required to meet the need arising as a direct result of new housing development in their catchment areas'. The Technical Note for Developer Contributions sets out the established supply projections and the proposed LDP projections for primary school rolls. It notes that by 2020 the primary school will be at capacity and therefore there is a requirement for 1 additional classroom and 1 new PE area. The developer of this site shall make contributions towards the expansion of pre-school and primary school education capacity at East Linton Primary School in line with East Lothian Council's Local Development Plan Draft Supplementary Guidance: Developer Contributions Framework.

Where possible, brownfield sites have been proposed for allocation (including NK6). Given the scale of development requirement identified in the SDP for East Lothian, the shortage of available brownfield land in East Lothian, and the geographical location of prime agricultural farmland, it has been inevitable that agricultural land has had to come forward for allocation. The Council submits that the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the development requirements of the SDP. As such, this is consistent with the expectations of paragraph 80 of Scottish Planning Policy (2014), which states "development on prime agricultural land ... should not be permitted except where it is essential as a component of the settlement strategy".

The Council submits that density is an important planning issue, and that Policy DP3: Housing Density would allow lower density levels to be delivered here if this is justified in line with the provision of the policy. However, the Council also submits that the site is close to the site safeguarded for a rail station. The Council further submits that the design policies of the plan will ensure that an appropriate design for the site overall is delivered. PROP DR8 states that any development will be required to include a comprehensive masterplan for the allocation that

integrates the development with the surroundings.

The comments on the landscape component of the SEA site assessment are noted, however the Council considers that the site assessment as it stands is an accurate assessment of the position. Other factors required to be considered as part of the development strategy include, but not exclusively, proximity of sites to public transport facilities and local services and facilities as well as landscape and topography. A decision balancing all of these factors is required and the Council considers the sites allocated in the LDP are appropriate.

In terms of the landscape impact of development, the Council submits that paragraph 2.1 of the LDP acknowledges that change will need to occur to accommodate the development requirements of the SDP. The Council submits that the design policies of the plan will ensure that development will be appropriately integrated with the landscape. The Council submits that beyond the allocated site boundaries of DR8, it proposes to introduce a Countryside Around Town designation in acknowledgement of the wider sensitivity of the landscape and to conserve the character and setting of the settlement.

The Council submits that no modification of the LDP is necessary

Kate Smith (0400/1)

East Linton is less accessible in regional terms than the six main towns and some of the villages located further west. The site is within the East Lothian SDA as identified within SESplan and is adjacent to a main settlement that provides a range of facilities and services. The site is within 400m of a bus stop, with services running between Edinburgh and Dunbar and occasional services to Berwick upon Tweed. Land capable of accommodating a new railway station, car park and access is safeguarded adjacent to the East Coast Main Line at East Linton in accordance with Proposal T12: Railway Station Safeguarding at East Linton of this Plan. The rail station is now a committed proposal through agreement with the Scottish Government and Transport Scotland. Improvements have already been made with additional road based public transport routes in the East Linton area. The site is outwith the existing settlement of East Linton but is well related, particularly since the adjacent housing site to the north east completed. Its development would therefore align with strategic policy objectives of steering new development towards the most sustainable locations within the city region. The Council submits that the impact of development has been successfully absorbed by relevant infrastructure and facilities.

A significant challenge for the Council is to increase job density in East Lothian and to ensure that opportunities for job creation and economic growth are generated alongside an increase in population and the delivery of new homes. In respect of employment land / opportunities at East Linton, the Council submits that Proposal DR9: Land at East Linton Auction Mart, is intended to stimulate further employment opportunities at the settlement.

In terms of the impact on infrastructure and facilities, the key agency with the responsibility for health provision, NHS Lothian, was consulted during the publication of the proposed plan. It has not indicated that expansion on the scale proposed would cause difficulties in the capacity of primary-care. The Council

continues to work with NHS Lothian on healthcare capacity across East Lothian. The site is within 400m of a bus stop. A range of local facilities and services are available within walking distance (1600m) including the primary school, health centre and local shops and services on the High Street. New residents would be able to walk to these facilities where possible keeping to a minimum the use of the private car for shorter journeys.

The site is not within a Conservation Area, but does form part of the setting of the settlement. In terms of the landscape impact of development, the Council submits that paragraph 2.1 of the LDP acknowledges that change will need to occur to accommodate the development requirements of the SDP. The Council submits that the design policies of the plan will ensure that development will be appropriately integrated with the landscape. The Council submits that beyond the allocated site boundaries of DR8, it proposes to introduce a Countryside Around Town designation in acknowledgement of the wider sensitivity of the landscape and to conserve the character, appearance and setting of the settlement. There are no known archaeological remains within the proposed site area but significant remains have been identified in the vicinity. As part of any planning application for the development of the site there may be a requirement for a programme of archaeological work in line with Policy CH4 of the LDP. More generally, the Council submits that the cultural heritage policies of the plan will ensure that relevant cultural heritage assets are protected, and where appropriate conserved or enhanced. Design Policies will also contribute towards these objectives, for example where the reuse of existing buildings is concerned.

Brownfield sites have been proposed for allocation (including NK6). Given the scale of development requirement identified in the SDP for East Lothian, the shortage of available brownfield land in East Lothian, and the geographical location of prime agricultural farmland, it has been inevitable that agricultural land has had to come forward for allocation. The Council submits that the allocations on prime agricultural farmland have been necessary to help produce the most appropriate and sustainable development strategy to meet the development requirements of the SDP. This is consistent with the expectations of paragraph 80 of Scottish Planning Policy (2014).

The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate. East Linton Primary School will require expansion to accommodate the additional pupils, and developer contributions will be sought for this. There is potential to expand the school within the existing site. The school and the community will be involved in proposals with regards to any future expansion. The Council has set out the implementation requirements for new development in Policy DEL1 and the associated draft Supplementary Guidance: Developer Contributions Framework (CD XX). It will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. At East Linton, the developer of land at Pencraighill (Proposal DR8) shall make contributions towards the provision of additional education capacity at catchment schools. Contributions may also be required towards other facilities or infrastructure, such as open space.

There is sufficient accommodation within East Linton Surgery to accommodate additional GP services in the East Linton area to accommodate planned development. Consequently, no developer contributions towards the expansion of these facilities will be sought at this stage.

The Council submits that no modification of the LDP is necessary

Jonathan Swift (0413/2)

East Linton is less accessible in regional terms than the six main towns and some of the villages located further west. The site is however within 400m of a bus stop, with services running between Edinburgh and Dunbar and occasional services to Berwick upon Tweed. Land capable of accommodating a new railway station, car park and access is safeguarded adjacent to the East Coast Main Line at East Linton in accordance with Proposal T12: Railway Station Safeguarding at East Linton of this Plan. The site is within the East Lothian SDA as identified within SESplan and is adjacent to a main settlement that provides a range of facilities and services. Its development would therefore align with strategic policy objectives of steering new development towards the most sustainable locations within the city region. The site is outwith the existing settlement of East Linton but is well related, particularly since the adjacent housing site to the north east completed. The Council considers the sites allocated in the LDP are appropriate. There is currently a planning application lodged with Council for the development of this site (16/00328/PM) (CD XX). This is pending consideration by Council for the development of 119 homes. The Council submits that the impact of development has been successfully absorbed by relevant infrastructure and facilities. In terms of the landscape impact of development, the Council submits that paragraph 2.1 of the LDP acknowledges that change will need to occur to accommodate the development requirements of the SDP. The Council submits that the design policies of the plan will ensure that development will be appropriately integrated with the landscape. The Council submits that beyond the allocated site boundaries of DR8, it proposes to introduce a Countryside Around Town designation in acknowledgement of the wider sensitivity of the landscape and to conserve the character and setting of the settlement. **The Council submits that no modification of the LDP is necessary**

Prop DR10: Innerwick East

Michael Smart (0128)

Any issues relating to water or electricity are the responsibility of the relative water or energy companies. Scottish Water is a consultee and is aware of the proposed allocation. The site would be served by Castle Moffat Water Treatment Works and Innerwick Waste Water Treatment Works. Castle Moffat WTW has available capacity and Innerwick WTW has limited capacity (see CD XX SEA environmental report Appendix 9 page 75). Additional housing may require network reinforcement from the relevant companies as a result of development. **The Council submits that no modification of the LDP is necessary**

Morag and Roy Ellis (0141)

The Council submits that it has prepared the LDP in consultation with Scottish Water. The implications of the allocated site in this area can be accommodated by Scottish Water (see **CD XX** SEA environmental report Appendix 9 page 75). The Council has set out the implementation requirements for new development in Policy DEL1 and the associated draft Supplementary Guidance: Developer Contributions Framework (**CD XX**). It will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. The assessment shows that the projected peak roll of 62 primary pupils that will arise from planned and committed housing in the Innerwick catchment area can be accommodated within the current capacity of Innerwick Primary School (75). Therefore, primary-aged pupils projected to arise from the allocation of Innerwick East can be accommodated within the current capacity of the primary school. A draft Development Brief has been produced for the site at Innerwick East. This was in consultation with Scottish National Heritage and Council's transport department. It is anticipated that any development should access the site from the C125. This will need upgrading with a footway, street lighting and the 30mph speed limit extended along the roadside frontage of the site. **The Council submits that no modification of the LDP is necessary**

Neil and Katrina Kenny (0151)

The Council submits that it will be putting down ATC (Automated Traffic Counters) at Innerwick which will allow for the determination of both the number of vehicles and their speeds. This will provide evidence on what localised mitigation may be required as a result of an application which could then be attached as a condition to any future planning application if necessary. If drivers are not driving to the road conditions and are driving dangerously or irresponsibly, this is a Police matter. Local Elected Members are considering the provision of a permanent formal bus stop at a suitable safe location for children attending Dunbar Grammar.

The Council submits that it has prepared the LDP in consultation with Scottish Water and the implications of the allocated site can be accommodated by it (see **CD XX** SEA environmental report Appendix 9 page 75).

The site is not within a Conservation Area and there are no listed buildings or scheduled monuments within or adjacent to the site. Development proposals for site DR 10 at Innerwick will be subject to Design policies in the LDP which will ensure high quality design and that the amenity of adjoining properties is appropriately maintained. The suggestion that the development of the site would reduce property values is not a material planning consideration. Police Scotland has been consulted at all stages of the plan and thus is aware of the proposed allocation.

Any issues relating to electricity are the responsibility of the relative energy companies, but the additional housing may require network reinforcement.

The site is within 400m of a bus stop with at most hourly daytime service between Edinburgh and Berwick upon Tweed. Whilst it is acknowledged that village facilities are limited, the site is within walking distance of the village primary school.

This allocation will help sustain viable pupil roll at the facility (see LDP paragraph 3.103). The site allocated within the proposed LDP, DR10, was put forward to Council as part of the Call for sites exercise in 2012 by the owner for housing development.

The alternative location to the east of the primary school, assumed to be the area the representor is referring to is actively used for agricultural activities and was not proposed for development by the owner, additionally there is an underground pipeline running through the site. It has not been subject to assessment as other sites have, and may not be suitable for development. **The Council submits that no modification of the LDP is necessary**

East Lammermuir Community Council (0414/2)

The Council submits that it has prepared the LDP in consultation with Scottish Water. The implications of the allocated site in this area can be accommodated by Scottish Water (see CD XX SEA environmental report Appendix 9 page 75). The Council submits that it will be putting down ATC (Automated Traffic Counters) at Innerwick which will allow for the determination of both the number of vehicles and their speeds. This will help form an opinion on what localised mitigation may be required as a result of an application which would then be attached as a condition to any future planning application if necessary. Council note the minor error in the Monitoring Statement. The total number of pupils (62) projected to arise from the proposed allocated site on a cumulative basis with the baseline roll projection can be accommodated within the current capacity of the Innerwick Primary School school (75). There is therefore no need for additional primary school capacity as a result of this allocation (CD XX Technical Note 14). The Council has set out the implementation requirements for new development in Policy DEL1 and the associated draft Supplementary Guidance: Developer Contributions Framework (CD XX). It will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. **The Council submits that no modification of the LDP is necessary**

Prop DR11: St John's Street, Spott

Patricia Ferguson (0032)

Circa 6 homes means that depending on a number of factors such as site layout, house type, density etc there may be more or less than 6 houses. Whilst the figure is indicative the LDP policies would seek to ensure that the design integrates with the character and appearance of the surroundings, and can be accommodated by the site and by infrastructure and facilities in the local area. A Construction Method Statement can be required of any application for development. Many rural properties in East Lothian are not on mains drainage systems and drain into septic tank systems. It may be that the new development

provides its own foul drainage solution. **The Council submits that no modification of the LDP is necessary**

Mr and Mrs Ainslie (0040); Collin Ainslie - Petition (0097)

The site is not within but lies adjacent to Spott Conservation Area. There are no listed buildings or scheduled monuments within or adjacent to the site. The Council submits that the site provides an opportunity to extend St John's Street into the site, and to provide development in a manner that would complement the character and appearance of the surrounding area. The development of the site would be unlikely to result in conflicts with surrounding land uses given that the surrounding uses are residential and agricultural.

The site lies approximately 20m from an area at risk of flooding from the Spott Burn but it occupies an elevated position in relation to the Burn. The area is not at risk from coastal, river or surface flooding. SEPA has not raised flood risk issues or concerns over water environment.

The Council has set out the implementation requirements for new development in Spott. Policy DEL1 and the associated Supplementary Guidance (SG) will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure. It may be that the new development could provide its own foul drainage solution.

PROP ED6 within the LDP states that the Council will provide an additional phased extension to Dunbar Grammar to meet the need arising from proposed new housing development in the Dunbar Cluster. The Council will also provide additional phased permanent extension to pre-school and primary schools as required as a direct result of new housing development in their catchment areas. In line with East Lothian Council's Local Development Plan Draft Supplementary Guidance: Developer Contributions Framework, developer contributions will be sought as required to ensure sufficient capacity is made available.

The key agency with the responsibility for health provision, NHS Lothian, was consulted during the publication of the proposed Plan. As the local health board, they have not indicated that expansion on the scale proposed would cause difficulties in the capacity of primary care. The Council continues to work with NHS Lothian on healthcare capacity across East Lothian.

St John Street is wide enough to accommodate the traffic that would be generated by the proposed development and the priority junction with High Road has adequate visibility to safely accommodate extra traffic movements of the scale proposed. A Construction Method Statement can be required of any application for development.

The proposed alternative site, which is located within the conservation area, is not in Council ownership and has not been put forward to Council as a suggested development site. **The Council submits that no modification of the LDP is necessary.**

East Lammermuir Community Council (0414/3)

The community council has not identified where its alternative site is and the Council submits that other alternative locations / sites have not been subject to planning assessment. As per para 2.147 and PROP DR11 (p49) Land at St John's Street, Spott is allocated for a residential development of circa 6 homes. PROP ED6 within the LDP states that the Council will provide additional phased extension to Dunbar Grammar to meet the need arising from proposed new housing development in the Dunbar Cluster. The Council will also provide additional phased permanent extension to pre-school and primary schools as required as a direct result of new housing development in their catchment areas.

As set out in draft Supplementary Guidance: Developer Contributions Framework (and within Technical Note 14) there will be a need for 1 classroom and ancillary space at West Barns Primary costing £3,963 per house. In line with East Lothian Council's Local Development Plan Draft Developer Contributions Framework, developer contributions will be sought as required to ensure sufficient education capacity is made available. **The Council submits that no modification of the LDP is necessary**

Dunbar Cluster Miscellaneous

Alan Buchanan (0041/3)

The developments surrounding Lochend Woods and Middlemas Road were planned and delivered around existing woodland/grassy areas. These developments were designed to be part of the existing woodlands. Since the development of land at Middlemas Road and Lochend Woods the Council has introduced a higher density of homes per hectare for East Lothian. While the densities for houses have increased there is still a requirement for each new development to provide sufficient open space for the new houses (60m² per household). In developing new housing areas, the relevant LDP policies (DP1, DP2, DP4 and DP8 and DP9 as well as NH8 etc) require existing physical or natural features to be retained and incorporated into the development design in a positive way. Additionally, the Development Brief (CD XX) for DR4: Brodie Road for example, requires the existing community woodland to be incorporated as part of the development, utilising the space to provide a sense of enclosure. Path links must be provided to link the development to the woodland and any proposals should enhance the community woodland edge. Views to Doon Hill are to be maintained. The Development Brief for DR2: Hallhill North notes that the area between the school and Hallhill Healthy Living Centre should provide an attractive open space utilising the existing woods. This area also has an attractive safe route to school through the woods that connects to DR1. The development of Earls Gate was a strategic development allocation, the design had input from ELC's Landscape officers. The signage at the junction of Spott Road and Brodie Road has advertisement consent for a period of 5 years from the date of consent, or until the development has been completed, and requires removal when no longer needed. **The Council submits that no modification of the LDP is necessary**

Kevin Bowler (0152)

The Council has set out the implementation requirements for new development in the Dunbar Cluster. Policy DEL1: Infrastructure and Facilities Provision and the associated draft Supplementary Guidance: Developer Contributions Framework will provide the framework to collect contributions from developers towards the necessary supporting facilities and infrastructure, including mitigation of impacts, including cumulative impacts, on the strategic and local transport network. The Council considers that this provides an adequate framework to accommodate new development without unacceptable impacts on local services and infrastructure. The key agency with the responsibility for health provision, NHS Lothian, was consulted during the publication of the LDP. As the local health board, it has not indicated that expansion on the scale proposed would cause difficulties in the capacity of primary care. The Council continues to work with NHS Lothian on healthcare capacity across East Lothian.

The traffic model results in the Transport Assessment (CD XX) will demonstrate that the existing road network will be able to cope with the increase in traffic as a result of the proposed developments.

The Council will provide an additional phased permanent extension to Dunbar Grammar to meet the need arising from proposed new housing developments in Dunbar. The Council will also provide additional phased permanent extension to pre-school and primary schools as required to meet the need arising as a direct result of new housing development in their catchment area.

The Council submits that waste collection, and amenity services including street sweeping functions are carried out within the area, but use of litter bins could be improved. The Council has no comment to make on the quality of existing supermarkets. Should an application be lodged for an extension, this would be assessed on its merits in the context of the area and relevant policies of the plan. Policy W4: Construction waste requires site waste management plans to be submitted with all planning applications for major developments, and the Council has powers to take enforcement action should this be necessary.

The Council submits that, at the time of writing, the Earls Gate did not form part of the adopted road network so remains the responsibility of the developer. Any issues concerning the construction standard would need to be resolved before the road is adopted by the Council.

Any open space requirements are subject to agreement as part of the planning application for that development and are in accordance with development plan policies and PAN 75. Phasing plans are required which set out when open space will be completed with the wider development.

The Council submits that a modification of the LDP is not necessary.

Dunbar Community Council (0201/1)

Communications across the railway line – The Council notes the community council's comments and submits that connections between the north and south of the railway line have been and continue to be an important planning consideration in respect of Dunbar, particularly pedestrian and cyclist links. Beveridge Row was

not widened as part of site DR1 and DR4 because if it was upgraded then it would increase vehicle speeds and encourage more traffic to use Beveridge Row and its junction with the A1087 which has poor visibility. A future plan could be to connect this road through the site DR6 to use a fit for purpose junction onto the A1087, and to restrain the use of the northern section of Beveridge Row to minimise through traffic there. As with Beveridge Row, the widening of Eweford Road would encourage greater use and the bridge under the East Coast Main line that is a pinch point which is already signal controlled, although some improvement of Eweford Road will likely be required to accommodate development related traffic. The A1087 / School Brae junction provides good visibility. A new footpath through the Spott Road employment site is being progressed in association with the Newtonlees site (DR5) through the Spott Road site (DR7). The Council further submits that the Development Brief for DR2 requires that vehicular and pedestrian access must be taken from Hallhill South West development over the access road between Beveridge Row and Hallhill Steading. Access proposals should incorporate appropriate traffic calming measures to retain the pedestrian and cycling priority along this existing east-west minor access road. Along the northern boundary of this site a 3m wide shared use path for walking and cycling must be provided between Beveridge Row and the primary school. Pedestrian access must be formed to connect it to Beveridge Row and under the bridge of the East Coast Mainline. The Council submits that the LDP is clear at paragraphs 2.133, 2.138 and 2.141 that additional pedestrian and cycle crossing points under the railway line will be needed to ensure that satisfactory access between locations to the north and south of the town. Developer contributions will be required towards the re-opening of the rail underpass from the DR2 site and similarly provision must be made for footpath connections underneath an existing underpass and across adjacent land from the DR5 site. The Council has already opened discussions with Network Rail on the re-opening of the rail underpass to progress matters. This will be further explored by the Council, Network Rail and relevant applicants. The Council notes the community council's comments in respect of other road network enhancements / new road and pedestrian and cycle links. The Council submits that the scale and kind of planning obligations will be considered in more detail at project level in line with what can reasonably be sought consequent on the development of sites.

Education - Dunbar Grammar School will be extended and designed not to impact on the current playing facilities at the school. Pupils will continue to use the playing field which will be upgraded to a 2G synthetic pitch to allow for more intensive use year round. In accordance with Policy DEL1, the Council has published draft Supplementary Guidance: Developer Contributions Framework to specify how appropriate provision for planning interventions required in association with different types and scales of development planned for by the LDP in different areas will be secured from applicants or developers. An additional Education and Community sports pitch will be provided at Hallhill Healthy Living Centre, and proposal DR3 is allocated to provide additional capacity to serve both community and Grammar School needs. In order for the school to make full use of its own campus, the additional provision of a community pitch off site will mean the maximum access of the school pitch for the schools use. School revenue budgets and staffing complements are set in line with the pupil roll and calculated in accordance with the approved Scheme of Delegation for Schools and the Council's devolved school management policies. Any increases in pupil rolls due to an increase in children arising from committed and planned housing in the area

will be reflected within the school revenue budget and staffing complement.

Water and waste- The implications of the allocated sites on this area could be accommodated by Scottish Water. Scottish Water and S EPA have been consulted throughout the LDP process and are aware of all allocated sites within Dunbar and the need for capacity in the Water Treatment Works. Part of the area, including Dunbar and West Barns lies within Potentially Vulnerable Area 10/25. Some sites will need Flood Risk Assessments. New development must not increase the risk of flooding and this will need to be mitigated by provision of appropriate mitigation, including SuDS.

Health - The key agency with the responsibility for health provision, NHS Lothian, was consulted during the preparation of the LDP. As the local health board, they have not indicated that expansion on the scale proposed would cause difficulties in the capacity of primary care facilities. The Council continues to work with NHS Lothian on healthcare capacity across East Lothian.

Aging population - The Council submits that this point is recognised at LDP paragraph 3.117 and within Proposal HSC2: Health Care Facilities proposals, and submits that the relevant wider strategies are finalised. The LDP supports the principle of specialist housing provision and provision for other specific housing needs. For Local Housing Strategy purposes, the HNDA will be supplemented by a further study on the need and demand for specialist housing including accessible and adapted housing, wheelchair housing and supported accommodation, such as sheltered and extra care housing. This is to help inform the needs to be met through the affordable housing policy of this plan as well as other forms of delivery in the area. Policy HOU5 and HOU6 also safeguard existing residential care and nursing homes and facilitate provision of new facilities. East Lothian housing providers are committed to the Scottish Government aims to help older and disabled people to live safely, independently and comfortably in their own homes. The Council supports the principle of adaptations to dwellings to facilitate more independent living.

Affordable Housing – the Council submits that the affordable housing policies of the plan will apply to all sites of five or more homes, including urban brownfield sites, and that this is the most appropriate basis to ensure that affordable housing is provided. The Council further submits that this approach will ensure that affordable housing is appropriately distributed and that a full range and choice of affordable housing types can be provided in a range of locations to meet needs.

Golf Club – The Council submits that any new application for planning permission would be assessed on a case by case basis in accordance with the policies of the LDP. The principle of such development would be considered against Policy DC1: Rural Diversification and Policy DC5: Housing as Enabling Development. This is similar to the policy basis against which the existing permission was approved by Planning Committee. Any new proposal would need to satisfy relevant development plan policies. On this basis, the Council submits that there is no need to include a specific proposal in respect of the golf club within the LDP.

Transport Links - Support for additional platform at Dunbar station and other LDP proposals noted. The Council also submits that there are ongoing discussions with regard to converting the yard at the south east corner of station road into additional car parking areas. **The Council submits that no modification of the LDP is necessary**

Scottish Environment Protection Agency (0252/5)

The Council submits that PAN 1/2010 is clear that SEA should focus on the strategic environmental effects of the plan (PAN 1/2010 para 3.1) and avoid excessive data collection and descriptions of baseline data (PAN 1/2010 para 5.2). The Council further submits that the sites set out in the relevant table are not allocations: this is made clear in the pre-text to the table. The LDP explains that the development of these sites in accordance with relevant LDP policies is supported in principle by the Council – i.e. not necessarily by consultees to any planning application, such as SEPA. Whilst some of the sites have been rolled forward from previous plans, the majority of the sites set out in the relevant table already have planning permission for development, so are committed sites. In SEA terms they have been treated as such and thus as part of the baseline, in accordance with PAN 1/2010 (paragraph 4.22). It is important to note that this is also true of many sites where a policy reference is given. If the Reporter considers it useful, the Council could provide the relevant planning application references in respect of relevant sites. Development on some of these sites has already commenced, but in some cases stalled, so planning permissions are being implemented or remain live. For some sites their planning permission references are shown within the tables instead of policy references. This is because some of them are within the countryside etc and it would be impractical in a mapping sense or in a policy / proposals sense to specifically identify those sites on the proposals map(s) or strategy diagrams: yet the Council would support the principle of their development in line with LDP policies, subject to the development management process. **The Council submits that no modification of the LDP is necessary**

East Lothian Liberal Democrat Party (0300/2)

The Local Development Plan makes provision for developer contributions to be sought towards the opening of underpasses of the East Coast Main Line at Dunbar at paragraph 2.131, 2.133 and 2.138 and 2.141. The delivery of these links shall be dealt with at project level, with provision made by new development as appropriate. **The Council submits that no modification of the LDP is necessary**

Dunbar Cluster Support

Network Rail (0181/11); Stewart Milne Homes Ltd (0261/1); Hallhill Developments (0395/3); Hallhill Developments (0395/4); Scottish Environment Protection Agency (0252/54); Scottish Environment Protection Agency (0252/55)(0252/57) (0252/56) (0252/58); Jonathan Swift (0413/4)

Support noted

Reporter's conclusions:

Reporter's recommendations:



Issue: 9	North Berwick Cluster			
Development plan reference:	North Berwick Cluster (pgs 51-56)	Reporter:		
Body or person(s) submitting a representation raising the issue (including reference number):				
<table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> Robert Simpson (0007) Peter and Anne Rintoul (0031) Natasha O'Connor (0042) John Finlay (0058) Terry Hegarty (0077) C M Imrie (0083) Mr and Mrs H D I Smith (0104) Robert and Jean Waddell (0109) Dirleton Village Association (0131) Andrew Dexter (0140) Kirsty Towler (0164) Gullane Community Council (0166) E MacDonald (0176) Network Rail (0181) </td> <td style="vertical-align: top; width: 50%;"> Donald Hay (0183) Muir Homes (0189) James Millar (Kilduff) Ltd (0204) Haig Hamilton (0219) Scottish Environment Protection Agency (0252) Scottish Natural Heritage (0280) Cycle Forth (0325) Mr and Mrs R Lothian (0345) Centuff Ltd (0350) Lawrie Main (0370) CALA Management Ltd (0393) Mark Holling (0425) Dirleton Village Association (0437) </td> </tr> </table>			Robert Simpson (0007) Peter and Anne Rintoul (0031) Natasha O'Connor (0042) John Finlay (0058) Terry Hegarty (0077) C M Imrie (0083) Mr and Mrs H D I Smith (0104) Robert and Jean Waddell (0109) Dirleton Village Association (0131) Andrew Dexter (0140) Kirsty Towler (0164) Gullane Community Council (0166) E MacDonald (0176) Network Rail (0181)	Donald Hay (0183) Muir Homes (0189) James Millar (Kilduff) Ltd (0204) Haig Hamilton (0219) Scottish Environment Protection Agency (0252) Scottish Natural Heritage (0280) Cycle Forth (0325) Mr and Mrs R Lothian (0345) Centuff Ltd (0350) Lawrie Main (0370) CALA Management Ltd (0393) Mark Holling (0425) Dirleton Village Association (0437)
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Provision of the development plan to which the issue relates:	North Berwick Cluster pages 51 – 56. (Excluding sites NK6, NK7, NK8 and NK9 in Gullane which are dealt with in Schedule 4: Issue 9a Gullane)			
Planning authority's summary of the representation(s):				
<p>North Berwick Cluster Strategy Map</p> <p><u>Mr & Mrs R. Lothian (0345/1)</u></p> <p>The Local Development Plan (LDP) Proposed Plan defines the Williamstone Farm site the subject to planning applications 15/01043/P and 15/01045/P as being within the 'countryside'. The entire area of land should be included within the settlement boundary as planning permission has been given for alterations and extensions works to the listed farmhouse and for the conversion of the steading to 3 residential houses.</p> <p>North Berwick Cluster Introduction</p> <p><u>E MacDonald (0176/9)</u></p> <p>North Berwick: North Berwick Town Centre needs protecting by restricting retail, commercial and business at Mains Farm otherwise it will impact on the town centre. Adequate business and leisure provision is required at Mains Farm. Although there is open space at Mains Farm, land for sporting facilities is also required. Existing leisure facilities cannot cope. At least 30% of housing at Mains Farm should be for social housing for rent as well as</p>				

affordable houses for sale this would help meet ELCs stated objective to reduce inequalities within and between communities. A new secondary school is required not further extension. Planning permission has been given for development at Tantallon Road but with only 1 ha of employment land. The scale of development will impact on North Berwick and the coastal villages as tourist routes and destinations.

Dirleton:

There is no point safeguarding views to and from Dirleton Castle due to the large wind turbine.

Drem:

Road network to Drem is inadequate. The commuters use the B roads so an alternative route from North Berwick to the A1 must be found. Development at Drem is inappropriate. The principle of linking Gullane to Drem by a Green Network is acceptable but this must be surfaced and designed appropriately to accommodate a range of users.

Aberlady:

A recent development by Cala at Aberlady is ugly and of a style suited to urban south east England and are wasteful of energy and encourage car use.

East Lothian has taken its fair share of development to house Edinburgh working population. The Edinburgh Greenbelt should be prioritised over East Lothian's. Edinburgh should not be seen as the main employer and every town and village in East Lothian should be able to support some sort of employment to reduce the need to travel.

James Millar (Kilduff) Ltd (0204/3)

At 2.151 there is reference to Drem being the only settlement in this cluster within the SDA, with the majority of others with identified Countryside Around Towns designations to protect their setting, and this should be acknowledged by way of a safeguarded area in this plan.

NK1: Mains Farm

Andrew Dexter (0140)

The representation states that the significant hedging and mature trees should be retained to the north of the site. The owls and bats should also be taken into consideration.

Scottish Environment Protection Agency (0252/17)

The representation states that development plans should identify site requirements to allocations where a potential flood risk has been identified (from any source) to ensure that a site specific Flood Risk Assessment (FRA) is undertaken in advance of the development. This FRA should be used to inform the siting, layout, design and capacity of development on the site in a way that avoids an increase in flood risk on and off site and ensures that there is safe dry pedestrian access and egress at times of flood.

In addition, the identification in a development plan that a FRA is required reduces the potential for additional costs, delays and uncertainties for planning applications if the need for a FRA is identified late in the process and the siting, design and layout of proposed developed has to be reviewed.

NK4: Land At Tantallon Road

Scottish Natural Heritage (0280/4)

Expresses concern regarding potential allocation of this site throughout the plan preparation process. Scottish Natural Heritage consider that full development of this site, particularly on the sensitive upper reaches of the site, will intrude adversely on the important landscape setting of North Berwick Law. If this site is to be retained it considers these impacts could be reduced through the production of a Site Development Brief which retains upper areas of the site as landscaping or open space.

Cycle Forth (0325/1)

Suggests that there is an opportunity to create a shared-use (pedestrian/cycle) route through the northern part of this site, to connect with other routes and form a 'southern boundary ring' providing, amongst other benefits, safer routes to the local schools.

Mark Holling (0425/1)

Suggests that land should be secured to allow safe access for pedestrians and cyclists from and to this development and in particular to schools, North Berwick Law, Sports Centre and any other community buildings in the Mains Farm development. A through route through the development is required. Building up the hill will not preserve the landscape value of the eastern approach to North Berwick with its coastal views and up to the Law so houses should not be allowed past the level of the Tesco store.

NK5: Land at Ferrygate Farm

Cycle Forth (0325/2)

There is an opportunity to create a shared-use (pedestrian/Cycle) route through the northern and eastern parts of this site, to connect with other routes and form a 'southern boundary ring' providing, amongst other benefits safer routes to the local schools.

Mark Holling (0425/2)

Land should be secured to allow safe access for pedestrians and cyclists from and to this development and in particular to schools, North Berwick Law, Sports Centre and any other community buildings in the Mains Farm development. A through route through the development is required and a means of crossing the railway to allow access into the Gilsland development area where there are good links to school.

NK10 Aberlady

K Towler (0164/4)

Further housing in Aberlady will increase commuting, school traffic and traffic problems.

E MacDonald (0176/11)

Objects to PROP NK10 as East Lothian is seriously overdeveloped. A massive commuter

housing coalescence from Musselburgh to Dunbar. Loss of identities of communities; Impact on tourism; Sufficient luxury homes which are wasteful of energy and encourages the use of cars; despite CALA Homes building 100 new homes on the south side of Aberlady another 110 at West Aberlady are currently seeking planning permission. The facilities in the village and residents quality of life have not improved.

Aberlady Community Association (0183/4)

The LDP should be amended to include a new road layout for safety around The Pleasance/A198 junction. The existing layout of the A198 road near the proposed site allows dangerous speeding and irresponsible driving behaviour. A new pelican crossing at the Pleasance/A198 should be included.

Development of NK10 will lead to additional traffic on Mair Road east of the site, which is single lane and has little or no further capacity. There is no footway west of Glenpeffer Avenue, which makes it dangerous for pedestrians. The LDP should provide for road improvements to improve safety and amenity of Mair Road particularly and help manage additional traffic.

Aberlady does not have any formal social area for young people to meet, and with expected 22% increase in the village size such provision should be made.

New residents of NK10 are likely to commute to Edinburgh. Provision for new, safe pedestrian/cycle only route between Aberlady and Longniddry railway station should be made to encourage use of green modes.

NK11 Castlemains, Dirleton

Peter and Anne Rintoul (0031); Natasha O'Connor (0042)

The representation is titled 'Plans for Dirleton'. The CALA proposal [unspecified but likely planning application reference 16/00521/PM on the site of NK11] is in a prominent position and would significantly alter the village's external profile, not least as properties are quite unlike others in the village. It would be a crime to let developments like this proceed anywhere in East Lothian. The location of the site does not fit with the surroundings; picturesque views of Dirleton and the castle will be lost. Foreshot Terrace is suitably discreet so that a degree of sensible infill would make sense. Once again it would be important to provide sympathetic design and good access but this would be an infinitely preferable site for new houses here and across East Lothian. The design of the houses is not in keeping with the surroundings. The proposed houses do not reflect need for reasonably priced, appropriately sized housing to encourage young families to the area.

John Finlay (0058)

Initially puzzled about why this site was chosen as:

- It is a high profile location that abuts Dirleton Castle, affecting views to and from the Historic Monument.
- It suffers from traffic noise
- it has access difficulties
- it will impact on low-key settlement edge
- it will represent a significant and disproportionate footprint in context of the Conservation Village.

Pleased to see a Development Brief for the site, and that it addresses key issues including single storey homes and village green, though it makes no reference to the need for a southern tree belt, as highlighted in 'Dirleton Expects' [not submitted].

Queries why CALA proposal makes no reference to the Development Brief, and comments that the application site is larger than LDP site, that there are no single storey homes or green, and that the design is suburban in character, too dense, and alien to the village. The road access appears unsafe. The community's aspirations have been ignored.

The idea of a new village green is supported, which would reinforce one of the most important parts of the village character (plan submitted to show this). The Development Brief should specify the size for the green to reflect use as a venue for sports activities.

C M Imrie (0083/1)

The representor agrees with the majority of the village to the proposed Cala development at Castlemains Place. The proposed houses are totally out of character with the village.

Robert and Jean Waddell (0109)

Have no problem with expansion of village as the village should not be immune from the housing requirements. However have issues with NK11 Castlemains because: the site is obtrusive, ruins views to the castle, has a suburban house design not in keeping with the village, too many units, and too expensive. The houses will suffer from noise pollution from the bypass, and the safety issues and disruption to residents both during works and with traffic thereafter. Would support an alternative site at Foreshot Terrace, as it is a smaller proposal, with fewer houses, and screened by trees. These houses would not suffer from noise from the road.

Dirleton Village Association (0131)

The entry for Castlemains site does not mention that the views to and from the castle, the castle setting and the Designed Landscape need to be explicitly mentioned and therefore protected in the LDP. The issue of noise from traffic on the bypass is not explicitly mentioned in the LDP and the associated site brief. The site is not capable of incorporating circa 30 houses without adverse environmental impacts. Mitigation required to address noise, landscape and visual impacts will reduce the area available for housing and the numbers of houses proposed reduced. A 13.6% growth rate is too high for a Conservation Village.

K Towler (0164/5)

Further housing in Dirleton will increase have increased commuting, school traffic and traffic problems.

Gullane Community Council (0166/5);

Seeks inclusion of reference to protecting the eastern setting of Dirleton Castle and the views both from the Castle and its designed landscape. Views from Dirleton Castle and the castle setting need to be protected. There is no explicit reference to this within the LDP. Notes that the proposed number of houses at around 30 may be overstated due to

the need to mitigate noise, landscape and visual impacts.

Dirleton Primary School has no safe dedicated school or community playing field. School Premises Regulations require the local authority to satisfy itself that the provision complies. The current area used is on the village green with poor visibility for drivers and is clearly non-compliant. This should be addressed as part of the development of NK11.

E MacDonald (0176/12)

Objects to PROP NK11 as East Lothian is seriously overdeveloped. A massive commuter housing coalescence from Musselburgh to Dunbar. Loss of identities of communities; Impact on tourism; Sufficient luxury homes which are wasteful of energy and encourages the use of cars. The facilities in the village and residents quality of life have not improved. Despite extra housing the only village shop has closed.

Muir Homes (0189/1)

PROP NK11 Castlemains, Dirleton should be deleted from the LDP. The area should be retained outwith the defined settlement of Dirleton and protected by DC8. The site should also be specifically protected from development by introducing a safeguarding restriction in order to protect the setting of Dirleton Castle and the setting of Dirleton Conservation Area when viewed from the main A198 route. Representation questions why Castlemains was a preferred site in the MIR and has been included in the LDP despite issues identified in the IER; Issues raised in IER include Impact on Historic Environment and issues raised by Historic Scotland on the impact of development on Dirleton Castle, impacts on the setting of the conservation area and the setting of Dirleton as a whole.

Lawrie Main (0370/1)

Objects to the inclusion of PROP NK11 in the LDP and that this area should in fact be designated as an area with Policy DC8: Countryside Around Towns.

CALA Management Ltd (0393/7)

CALA continues to support the development of site NK11 for residential use with an indicative capacity for approximately 36 new homes. CALA has prepared and submitted an application for full planning permission for 36 new homes including 10 new affordable homes. 36 units represents a more efficient use of the site the capacity having been derived as a consequence of design-led approach. Pre-application discussions have taken place on layouts and design principles, which have been broadly welcomed by East Lothian Council as part of the ongoing application process. Castlemains will deliver a range of house sizes and styles as part of the development of this field to the south-east of Dirleton and providing a high quality outward facing edge to the settlement whilst looking to protect and enhance key views to Dirleton Castle. We make detailed comments with regards to the development brief for Castlemains as part of this consultation process (and as part of the response to the Development Briefs consultation document).

Dirleton Village Association (0437)

Made comments supporting the need for a "village green" within the site at Castlemains for a safe off road play zone, preferably the size of a primary school sized football pitch.

NK12 Development Briefs

James Millar (Kilduff) Ltd (0204/4)

The introduction of a new PROP NK12: Drem Expansion Area necessitates a renumbering of the subsequent Policy.

Drem is a similar sized settlement to Athelstaneford, with a railway station, and in a location where other improvements are identified elsewhere in the LDP which can be facilitated (in part) by development at Drem, and elsewhere. This should be shown on the Main Strategy Diagram because the safeguarding sought can contribute to delivering the strategy identified. At Para 1.5 there are references to the Proposals Maps identifying areas “where land is safeguarded so as not to prejudice a certain type of development occurring” or to “ensure an area can be considered as a potential future development location”. However, from our review of the Plan we can only see one safeguard (at Blindwells), but there are references in the Plan to other potential locations which have not been safeguarded (such as at Drem at Para 2.154) and we believe they should.

CALA Management Ltd (0393/8)

We have removed reference to the Development Briefs and altered the title of NK12. The draft development briefs in their current form are not fit-for-purpose. There has been no engagement with landowners, developers (where known) or Council colleagues where they may have had up to date knowledge of the proposals for the sites. The development briefs do not accurately reflect the physical, technical or economic characteristics of the sites. Our submissions have addressed these issues in a constructive manner to provide an alternative development brief that reflects the considerable amount of work undertaken as part of the preparation and submission of planning applications for each of the sites. These applications were submitted following extensive pre-application processes including numerous meetings with East Lothian Council.

North Berwick Miscellaneous

Terry Hegarty (0077)

Most of the major development proposals for North Berwick have already been given permission and the significant implications arising from these in terms of infrastructure and other support are dealt with in minimal detail. The proposals for North Berwick will have a major impact on the town, increasing population by at least another 2000 (over 30%). The LDP recognises some infrastructure constraints but these are largely fudged or ignored (other than the Primary School). The capacity of the current North Berwick Waste Water Treatment Works (WWTW) will be exceeded by housing plans already approved, and the implications for the future (a new WWTW) are not discussed.

Mains Farm will be a satellite to North Berwick, and there is little detail in how this will integrate with the town as a whole, even within the Master Plan to which the LDP refers. Details on what facilities will be next to the proposed Hub are lacking e.g. possible location of a new medical unit there.

Discussion of medical facilities in North Berwick ducks the possibility of a change in role of Edington Hospital site which although outwith the control of ELC advanced discussions with relevant bodies would be expected.

Traffic management is also ducked with reference to plans that will be developed. Surprised to see Lochbridge road was not mentioned in the LDP or Action Plan as it is an obvious route to the supermarket and also a school route.

The LDP has pre-empted discussion of housing development in North Berwick as almost all proposed developments have been approved and there seems to be no discussion of any future provision beyond 2024. It ducks issues for the town around significant population increase in a short time.

Mr and Mrs H D I Smith (0104)

Any future proposals affecting Drem and the surrounding area should be resisted. Drem being a conservation village should be protected from further development. The representor has submitted supporting information as to why Drem should not be developed. Drem should be excluded from any proposal consideration specifically as it is part of the East Coast SDA.

Kirsty Towler (0164/2)

A new doctors' surgery is needed in North Berwick. Why has no money been secured by developers.

Gullane Community Council (0166/2)

Seeks presumed new policy "Development in Aberlady or Dirleton will be conditional upon the expansion and introduction of secondary treatment at the Gullane WWTW". The statements about North Berwick area infrastructure ignore the capability of Gullane WWTW and its associated pollution of Yellowcraig beach, near Dirleton. As well as being expanded, the WWTW needs to have secondary treatment added as a matter of priority, and certainly before any further development is undertaken in Aberlady or Gullane.

Deeply concerned by the clear disregard for the South East of Scotland Strategic Plan and the Scottish Planning Policies upon which it was based. All three of our main villages are subject to one or more major developments. It is clear in the strategic Development Plan that there should in principle be none.

Looking across the three main villages in our area (Gullane, Aberlady and Dirleton) it is clear that issues relating to vehicle traffic (and parking) are seen as being low priority. In part this is compounded by the total lack of progress on Conservation Area Appraisal and Management. Commitments were made to this in the 2008 local development plan, but no progress has been made and thus there is no benchmark against which to assess the impacts of the over-development now being proposed. A half-hearted commitment is made in the proposed LDP to addressing this lack of progress, but it does not appear in the draft Action Programme and should therefore be viewed with scepticism.

Request not to include land at Foreshot Terrace, Dirleton [not allocated in the plan] for housing. Notes that applications for 24 houses at Foreshot Terrace and associated drainage have been lodged (16/00710/PM and 16/07111/P) and believes that these applications should be refused as:

1. not designated for housing in the LDP
2. the sites at Foreshot Terrace form part of an area along the whole of the northern edge

of Dirleton which is subject to Countryside Around Towns as set out in Technical Note 8
3. they conflict with the Dirleton Conservation Area statement in that they will interrupt the views of Dirleton and Dirleton Castle on the approaches to the village from the E, NE
4. They will affect the setting of Oatfield House.

Aberlady Community Association (0183/2)

Housing development in North Berwick should be strictly controlled. The level of development will place considerable strain on infrastructure especially on schools, public transport, community spaces and roads.

Haig Hamilton (0219/3)

It is submitted that Site H8 North Glebe, should be de-allocated in the Proposed East Lothian Local Development Plan. A planning application (ref: 08/00148/FUL) was submitted for the erection of 19 houses and associated works on this site in 2008. The application was never determined and no development has been forthcoming. The site is currently actively used by the community for vegetable beds and planting. The Interim Environmental Report provides a strong justification for the development of the site for residential use. The report has concluded that the primary school has very limited capacity leading to concerns of service infrastructure capability. East Lothian Council's Education Department, have confirmed to us that there is capacity at Athelstaneford Primary School to accommodate a development of approx 30 houses at Athelstaneford.

Scottish Environment Protection Agency (0252/6)

The representation states that although these sites in Table NK1 are not shown on the spatial strategy drawings within the proposed plan, the majority are shown on the proposal maps which accompany the plan. SEPA have not had an opportunity to comment on these sites previously, during the preparation of this LDP, i.e. SEPA have not been provided with GIS shapefiles which allow assessment of the sites against all relevant information held on record. It is not clear if these allocations have been through the SEA process with the same rigour as other sites and the majority have not been assessed by the SFRA and the requirement for Flood Risk Assessments (FRA) to be submitted with planning applications, where appropriate, has not been identified in the proposed plan. As less consideration of flood risk has been given to these sites, particularly taking into account significant changes in legislation, policy and the physical environment (such as the higher annual rainfall being experienced in East Lothian) it is not possible to establish the principle of development at these sites.

Centuff Ltd (0350)

The representation concerns the East Fortune Hospital site, for which Centuff Ltd is pursuing proposals. The site contains 7 listed buildings. The Council's objective in the adopted Local Plan 2008 is to secure the long term maintenance of the listed buildings and their setting and to provide appropriate use for the brownfield site. In the absence of any firm proposals for employment, leisure or tourism uses at the site, the Council accepted, in previously allocating this site, that the principle of residential use as enabling development was reasonable to fund the long-term future of the listed buildings, scale to be agreed.

The LDP makes no equivalent allocation and the future of the listed buildings may be

threatened as a result, and a proposal for the site should be included in the LDP and on the North Berwick Cluster map.

North Berwick Cluster Support

Robert Simpson (0007)

Supports site NK11, describing it as suitable. The Reporter may wish to clarify whether this representor has an interest in the site.

Network Rail (0181/12)

Network Rail welcomes the detailed analysis and information on the development within the cluster and how it seeks to ameliorate this through improvements, which accord with our own strategy and proposals. The cross reference to and the detailed policies set out through the Transport section of the LDP and in particular the detailed policies on improvement works and contributions required are welcomed. This forms a sound and detailed basis and one which we support.

Scottish Environment Protection Agency (0252/59)

The Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at NK6.

Modifications sought by those submitting representations:

North Berwick Cluster Strategy Map

Mr & Mrs R. Lothian (0345/1)

The representation seeks a modification to the strategy map for North Berwick to include Williamstone Farm within the settlement limit, subject to Policy RCA1: Residential Character and Amenity (RCA1) and outwith the countryside designation.

North Berwick Cluster Introduction

E MacDonald (0176/9)

No modification.

James Millar (Kilduff) Ltd (0204/3)

At Para 2.154 (Page 52) introduce a new final sentence to the Para to the effect "A safeguarding of land has been identified at Drem to enable these issues to be resolved and a deliverable and effective proposal formulated for consideration in the review of the LDP".

NK1: Mains Farm

Andrew Dexter (0140)

No Modification.

Scottish Environment Protection Agency (0252/17)

Considers that a Flood Risk Assessment (FRA) to accompany planning applications at this site should be included as requirement for development of this site.

SEPA provided comments on a Development Framework by East Lothian Council titled "Mains Far and Gilsland, North Berwick" of 29 March 2011. The framework highlighted that a FRA would be undertaken for each allocation.

A small watercourse is located on the western boundary and could be culverted within the development site. This has to be assessed and no development should occur above any culverted waterbody.

NK4: Land At Tantallon Road

Scottish Natural Heritage (0280/4)

In terms of natural heritage impacts SNH consider that other alternative sites put forward at the MIR stage would have fewer impacts.

Cycle Forth (0325/1)

There is an opportunity to create a shared use (pedestrian/cycle) route through the northern part of this site.

Mark Holling (0425/1)

No modification.

NK5: Land at Ferrygate Farm

Cycle Forth (0325/2)

There is an opportunity to create a shared use (pedestrian/cycle) route through the northern and eastern parts of this site.

Mark Holling (0425/2)

No modification.

NK10 Aberlady

Kirsty Towler (0164/4); E MacDonald (0176/11)

No Modification

Aberlady Community Association (0183/4)

The LDP should be amended to provide for a new roundabout to be formed either at The Pleasance/ A198 junction or at the Gosford Bothy/ Craigiellaw Cottages junction some 250m to the west.

The LDP should provide for a new Pelican light pedestrian crossing at The Pleasance/ A198 junction to ensure pedestrian safety.

The LDP should be revised to include provision for a new, safe pedestrian/cycle-only route between Aberlady and Longniddry railway station.

The LDP should be amended to require any developer of site NK10 to include proposals to help maintain the social infrastructure in the village particularly for younger people.

NK11 Castlemains Dirleton

Muir Homes (0189/1); Lawrie Main (0370/1)

Removal of NK11

Peter and Anne Rintoul (0031); Natasha O'Connor (0042); John Finlay (0058); C M Imrie (0083); Robert and Jean Waddell (0109); Kirsty Towler (0164/5); E MacDonald (0176/12); Dirleton Village Association (0437)

None specified.

Dirleton Village Association (0131);

1. Amend the LDP [does not state where this should be inserted but refers to the entry for the Castlemains site in the housing proposals section which is at paragraph 2.170]. To include as constraints the need to protect the eastern setting of the castle and the views east from both the castle and its designed landscape.
2. Include in the [NK11] housing proposal section [paragraph 2.170] as a constraint the effect of traffic noise from the bypass on the amenity of NK11.
3. Add a requirement for the developer to provide an off-site playing field for the Primary School close to the school as a section 75 agreement.

Gullane Community Council (0166/5)

Seeks the inclusion of a reference to protecting the eastern setting of Dirleton Castle and the views both from the Castle and its designed landscape.

Seeks deficiency in Dirleton Primary School play provision to be addressed as part of NK11.

CALA Management Ltd (0393/7)

Change indicative capacity to circa 35 units.

NK12 Development Briefs

James Millar (Kilduff) Ltd (0204/4)

Introduce a new "PROP NK12: Safeguarded Drem Expansion Area land north and south of Drem" (on Page 56) which would read:

“Land is safeguarded to the north and south of Drem for a potential expansion of Drem. The landowner/developer will prepare a Design Framework for the Drem Expansion Area spatially, including its associated infrastructure requirements. This Design Framework will be the basis against which the Council will seek to confirm if a comprehensive solution for the development of the area exists, as well as development agreements between the two landowners. The Design Framework should also provide information on delivery mechanisms for the provision and phasing of shared infrastructure as necessary to enable an appropriate phasing and timing of development. If a comprehensive solution to the known issues is found, the conversion from safeguarding to allocation shall be considered through the review of the LDP, or sooner in the event of a failure in the 5 year land supply emerging.”

Re-number Policy NK12: Development Briefs to Policy NK13: Development Briefs.

CALA Management Ltd (0393/8)

Proposed amendment to Policy NK12: Development Briefs:

“Policy NK12: Site Masterplans

As part of any planning application for any allocated site, comprehensive masterplan solutions for the entire allocated site must be submitted.

Proposed masterplans must demonstrate how the relevant objectives for the allocated site will be secured, how development will be delivered on an appropriate phased basis, and set out design requirements to ensure the development will properly integrate with its surroundings and the character of the local area”.

North Berwick Cluster Miscellaneous

Terry Hegarty (0077); Mr and Mrs H D I Smith (0104); Kirsty Towler (0164/2); Aberlady Community Association (0183/2).

No Modification sought

Gullane Community Council (0166/2)

The representation requests that “Any development in Aberlady or Dirleton will be conditional upon the expansion and introduction of secondary treatment at Gullane WWTW”.

Request that land at Foreshot Terrace, Dirleton should not be included in the LDP.

Haig Hamilton (0219/3)

Site H8 should be de-allocated in the Proposed East Lothian Local Development

Scottish Environment Protection Agency (0252/6)

SEPA objects to the inclusion of sites within Table NK1 in the LDP, without them being subject to the same process and review as all other sites to be included in the LDP.

No specific modification sought or suggested, but the objection would suggest that changes should be made to the plan.

Centuff Ltd (0350)

Inclusion of policy/proposal in the LDP in relation to East Fortune Hospital.

North Berwick Cluster Support

Robert Simpson (0007); Network Rail (0181/12); Scottish Environment Protection Agency (0252/19).

No Modification sought

Summary of responses (including reasons) by planning authority:

North Berwick Cluster Strategy Map

Mr & Mrs R. Lothian (0345/1)

The steading buildings by being Category B listed are of special architectural or historic interest. They are all well contained within their landscape setting and are part of the historic form and character of this part of the East Lothian countryside. They make a positive contribution to the rural landscape and built heritage of the area. Inclusion within the countryside designation allows this to be maintained and reflects the character of the area.

Policy DC1 of the 2008 Local Plan allowed for the development at Williamstone Farm. It does not follow that the approved residential development needs to be included in the wider urban area. The Farm fits as countryside and any change to the boundary could set a precedent for further development to the north. If it is included within the urban area new build would be considered, and this may allow in-curtilage development harming the character, integrity and appearance of the buildings, including the setting of the listed buildings, and/or lead to an over-development of the site, create a density of built form harmful to the character and amenity of the area or cause harmful impacts on the privacy and amenity of neighbouring residential properties. For these reasons the Council does not consider it appropriate to include the site within the settlement boundary. **The Council submits that no modification of the plan is necessary.**

North Berwick Cluster Introduction

E MacDonald (0176/9)

North Berwick:

North Berwick Town Centre is recognised as a key element of the area's economic and social fabric, and is protected through Policy TC1 which recognises town centre locations as the most appropriate location for retail, commercial, leisure office and other development proposals that would attract significant footfall. Provision at Mains Farm is intended to serve local needs and is not expected to rival the town centre but rather complement it. Provision has been agreed for business use on Mains Farm through the approved Masterplan to which any associated detailed proposal must conform (CDxxx).

The open space and sporting facilities necessary have been agreed through grant of planning permission for this site. Extensive open space to the south of this site has been planned for through this development. Affordable housing provision was made through grant of planning permission at Mains Farm and cannot now be altered (CDxxx).

The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. Officers from the Council's Education Service and Property Services have been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. Projected secondary-aged pupils from the proposed sites will be accommodated in a future expansion of North Berwick High School. In line with East Lothian Council's Local Development Plan Draft Developer Contributions Framework, developer contributions will be sought in respect of this allocation. North Berwick High School has potential for further expansion and additional land will be sought from the safeguarded area NK2 for this purpose.

The East Lothian Economic Development Strategy 2012-22 (CDxxx) identifies tourism as one of the strengths of the East Lothian economy and a source of employment opportunities in the future. The local development plan's policies and proposals seek to ensure that a balance is found between encouragement of tourism, including activity based tourism (e.g. walking and cycling) and the economic benefits. The scale of development proposed is not expected to adversely impact the tourist offer of the area.

Dirleton:

Dirleton Castle is a Category A Listed Building, as well as a Scheduled Monument. SPP paragraph 141 requires that special regard should be given to the importance of preserving or enhancing the building and its setting. SESPLAN requires in Policy 1B that LDPS will ensure there are no significant adverse impacts on Listed Buildings and Scheduled Monuments. Dirleton Castle is a tourist attraction and it is important that views towards it are protected. The wind turbine is situated in close association with a group of farm buildings and the Castle can still be appreciated.

Drem:

The Council has undertaken transport modelling work on the committed development sites and undertaken a Transport Appraisal of proposed development with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. Additional traffic associated with the proposed new developments can be accommodated on the local road network. All proposals will have to accord with relevant policies of the LDP including Policy T2 General Transport Impact to ensure that sites can be safely and conveniently accessed by pedestrian, cyclists and traffic and that there will be no significant adverse impacts on road safety, the convenience safety and attractiveness of walking and cycling in the area, the capacity of the road network to deal with the increase in traffic, or residential amenity as a consequence of an increase in traffic.

Drem is within the SDA and benefits from a railway station on the East Coast Main Railway line. In the longer term, a significant scale of mixed used development could provide an opportunity to realign the road (which currently would be inadequate for significant growth). In terms of Green Network the Council can confirm that the route for a path between Gullane and Drem has recently been agreed (CDxxx).

In response to comments relating to Edinburgh see Schedule 4: Issue 2 Spatial Strategy.

The Council submits that no modification of the plan is necessary.

James Millar (Kilduff) Ltd (0204/3)

It should be noted that Drem is identified as a village with a defined settlement boundary, as shown on inset map 10. The Council submits that it has made its settled view clear in respect of Drem as a potential future development location that may be considered in to the longer term if housing need and demand were to require further land allocations in future LDP timescales. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP. However, for this LDP period, the only site that the Council chose to safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian. **The Council submits that no modification of the plan is necessary.**

NK1: Mains Farm

Andrew Dexter (0140)

Land at Mains Farm, North Berwick was allocated by the East Lothian Local Plan 2008. The Council has approved planning permissions (CDxxx) and a Masterplan for the land at Mains Farm as well as detailed proposals for parts of the site, which are now under construction. As part of the planning application for this site a proposed scheme of landscaping was submitted to the Council and agreed by the Council's Landscape Project Officer. The implementation of the proposed scheme of landscaping has been secured by a condition imposed on the approval of matters specified in conditions of the proposed housing development 15/00794/AMM (CDxxx). In this instance a Habitats Regulations Appraisal was not required. **The Council submits that no modification of the plan is necessary.**

Scottish Environment Protection Agency (0252/17)

The Council has approved planning permission (CDxxx) and a Masterplan for the land at Mains Farm as well as detailed proposals for a number of parts of the site, which is now under construction. As part of the applications for this site SEPA were consulted and no objections were raised (CDxxx). **The Council submits that no modification of the plan is necessary.**

NK4: Land At Tantallon Road

Scottish Natural Heritage (0280/4)

No development brief was produced for NK4 however a Masterplan was agreed through the planning application process. Planning permission in principle has been granted for this site (15/00670/PPM) with approval of matters specified pending consideration 16/00921/AMM (CDxxx). **The Council submits that no modification of the plan is necessary.**

Cycle Forth (0325/1)

The emerging Local Transport Strategy (CDxxx) promotes an enhanced active travel network that is integrated as part of the Green Network and with public transport options. The Council seeks to encourage walking and cycling as modes of transport to promote sustainable travel, improve health and well being, and to maximise accessibility and social inclusion, particularly for those who do not own a car. Planning permission in principle has been granted for this site (15/00670/PPM) with approval of matters specified pending consideration 16/00921/AMM. **The Council submits that no modification of the plan is necessary.**

Mark Holling (0425/1)

The emerging Local Transport Strategy (CDxxx) promotes an enhanced active travel network that is integrated as part of the Green Network and with public transport options. The Council seeks to encourage walking and cycling as modes of transport to promote sustainable travel, improve health and well being, and to maximise accessibility and social inclusion, particularly for those who do not own a car. Planning permission in principle has been granted for this site (15/00670/PPM) with approval of matters specified pending consideration 16/00921/AMM.

As part of the application for this site a Landscape assessment was submitted and agreed with ELC including restriction of building on the higher parts of the site.

The Council submits that no modification of the plan is necessary.

NK5: Land at Ferrygate Farm

Cycle Forth (0325/2)

The emerging Local Transport Strategy (CDxxx) promotes an enhanced active travel network that is integrated as part of the Green Network and with public transport options. The Council seeks to encourage walking and cycling as modes of transport to promote sustainable travel, improve health and well being, and to maximise accessibility and social inclusion, particularly for those who do not own a car. Planning permission in principle was approved on appeal for a residential development of 140 homes and subsequently the Council granted consent for approval of matters specified in conditions and development of the site is underway 15/00966/AMM (CDxxx). Suitable active travel routes to school and rail station will be required. There is a safer route to school defined under the Ferrygate Planning Permission 15/00966/AMM (CDxxx). **The Council submits that no modification of the plan is necessary.**

Mark Holling (0425/2)

The emerging Local Transport Strategy (CDxxx) promotes an enhanced active travel network that is integrated as part of the Green Network and with public transport options. The Council seeks to encourage walking and cycling as modes of transport to promote sustainable travel, improve health and well being, and to maximise accessibility and social inclusion, particularly for those who do not own a car. Suitable active travel routes to school and rail station will be required. Prop T5 notes that the Council will continue to develop and enhance the cycle network within a Cycling Strategy for East Lothian which is linked to regional and national strategies. There is a safer route to school defined under the Ferrygate Planning Permission 15/00966/AMM (CDxxx). **The Council submits that no modification of the plan is necessary.**

NK10 Aberlady

K Towler (0164/4)

The Council has undertaken transport modelling work on the committed development sites and undertaken a Transport Appraisal of proposed development with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. Additional traffic associated with the new development can be accommodated on the local road network. All proposals will have to accord with relevant policies of the LDP including Policy T2 General Transport Impact to ensure that sites can be safely and conveniently accessed by pedestrian, cyclists and traffic and that there will be no significant adverse impacts on road safety, the convenience safety and attractiveness of walking and cycling in the area, the capacity of the road network to deal with the increase in traffic, or residential amenity as a consequence of an increase in traffic. **The Council submits that no modification of the plan is necessary.**

E MacDonald (0176/11)

The SDP (CD XX) identifies Strategic Development Areas (SDAs) to prioritise as locations to accommodate the SDPs housing and employment land requirements. The East Coast SDA follows the key transport corridor of the A1 and East Coast railway line from Musselburgh to Dunbar. While it is accepted that the allocated sites for new homes represent a significant expansion, it is considered that this scale of development was unavoidable in the context of the housing land requirements and the Compact Growth Strategy adopted for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth (CD XX).

In terms of the expansion of Aberlady, key objectives of Proposal NK11 are to ensure that reasonable measures are taken to ensure the integration of the new development with the existing settlement. The Council submits that it accepts that places will change as a result of development and that new development will have implications for local infrastructure; this has been fully considered and where appropriate, planned for as part of the development of the LDP. LDP Policy DEL1, and its associated Supplementary Guidance: Developer Contributions Framework (CDxxx), sets out where and how the necessary additional capacity within infrastructure and facilities will be provided.

The Council submits that the LDP retains sufficient land as Green Belt/ CAT that prevents coalescence of settlements and retains the separate identities of settlements. The East Lothian Economic Development Strategy 2012-22 (CDxxx) identifies tourism as one of the strengths of the East Lothian economy and a source of employment opportunities in the future. The local development plan's policies and proposals seek to ensure that a balance is found between encouragement of tourism, including activity based tourism (e.g. walking and cycling) and the economic benefits. Additionally, the Council's policies seek to integrate land use and transport to encourage a reduction in traffic growth, minimise the length of journeys people are obliged to make and promote sustainable alternatives to the private car – public transport, cycling and walking.

With regards to luxury housing being wasteful of energy, Policy SEH2 in accordance with SPP requires that all new buildings must include Low and Zero Carbon Generating Technologies to meet the energy requirements of Scottish Building Standards.

The Council has set out the need for additional capacity in infrastructure and services, including education and community services within the policies of the LDP, including Proposal CF1 and ED2. The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. Pupils from the proposed site will be accommodated in the existing primary school. The associated Supplementary Guidance Developer Contributions Framework (SG) (CD XX) will provide the basis to collect contributions towards the necessary supporting facilities and infrastructure required. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure. **The Council submits that a modification of the LDP is not necessary.**

Aberlady Community Association (0183/4)

There is an application lodged for Aberlady West, as part of which appropriate on and off site mitigation measures will be applied as part of any approval in consultation with ELC Roads Services and other departments. However, a prerequisite of this proposal is to provide a new link road through the site to connect Kirk Road with the A198, utilising the existing priority junction at The Pleasance to avoid traffic passing the primary school from the new housing area. If drivers are not driving to the road conditions and are driving dangerously or irresponsibly then this is a Police matter.

Developer contributions will be sought to provide two classrooms, hall/dining extension and core accommodation and alterations and an outdoor classroom for the nursery. There will also be a requirement for contributions towards improved quality of existing 11 a side grass pitch. **The Council submits that no modification of the plan is necessary.**

NK11 Castlemains, Dirleton

Peter and Anne Rintoul (0031); Natasha O'Connor (0042); John Finlay (0058); C M Imrie (0083/1); Robert and Jean Waddell (0109); Dirleton Village Association (0131); K Towler (0164/5); Gullane Community Council (0166/5); E MacDonald (0176/12); Muir Homes (0189/1); Lawrie Main (0370/1); CALA (0393/7); Dirleton Village Association (0437).

Prominent in landscape terms / alter village profile / location doesn't fit with surroundings / picturesque views of Dirleton Castle will be lost:

The Council submits that houses at Castlemains Place were developed by the Council as part of a Rural Housing Programme in the late 1980s to provide mixed use small scale houses and workshops in small villages with the aim of improving the sustainability of the villages including facilities such as schools, commercial premises and local employment opportunities. The housing provided was designed to reflect the nature and form of housing in the eastern part of Dirleton, to be orientated to look south and to minimise any impacts on Dirleton Castle. The Council submits that site PROP NK11 can be developed with cognisance of the same principles and that the retention of a significant area of land as a field in the foreground allows new development to be added to the village without harming its characteristic form of development. The Council submits that a well designed development that takes full account of its local context will not adversely affect the setting of Dirleton Castle, block views towards it from the A198 or adversely affect the overall

setting of the village. A bypass for the village was provided in the 1970s and cut through agricultural fields. Housing is set back from the road with long narrow agricultural fields between the road and the houses which provides the characteristic of this southern edge of the village, with the castle standing high above the farm buildings. The Council submits that PROP NK11 will not harm the setting of the castle or the village and notes that HES has not objected to its inclusion in the LDP, accepting that a well designed scheme can be accommodated successfully on the site.

Integration of new development:

In terms of the expansion of Dirleton, key objectives of Proposal NK11 are to ensure that reasonable measures are taken to ensure the integration of the new development with the existing settlement. The Council submits that it accepts that places will change as a result of development and that new development will have implications for local infrastructure; this has been fully considered and where appropriate, planned for as part of the development of the LDP. LDP Policy DEL1, and its associated Supplementary Guidance: Developer Contributions Framework (CDxxx), sets out where and how the necessary additional capacity within infrastructure and facilities will be provided.

Traffic noise from bypass:

The Council submits that this is a matter that will be addressed in detail at the stage of a planning application and that the retention of the agricultural field, which will provide a buffer of varying distance along the southern site boundary, from the road will help.

Issues relating to noise can be addressed through conditions on planning applications. The conditions would be prepared in conjunction with the Council's Environmental Health and Transportation section and would apply the national standards on noise to the development.

Increased Traffic in Dirleton and Access to NK11:

The Council submits that Roads Services were consulted during plan preparation, and consider the site can be satisfactorily accessed. The Council has undertaken transport modelling work on the committed development sites and undertaken a Transport Appraisal of proposed development with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. Additional traffic associated with the new development can be accommodated on the local road network. All proposals will have to accord with relevant policies of the LDP including Policy T2 General Transport Impact to ensure that sites can be safely and conveniently accessed by pedestrian, cyclists and traffic and that there will be no significant adverse impacts on road safety, the convenience safety and attractiveness of walking and cycling in the area, the capacity of the road network to deal with the increase in traffic, or residential amenity as a consequence of an increase in traffic.

Dirleton Settlement Boundary:

The Council submits that PROP NK11 covers approximately one half of the field between Castlemains Place and the A198 bypass, thereby retaining a significant open field that is part of the character of the village. The Council submits that a well designed development that takes full account of its local context will not adversely affect the eastern part of the village.

Site Capacity:

The Council submits the site should be developed for circa 30 homes which allows flexibility to suit the proposed design layout that must be appropriate to the Dirleton Conservation Area, taking into account the urban grain of the local area and any site characteristics that may need to be addressed.

A planning application was submitted for development of the site for 36 units, 16/00521/PM (CDxxx) this has been withdrawn. Submission of a new application is likely in due course. The Council does not consider it necessary to amend the indicative site capacity to reflect the withdrawn planning application figure. As stated above, reference in the LDP to circa 30 homes is considered to allow suitable flexibility for the site.

Affordable Housing:

The Proposed LDP requires 25% of all of the number of houses consented to be affordable housing. The Council will support a variety of tenures of affordable housing including, among others, social rented, mid-market rent, discounted sale and shared equity homes. For the market housing the Council expects a variety of house types with different prices to be available.

Construction Noise:

Issues relating to noise and air quality during construction can be addressed through conditions on planning applications. The conditions would be prepared in conjunction with the Council's Environmental Health and Transportation section and would apply the national standards on noise and air quality to the construction phase of the development. Any breaches can be addressed through the planning process. Issues relating to post construction noise and air quality, and breaches of national standards, can also be addressed through liaison with Environmental Health. The Council appreciates the developments will create change but does not expect national standards on noise and air quality to be breached.

Development Brief:

The Council submits that the location of PROP NK11 within Dirleton Conservation Area requires a development brief. A draft development brief has been prepared but will not be finalised until after the Examination.

Views to Dirleton Castle – not specified in Proposal NK11:

The Council submits that the pre-amble to the PROP NK11 para 2.170 clearly identifies the need for the design and layout of the site to respond to its surroundings including the retention of views to Dirleton Castle. The Council notes that HES has not objected to the inclusion of PROP NK11 in the LDP, accepting that a well designed scheme can be accommodated successfully on the site.

Views from Dirleton Castle need protected – not referenced in LDP:

The Council submits that views from the castle should not be adversely affected by the presence of further development close to the castle, when there are already houses and other forms of development situated close to the castle. This will depend on the detailed

design and layout proposed for the development which must take full account of its local context and surroundings.

Introduce a safeguarding area to protect setting of Dirleton Castle and setting of Conservation Area from A198:

The Council submits that the setting of the castle which is a scheduled monument is important and will be assessed by HES at the time of any proposals for development. The Council submits that the setting of the village, which is wholly within Dirleton Conservation Area, can accommodate a development at PROP NK11 provided that it is well designed and full account is taken of its local context and surrounding. The Council notes that HES has not objected.

Foreshot Terrace as an alternative:

The Council submits that allocation of the site at Foreshot Terrace would result in development which is on the main tourist route to Yellowcraig, and would adversely affect views of the northern side of the village and Dirleton Conservation Area. The Council has recently refused planning permission on this site (14/00324/PP) as (among other reasons) the north boundary of the application site is not contained within a robust, defensible boundary, and the residential development of the application site would set a real precedent for subsequent future expansion to the north and that the proposed development would result in a highly visible and obtrusive extension of urban development into an area of agricultural land which would not integrate into its surroundings and would simply extend the northern edge of the village into the undeveloped surrounding countryside in a conspicuous and incongruous manner which would not preserve but would be harmful to the character and appearance of the Dirleton Conservation Area.

The SEA site assessment (reference PM/NK/HSG018) notes that there are no landscape features along the proposed northern boundary to provide shelter from northerly winds, which together with the northerly aspect of the site will result in it being highly exposed. SNH have advised that there are records of Firth of Forth SPA qualifying interest birds using the area, there is potential habitat on site, and that there is potential connectivity to the Firth of Forth SPA. Habitats Regulation Appraisal would require to be carried out for the site to ensure that it was capable of development. The site is within Dirleton Conservation Area and development of the site would extend Dirleton beyond its current boundaries and could affect the character and setting of the Conservation Area. The site is under cultivation and there is moderate to good potential for unknown archaeological remains. The development of the site would encroach into the rural landscape. There are Tree Preservation Orders along the southern boundary of the site and development here could potentially impact on the protected trees.

See Schedule 4: Issue 13 New Sites.

Impact on Tourism:

The Council submits that Dirleton is an important area in terms of tourism in East Lothian. In addition to the castle which is operated as a visitor attraction by HES, Yellowcraig to the north of Dirleton is a very popular beach attracting on average 280,000 visits per year many of whom will access the beach using Ware Road which also accesses a caravan park. The Council submits that well designed new development of the size proposed in PROP NK11 will not harm the tourism offer of Dirleton.

Loss of identity of Dirleton:

The Council submits that the development of PROP NK11 will add a new development to the village but that it is of a size that will not adversely affect the character and identity of the village, provided that it is well designed and takes full account of its local context and surroundings.

Insufficient community play space associated with the school – can NK11 address this?

NK11 can be accommodated within the current school capacity therefore the pupils projected to arise from NK11 can be accommodated within the existing school campus. The Council Education Service advises that there is no existing deficiency and none arising from the planned development therefore no additional play space will be sought.

Impact on Historic Environment / Impact of development on Dirleton Castle / setting of Conservation Area and setting of Dirleton as a whole:

The Council submits that new development of circa 30 homes will affect a Conservation Area but provided that it is well designed and laid out will not cause an adversely affect.

The ER (PM/NK/HSG048) identifies the potential for significant impacts on the setting of Dirleton Castle. It also identifies the potential for a fundamental change in the character of the conservation area.

The development brief identifies appropriate and effective mitigation measures for impacts on the setting of Dirleton Castle. Historic Environment Scotland (HES) is content that development proposals following these key points would be likely to be able to mitigate significant adverse impacts. HES note that no reference is made to the conservation area in this document, and would recommend that this is updated, with reference to a completed conservation area appraisal.

Without the mitigation of impacts on the Dirleton Castle as identified in the development brief, there is the potential for development in this area to have such a significant adverse impact HES has indicated that they may object to a planning application which did not correspond to the brief in its current form. HES would welcome the opportunity to comment on any proposals for this area and to provide advice for our remit at the earliest possible stage of the planning process.

The Council submits that a modification of the LDP is not necessary.

E MacDonald (0176/12)

The SDP (CDxx) identifies Strategic Development Areas (SDAs) to prioritise as locations to accommodate the SDPs housing and employment land requirements. The East Coast SDA follows the key transport corridor of the A1 and East Coast railway line from Musselburgh to Dunbar. While it is accepted that the allocated sites for new homes represent a significant expansion, it is considered that this scale of development was unavoidable in the context of the housing land requirements and the Compact Growth Strategy adopted for the reasons given in p42 of the MIR: Table 5 Preferred Approach Compact Growth (CDxx).

The Council submits that the LDP retains sufficient land as Green Belt/ CAT that prevents coalescence of settlements and retains the separate identities of settlements. The East Lothian Economic Development Strategy 2012-22 (CDxx) identifies tourism as one of the strengths of the East Lothian economy and a source of employment opportunities in the future. The local development plan's policies and proposals seek to ensure that a balance is found between encouragement of tourism, including activity based tourism (e.g. walking and cycling) and the economic benefits. Additionally, the Council's policies seek to integrate land use and transport to encourage a reduction in traffic growth, minimise the length of journeys people are obliged to make and promote sustainable alternatives to the private car – public transport, cycling and walking.

With regards to luxury housing being wasteful of energy, Policy SEH2 in accordance with SPP requires that all new buildings must include Low and Zero Carbon Generating Technologies to meet the energy requirements of Scottish Building Standards.

The Council has set out the need for additional capacity in infrastructure and services, including education and community services within the policies of the LDP, including Proposal CF1 and ED2. The Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and plan for growth in our communities. The Council's Education Service and Property Services have been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls. Pupils from the proposed site will be accommodated in the existing primary school. The associated Supplementary Guidance Developer Contributions Framework (SG) (CDxx) will provide the basis to collect contributions towards the necessary supporting facilities and infrastructure required. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure. **The Council submits that a modification of the LDP is not necessary.**

NK12 Development Briefs

James Millar (Kilduff) Ltd (0204/4)

It should be noted that Drem is identified as a village with a defined settlement boundary on inset map 10. The Council submits that it has made its settled view clear in respect of Drem as one potential future development location that may be considered in the longer term. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP. However, for this LDP period, the only site that the Council chose to safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian. **The Council submits that no modification of the plan is necessary.**

CALA Management Ltd (0393/8)

The Council submits that draft development briefs have been prepared but will not be finalised until after the Examination. The Council considers that development briefs are an appropriate way to guide development and therefore the reference to them in policy NK12 should remain. The finalisation of the development briefs will include consideration of the consultation responses. **The Council submits that no modification of the plan is necessary.**

North Berwick Miscellaneous

Terry Hegarty (0077)

Proposals with planning permission have been included in the LDP for completeness and as they may form part of the housing/employment land supply. Implications for infrastructure arising from these proposals have been addressed through the planning application process.

Infrastructure constraints - Extensive consultation on various aspects of infrastructure has been undertaken during plan preparation, and infrastructure- including roads, schools, medical facilities, water and drainage, community facilities - is either available or can be expanded to meet the requirements of new development proposed.

Waste Water Treatment Works (WWTW) - Drainage capacity is sufficient for existing commitments including consented sites though North Berwick WWTW does have very limited capacity. For further significant development in this area a solution will require to be found and Scottish Water will make adjustment to capacity levels to serve new development if necessary.

Masterplanning - The Council has adopted a Development Framework for Mains Farm and Gilsland, as well as approving the masterplan for these sites through the planning application process, both of which were open for public consultation at the time (CDxxx).

Medical facilities/Edington Hospital site - NHS Lothian was consulted during plan preparation and through the preparation of the Developer Contributions Supplementary Guidance. Further information about requirements is available Technical Note 14. Edington Hospital will be considered through the review of frail elderly services by the East Lothian Health and Social Care Partnership. Further expansion or re-provision of the existing premises at North Berwick is still required and these facilities may in due course reach capacity as their local population continues to grow. It is the responsibility of NHS Lothian to ensure provision; they have not sought developer contributions for this during this plan period for committed developments.

Traffic management/Lochbridge Road – East Lothian’s Transport Appraisal was carried out in accordance with Transport Scotland’s Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology (CDxxx) and predicts the impact from sites on the national and local transport road network and identifies capacity constraints and mitigation required. It is accepted that roads may become busier but other than where specific issues have been identified and mitigation proposed through the LDP the increase would be within their capacity. ELC Roads Services was consulted throughout the plan preparation and planning application process and did not raise this as a concern with regard to housing at Mains Farm (13/00227/PPM).

Housing Provision beyond 2024 - SDP with its Supplementary Guidance on Housing Land requires the LDP to ensure sufficient housing land is available that can deliver 6,250 homes in the period 2009 to 2019 and a further 3,800 homes in the period 2019 to 2024. The period beyond this will be covered by a subsequent LDP. **The Council submits that no modification of the plan is necessary.**

Mr and Mrs H D I Smith (0104)

The spatial strategy for East Lothian is a compact one as it focuses the majority of new development in the west of East Lothian. It should be noted that Drem is identified as a village with a defined settlement boundary, as shown on inset map 10. The Council submits that it has made its settled view clear in respect of Drem as a potential future development location that may be considered into the longer term if housing need and demand were to require further land allocations in future LDP timescales. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP.

The SDA area is set within SESplan approved SDP1 as approved by the constituent SDP Authorities including East Lothian Council and by the Scottish Ministers therefore development in the Drem area could not be precluded by it being within the SDA. **The Council submits that no modification of the plan is necessary.**

Kirsty Towler (0164/2)

NHS Lothian has been consulted on the proposed plan and the East Lothian Health and Social Care Partnership have identified proposals (CDxxx) to help address demand for services and additional projects may also be identified in future. Nearly all GP practices in the county are run by GPs as independent contractors and developer contributions for expansion of existing premises will not be sought. **The Council submits that no modification of the plan is necessary.**

Gullane Community Council (0166/2)

Scottish Water has been consulted during the process of plan preparation. Gullane WWTW has limited capacity however Scottish Water will make adjustment to capacity levels if necessary to enable development (Scottish Water response CDxxx). This will be secured if necessary during the planning application process. The applicant cannot be expected to address any existing deficiency.

The SDP sets out the spatial strategy for the SESplan area and sets an overall housing requirement of 107,343 homes up to 2024. East Lothian is required to provide land capable of delivering 10,050 homes in this time period, with an interim, requirement for land capable of delivering 6250 homes up to 2019. The LDP must by law be consistent with the SDP. SESplan's Supplementary Guidance on Housing Land, sets the Housing Land Requirement for East Lothian at 10,050. This development cannot be re-allocated and must therefore be met within East Lothian. The Council's full response on these issues is set out in its response to Issue 12. The spatial strategy of the LDP is a compact one, as it focuses the majority of new development in the west of East Lothian. This is where the best opportunities are to locate new housing and economic development in the most accessible part of the area. Some additional development has been distributed further east. This is in recognition of the need and demand for new homes and economic development opportunities in other appropriate and accessible parts of East Lothian where local service provision and sustainable transport options are good, consistent with SDP Policy 7.

At Paragraph 3.72 on pg 74 of the proposed LDP it is acknowledged that new housing development will generate demand for education, community, health and social care services and for the provision of more capacity throughout East Lothian. As part of the

strategy, consideration has been given to where best use can be made of existing facilities and where and how new facilities can be provided to support a sustainable pattern of development and local service provision in the area. The spatial strategy distributes development to locations where such capacity exists or can be provided. The LDP addresses the need for developers to contribute towards additional capacity in infrastructure and services through Policy DEL1: Infrastructure and Facilities Provision, and the associated Supplementary Guidance: Developer Contributions Framework.

In respect of traffic and parking issues the Council submits that it has carried out a transport appraisal and modelling work a full explanation of which is provided in Schedule 4: Issue 18 Transport. In respect of conservation area appraisals and management plans the council submits that the current local plan contain conservation area character statements to provide a basis for planning decisions and these will be published in due course as supplementary planning guidance following adoption of the LDP. These will be replaced by more comprehensive conservation area appraisals and management plans as soon as possible as explained in paragraph 6.44 of the LDP. The council further submits that the Action Programme: action 2, guidance action 1 (page 18-19) sets out the conservation area SPG will be concluded in the short term.

The Council submits that allocation of the site at Foreshot Terrace would result in development which is on the main tourist route to Yellowcraig, and would adversely affect views of the northern side of the village and Dirleton Conservation Area. The Council has recently refused planning permission on this site (14/00324/PP) as (among other reasons) the north boundary of the application site is not contained within a robust, defensible boundary, and the residential development of the application site would set a real precedent for subsequent future expansion to the north and that the proposed development would result in a highly visible and obtrusive extension of urban development into an area of agricultural land which would not integrate into its surroundings and would simply extend the northern edge of the village into the undeveloped surrounding countryside in a conspicuous and incongruous manner which would not preserve but would be harmful to the character and appearance of the Dirleton Conservation Area. See Schedule 4: Issue 13 New Sites. **The Council submits that no modification of the plan is necessary.**

Aberlady Community Association (0183/2)

The LDP identifies the key additional infrastructure capacity, new facilities or other interventions that will be required in association with the development of LDP sites, and ensures that applicants or developers make provision for the delivery of these as appropriate. This is set out in Policy DEL1.

New development should be located so as to allow choice of means of travel and to encourage the use of sustainable transport modes. If a significant travel generating development would be reliant on private car use it should not be supported unless there is a way to provide sustainable transport options, including active travel. For development proposals that are expected to generate a significant number of trips a Transportation Assessment will be required. Where new development creates travel demands, the Council will seek provision of, or a contribution towards, necessary improvements to the transport network required as a direct result of it, including provision for public transport and the enhancement of active travel networks consistent with promoting an appropriate order of travel priority. This is set out in the Developer Contributions Framework Supplementary Guidance (CDxxx). Dirleton Primary School is currently within capacity.

Primary pupils from the proposed site will be accommodated within the existing capacity. Secondary pupils from the proposed site will be accommodated in a future expansion of North Berwick High School, and in line with East Lothian Council's Local Development Plan Draft Developer Contributions Framework, developer contributions will be sought in respect of this allocation. **The Council submits that no modification of the plan is necessary.**

Haig Hamilton (0219/3)

Technical Note 14 states that from the current proposed allocations at Athelstaneford there will be no LDP impact. The committed site in the LDP (Table NK1 p56) is located within the settlement boundary of Athelstaneford and its location would round off the boundary of the settlement while avoiding intrusion into the rural landscape. The site is outwith a particularly visually sensitive location. The proposed site put forward by the representor would extend Athelstaneford beyond its existing boundary into arable farmland and is not seen as a preferable site for proposed allocation in the area. There is currently sufficient capacity within the existing primary school to accommodate the planned housing developments in this catchment.

The Council's response to a proposed allocation to the east of Athelstaneford is discussed in Schedule 4: Issue 13 New Sites. **The Council submits that no modification of the plan is necessary.**

Scottish Environment Protection Agency (0252/6)

The Council submits that PAN 1/2010 is clear that SEA should focus on the strategic environmental effects of the plan (PAN 1/2010 para 3.1) and avoid excessive data collection and descriptions of baseline data (PAN 1/2010 para 5.2). The Council further submits that the sites set out in the relevant table are not allocations: this is made clear in the pre-text to the table. The LDP explains that the development of these sites in accordance with relevant LDP policies is supported in principle by the Council – i.e. not necessarily by consultees to any planning application, such as SEPA. Whilst some of the sites have been rolled forward from previous plans, the majority of the sites set out in the relevant table already have planning permission for development, so are committed sites. In SEA terms they have been treated as such and thus as part of the baseline, in accordance with PAN 1/2010 (paragraph 4.22). It is important to note that this is also true of many sites where a policy reference is given. If the Reporter considers it useful, the Council could provide the relevant planning application references in respect of relevant sites. Development on some of these sites has already commenced, but in some cases stalled, so planning permissions are being implemented or remain live. For some sites their planning permission references are shown within the tables instead of policy references. This is because some of them are within the countryside etc and it would be impractical in a mapping sense or in a policy / proposals sense to specifically identify those sites on the proposals map(s) or strategy diagrams: yet the Council would support the principle of their development in line with LDP policies, subject to the development management process. **The Council submits that a modification of the LDP is not necessary.**

Centuff Ltd (0350)

While there is no specific policy or proposal specific to East Fortune Hospital, the LDP sets out in DC1 that Development in the Countryside, including changes of use or

conversions of existing buildings, will be supported in principle. Proposals must satisfy other relevant plan policies. Development affecting listed buildings is considered under Policy CH1 of the proposed plan. Policy DC5: Housing as Enabling Development may also be a consideration. **The Council submits that no modification of the plan is necessary.**

North Berwick Cluster Support

Robert Simpson (0007); Network Rail (0181/12); Scottish Environment Protection Agency (0252/19).

Support noted.

Reporter's conclusions:

Reporter's recommendations:

Issue: 9a	North Berwick Cluster – Sites in Gullane	
Development plan reference:	Sites in Gullane pages 54-55.	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<p>Jennifer Dudgeon (0010) Ann and Tony Elger (0011) Tom Walker (0014) David & Audrey Rattray (0015) Charlie Laidlaw (0016) Jennifer Hartt (0017) Pat Morris (0018) Hellen M Clark (0023) David Robinson (0024) Philip Smyth (0025) Alan & Geraldine Mogridge (0026) Barbara Gibb (0027) A Walker (0028) David Farrer (0029) Antonia Ward (0030) Sir Peter Burt Viking (0035) Janette Mosedale (0036) Laura Thomas (0037) Guy Tulloch (0038) Gillian Kirkwood (0039) J McCollom (0043) T I L Burns (0044) W R E Thomson (0045) Fiona Stephenson (0048) John Slee (0049) K M Gray (0051) Dennis W Harding (0052) Carolyn Fox (0053) Adam Fox (0054) John Dillon (0055) I A M Cowan (0056) Gordon McLelland (0059) Robert H Pitcairn (0060) Robert Auld (0061) Mr and Mrs Lancaster (0062) Charles Herd (0063) Lucy O'Riordan (0064) A Darrie (0065) Elspeth Walker (0066) Alison Smith (0067) Marion Caldwell (0068) Michael Black (0069) Roderick Robertson (0070)</p>	<p>Martin White (0158) W Watson (0159) Colin Hawksworth (0160) Duncan and Julia Sutherland (0163) Kirsty Towler (0164) Gullane Community Council (0166) Peter Wright (0167) Rod Sylvester-Evans (0170) Margaret Reid (0172) E Macdonald (0176) Mary McCreath (0184) Elizabeth MacCallum (0186) Yvonne B Haycock (0187) Gill Morrison (0192) Alasdair Hutchison (0193) Mary Chase (0194) Carol Yarrow (0196) The Honourable Company of Edinburgh Golfers (0197) Jamie Perry (0200) Rachel Wallace (0206) David Haycock (0210) Jennifer Nisbet (0211) A W Blackett (0215) Shirley Blair (0220) Alan Blair (0221) Janet Anderson (0222) Emma van der Vijver (0223) Mark van der Vijver (0224) Barry Morrison (0226) Shirley & Andrew Graham (0235) Tim Jackson (0236) William Harry Jackson (0237) Frances Cowie (0238) Gordon Cowie (0239) Trish Sims (0244) Elizabeth Gillian Tennent (0247) Stuart Bendoris (0248) Peter Rae (0249) Abigail Hoppe (0250) Scottish Environment Protection Agency (0252) Andrea Rae (0253)</p>	

Lizzie Gray (0071)	Gillian C Turton (0254)
David Hollingdale (0072)	Jason Low (0255)
Nicola Black (0073)	Caroline Hitchen (0258)
Joyce Williams (0078)	Peter Dornan (0260)
Debbie Chisholm (0079)	Joy Grey (0264)
Linda Pitcairn (0080)	Keith Anderson (0265)
Val Chisholm (0081)	Peter Grey (0266)
Ruth Fraser (0084)	Susannah Jackson (0267)
Greywalls LLP (0085)	David Scott (0269)
Alice du Vivier Ellis (0086)	Catherine Joshi (0270)
Alan Fraser (0087)	Kenneth Howey (0271)
M Cochrane (0088)	Manish Joshi (0272)
Russell and Gillian Dick (0090)	Alasdair Anderson (0275)
Rita Aitken (0091)	Thomas Gillingwater (0276)
Anne Forsyth (0092)	Andrew Bellamy (0278)
Mr and Mrs R Taylor (0094)	Dr Fiona Ferguson (0279)
Winifred Walker (0095)	Clare Tulloch (0288)
Karin E Jamieson (0096)	Gemma Langlands (0289)
Simon Haynes (0098)	Alasdair Langlands (0290)
Rosie Creyke (0100)	Andrew-Henry Bowie (0292)
Grace Blair and Balfour Blair (0101)	Karen Chapman (0293)
Dorothy Arthur (0105)	Dr C E Thackwray (0294)
Elizabeth A Allan (0106)	Ben and Jenni Carter (0298)
Alistair D W Allan (0107)	East Lothian Liberal Democrat Party (0300)
John Downie (0110)	Anne Watson (0301)
Julia Low (0111)	Jenny and Stefan Gries (0302)
Kenneth and Winifred Wright (0113)	Gullane Parent Carer Council (0304)
Joan E Montgomery (0116)	Suzanne McIntosh (0309)
S M Reid (0117)	██████████ (0318)
Roger G Smith (0118)	G K Sims (0321)
John M M Todd (0119)	Abigail Edmondson (0322)
Margaret S Smith (0120)	Duncan Edmondson (0324)
Michael J Walker (0121)	Joanna Greensit (0355)
Mary Scovell (0122)	David Maitland (0356)
Alastair Creyke (0123)	Toby Durant (0365)
Alistair C Beaton (0124)	Alan Lindsey (0369)
Lynne Simpson (0125)	Lawrie Main (0370)
D McCreath (0126)	Joe Cox (0378)
Alastair and Carol McIntosh (0129)	Alex Brougham (0390)
Johanna Hoar (0133)	CALA Management Ltd (0393)
Jack Weaver (0134)	Simon Capaldi (0401)
Ros Weaver (0135)	Simon Capaldi (0402)
Flora Mclay (0136)	Anna Buckby (0403)
Freddy Weaver (0137)	Clare Cavers (0416)
Maureen Coutts (0139)	Gail Hardy (0420)
Andrew Dexter (0140)	Mark Holling (0425)
William and Dorothy Miller (0145)	Direlton Village Association (0437)
Clare Jones (0149)	James Marshall (0439)
P W Millard (0156)	

Provision of the development plan to which the issue relates:	Sites in Gullane pages 54 – 55 (NK6, NK7, NK8 and NK9)
Planning authority's summary of the representation(s):	
<p><u>Jennifer Dudgeon (0010)</u></p> <p>The representation requests the removal of NK7 Saltcoats, NK8 Fentoun Gait East, and NK9 Fentoun Gait South from the LDP as:</p> <ul style="list-style-type: none"> • The cumulative effect of these sites is too much for the village to cope with. It is too much for local services, especially the school and medical facilities. • The roads are not able to cope with this increase and trains and access to trains is insufficient. • Greenfield sites should not be considered when there is a brownfield site in the villages as this will compromise its development. <p><u>Ann and Tony Elger (0011)</u></p> <p>The submission objects to the proposed housing development at NK7 for the following reasons:</p> <ul style="list-style-type: none"> • The proposal alongside other proposed developments in Gullane is disproportionate to the size of the village and will drastically alter its character. • It will impose unreasonable strains on facilities and transport links. • The LDP should prioritise the brownfield former Fire Training School site. <p><u>Tom Walker (0014)</u></p> <p>The submission requests that NK7, NK8 and NK9 be disallowed as it will result in unsustainable conditions for the infrastructure of Gullane.</p> <p><u>David & Audrey Rattray (0015)</u></p> <p>Strongly against housing development on NK7, NK8 and NK9 for the following reasons:</p> <ul style="list-style-type: none"> • The school, medical centre and roads are not suitable for more cars. • Parking at the shops is currently difficult which affects disabled people. • The village will not cope with all the new housing. • The number of houses proposed at this site should be halved, giving more garden space and greenery, as it is a village. Over-development should be avoided. <p><u>Charlie Laidlaw (0016)</u></p> <p>Requests removal of NK7, NK8 and NK9. The representation states "most residents do not wish to see their village become a small town". There has been no increase in jobs locally, and housing development on the scale proposed is unnecessary and would be of permanent detriment to the village, its people and infrastructure.</p> <p><u>Jennifer Hartt (0017)</u></p> <p>Objects to NK7, NK8 and NK9, due to negative impacts on amenities, roads, infrastructure, school and medical services. Development of these greenfield sites would</p>	

compromise development of Gullane's brown field site [unspecified but probably intends NK6].

Pat Morris (0018/1)

Objects to NK7, NK8 and NK9. Most residents and visitors come to Gullane because it is a village not a town or building site.

Tourists will be driven away by this development, which is out of proportion with local amenities, facilities, roads, drainage, sewage disposal, school capacity and medical facilities.

The increase in housing is out of proportion with the rest of the village.

Greenfield sites would be lost which some people wish to retain.

The roads are already overloaded; the submission queries who has assessed the impact and notes the C111 is used by walkers, cyclists and horse-riders with existing risk of accident there. Speed controls through the village are inadequate leading to problems with construction traffic for years.

If more houses are needed they should be inland, not on the coastal strip which should be a pleasant place to visit.

The car park at Drem station is inadequate. New residents will presumably work in Edinburgh, leading to more car commuting.

Development of NK6 is preferable to greenfield sites with impacts on birds, mammals, flora and fauna. Visitors come to see the coast and other attractive features, not identical homes.

There are no shops near the proposed sites leading to more traffic and risk.

The school is at capacity now, the village hall is mostly at capacity, and doctors would struggle to recruit more staff.

Most local people are against this.

Hellen M Clark (0023)

Objects to NK7, NK8 and NK9 being allocated for housing. Local village life will be adversely impacted as the character of Gullane will change and it will no longer be a village. There will be too many additional residents for the existing facilities. Local businesses will suffer as it is hard to park near them.

Train services are overcrowded and parking near the station inadequate.

The bus takes an hour and twenty minutes to get into Edinburgh, leading to people choosing train or car leading to busier roads, with consequent traffic noise and pollution.

The land at Saltcoats is beautiful with views to North Berwick Law and this would be adversely impacted by housing development.

Development of greenfield sites is bad for rural counties, changing villages into characterless dormitories.

David Robinson (0024)

Objects to the development proposals for the Gullane area.

Development should be as near as possible to work opportunities; these proposals would lead to a significant increase in commuter traffic.

Allocation of green field sites [NK7, NK8, NK9] will lead to the former Fire Training School not being developed for housing.

Housing on the proposed sites will lead to increased local traffic due to its distance from facilities.

Disproportionate scale of proposals to Gullane; there will be significant capacity issues

regarding the school, medical facilities, parking and other amenities.
Large increase in traffic on country roads, with safety issues.

Philip Smyth (0025)

Seeks removal of proposals NK7, NK8 and NK9 for the following reasons:

- The development is not sustainable with regard to employment, leisure and recreation, and would have a negative impact on local people.
- It constitutes over-development as it would increase the village size by a third.
- It is an undue proportion (50%) of coastal development.
- The impact on the rural road network.
- Access to public transport is below that needed.
- Car parks at Longniddry and Drem stations are already full.
- Road safety issues will result.
- Use of greenfield sites when brownfield sites are available.
- Community facilities will not be able to cope with increased demand.
- Negative impact on tourism.
- Negative impact on village life.
- Primary school will be unable to absorb the increase in demand.
- Medical facilities will be unable to absorb the increase in demand.

Alan & Geraldine Mogridge (0026)

Seeks removal of proposals NK7, NK8 and NK9 for the following reasons:

- Facilities in the village including the GP and School are already at or beyond capacity; further increase would be detrimental.
- Over-development as the scale of growth (30%) is unreasonable.
- Cumulative impact has not been properly assessed
- impact on the rural road network, in particular the C111 towards West Fenton, has not been properly assessed.
- Road traffic issues and potential increase in accidents due to limited parking.
- Bus and train services inadequate to cope with peak commuting traffic.
- Previously advised the old Fire Training School site was green belt.
- Village hall cannot meet increased demand.
- The character of the village will be lost.

Barbara Gibb (0027)

Seeks removal of NK7, NK8, NK9 as housing sites. Gullane village facilities (medical centre, school, roads, and parking) will not be able to cope. Duration of building work will adversely affect residents, including impact on traffic through the village.

A Walker (0028)

Objects to NK7, NK8 and NK9 for the following reasons:

- Overpopulation of Gullane without infrastructure improvements.
- Burden on the primary school.
- Burden on local facilities (e.g. Village hall, doctors and dentists).
- Increase in traffic through the village.
- Increase in construction traffic
- Negative impact on tourism.

- Negative impact on local day to day life.

David Farrer (0029)

Seeks removal of NK7, NK8 and NK9 for the following reasons:

- No substantive evidence that infrastructure including roads, transport, schools, medical centre, community facilities, foul drainage among others could support the proposed housing.
- Significant effect on the character and appearance of Gullane and the Conservation Area.
- Impact on neighbouring properties from disturbance.
- Impact on neighbouring properties from loss of view.
- Adverse impact on setting of Listed Buildings at West Fenton.
- Adverse impact on residential amenity of West Fenton residents from increase in construction and commuter traffic.
- The proposals do not fulfil East Lothian's policy of growing and diversifying the local economy as shown by recent housing development in North Berwick.

Antonia Ward (0030)

Seeks removal of NK7, NK8 and NK9 for the following reasons:

- The scale of over-development in terms of impact on the local community and existing residents, amenities, public transport access and volume of traffic is catastrophic.
- Questions sufficiency of proposed educational provision.
- Development of brownfield site the former Fire Training School is preferable to greenfield development on arable land.
- Detrimental to the environment.

Sir Peter Burt Viking (0035/1)

It is illogical and unjustifiable to further develop Gullane when the LDP recognises it ranks 10th/11 for accessibility. The only access to Gullane is the A198, which as the main access to the coastal strip is a busy road. There is also the unrated road that leads to West Fenton. There is a small bridge on that road which does not meet the statutory requirement for 2-way traffic. The Saltcoats, East Fenton Gait and South Fenton Gait developments are only accessible from this onto the A198 unless they are routed past West Fenton. The pedestrian access to the west of the Saltcoats development is a private road and unavailable for general vehicular access.

Infrastructure development should include employment prospects. As the LDP recognises, most houses will be occupied by people commuting to work in and around Edinburgh. Access roads into Edinburgh and the bypass are already unable to cope with traffic volume and access cannot be significantly improved. Commuter rail capacity is limited by high speed express trains. Parking at North Berwick, Drem and Longniddry is inadequate. Proposed developments at Saltcoats, East Fenton Gait East and South do not fit with the LDP Strategic Policy Objectives. They are greenfield sites and according to the LDP include geological and rare minerals.

It is incorrect to describe Gullane as a town that provides a wide range of facilities. It has two general stores, is about to lose the Post Office, while the primary school and medical centre are over capacity.

The brownfield Fire College site is available and better from a planning perspective than any greenfield site, with direct access onto the A198 and bus stops within the maximum distance from development which none of the other sites have. Combined with other recent infill development it provides a proportionate approach to expanding Gullane.

Janette Mosedale (0036)

Objects to NK7, NK8 and NK9 and it would make more sense to build on NK6 in line with government policy as:

- Schools, roads and doctors cannot cope with the increased population.
- Buses and trains are already at capacity.
- A controlled number [not stated how many] new houses would make more sense.
- Brownfield sites should be used first.

Laura Thomas (0037)

Objects to NK7, NK8, NK9 for the following reasons:

- Community facilities especially the village hall and school can't meet the increased demand.
- Access to public transport in the area is very poor. There is little capacity for increased use of trains into Edinburgh where major employment opportunities lie.

Guy Tulloch (0038)

Seeks removal of NK7, NK8 and NK9 and is concerned about the implications for the local community as:

- The expansion of Gullane by 30% is excessive and will be detrimental.
- The school, medical practice, village hall and parking facilities will struggle to cope.
- The cumulative effect of development of 4 sites is not being taken into account.
- Gullane has poor transport links which will lead to a dramatic increase in traffic especially for the Saltcoats site as the access would be via the C111 towards West Fenton, a quiet road used recreationally. Development of this site will push commuter traffic onto this road which will be dangerous.
- Development of the former Fire Training School is sensible and supported by the local community and will provide housing at a scale the village can absorb.

Gillian Kirkwood (0039)

Seeks removal of sites NK7, NK8 and NK9 as housing sites for the following reasons:

- The village cannot sustain the estimated 219 new houses in terms of vehicles and children.
- New residents will not bring any benefit to the village. They will be commuters, probably to Edinburgh.
- The roads on which the new houses will be are narrow and will not be able to cope with increased traffic.
- The school will not be able to cope with extra pupils.
- There is limited parking at Gullane village shops.
- Poor transport links between Gullane and Edinburgh; no train service and very poor bus service.
- If new houses are needed in Gullane, the former Fire Training School and grounds

should be used which re-uses an existing building.

- The submission appends previous objections to planning application on the NK7 site which includes in addition the following reasons for objection:
- The area around Gullane is already at its limit for housing.
- Parking is difficult in the village and Drem and Longniddry rail stations where additional parking is needed prior to further development.
- Parking, transport and road safety should be prioritised before any further development.
- Gullane is a village not a commuter development for Edinburgh. Where will new residents work?
- If new houses are needed in Gullane, it would be preferable to convert the former Fire Training School and old Marine Hotel [on that site] and surrounding buildings.

J McCollom (0043)

Seeks the removal of NK7, NK8 and NK9 for the following reasons:

- The proposals would change the nature of Gullane village and its surroundings.
- Impact on services such as transport, health and education and the visual impact on the locality.
- Increase in number of cars and consequent emission and congestion issues.

T I L Burns (0044)

Seeks the removal of NK7, NK8 and NK9 for the following reasons:

- Lack of parking capacity at North Berwick, Drem and Longniddry stations.
- Crossing the main street in Gullane is hazardous now.
- New homes are too far to walk to Gullane shops, and they will have difficulty parking.
- Building on prime agricultural land is not justified.
- Development should be on brownfield sites and not greenfield sites.

W R E Thomson (0045)

Seeks removal of NK7, NK8 and NK9 for the following reasons:

- Scale: overdevelopment of Gullane.
- The delivery of development of the brownfield former Fire Training School will be compromised.
- Poor road access particularly for the C111 towards West Fenton, where use by vulnerable users will become impossible.
- Poor public transport access.
- Distance from village facilities will require vehicle transport leading to parking problems.
- Impact on medical facilities.
- Difficulties of accommodating new pupils within the existing school; extending school into playground is not sensible.

Fiona Stephenson (0048)

Objects to NK7, NK8 and NK9 as:

- Gullane cannot sustain so many new houses.
- Village infrastructure - school, doctor, village hall - will not be able to cope.

- Access to public transport is poor.
- Car traffic will increase and road safety issues will arise.
- Supports the brownfield site.

John Slee (0049)

Objects to NK6, NK7, NK8 and NK9 for the following reasons:

- Urbanisation of rural east of East Lothian
- Overpopulation of Gullane.
- Roads are already dangerously busy.
- Parking is already difficult.
- Negative impact on facilities such as shops, school and medical facilities.
- The character of Gullane would change in a way unwanted by residents.
- Loss of agricultural land in context of increasing world population, reduced poverty decreased yields due to climate change and rising sea levels.
- There is a case for a fundamental re-examination of the overall plan for 10,000 houses in East Lothian.

K M Gray (0051)

Seeks the removal of NK7, NK8, NK9 as housing sites as the current environment and facilities will be overwhelmed by the combination of extra houses, vehicles, school-aged children, pre-school children and extra commuters. The former Fire School is the only possible site for development without destroying the village, a place of beauty.

Dennis W Harding (0052)

Seeks removal of NK7, NK8, NK9 as:

- Level of development is incompatible with local infrastructure in terms of roads, access, public transport, schools, medical services.
- The cumulative increase in residential development will impair quality of life and tourist potential of the area.

Carolyn Fox (0053)

Seeks removal of NK7 and NK9 as:

- The development of all 4 Gullane sites would increase the village by 30%, which is unsustainable and unreasonable.
- Impact on school.
- Impact on GP practice.
- Transport infrastructure cannot support this number of houses. A car journey will be needed to access village amenities and there is insufficient parking. New residents will mostly commute to Edinburgh, many by train. There is insufficient capacity on trains. There is inadequate parking at Drem [station]. The C111 would be used to drive to Drem and is not wide enough for increased traffic.
- The cumulative effect on the Conservation Area would impact on tourism.
- Prime agricultural land should not be lost.
- Development of these sites would compromise the development of the brownfield former Fire Training School, which would become an eyesore.

Adam Fox (0054)

Requests removal of NK7 and NK9 as the cumulative effect of development of all 4 Gullane sites will have the following negative impacts:

- Transport infrastructure cannot support the scale of development in particular village parking and parking at Drem Station.
- Village amenities in particular the village hall and GP practice cannot cope.
- Schools do not have capacity.
- Developing these fields will force geese to move elsewhere, affecting tourism.
- Unsustainable expansion of the village
- Compromises development of the Fire Services College.

John Dillon (0055)

Objects to NK7, NK8 and NK9 when there is a brownfield site, NK6. The proposed developments would put too great a strain on the C111. The increase of 30% would adversely affect local amenities and transport through the village as the amenities are at the other end of the village.

I A M Cowan (0056)

Objects to further development of areas for housing in Gullane.

Some development of NK6 is sensible. Housing on greenfield sites would stretch community and medical facilities. Car usage and consequently CO2 emissions would increase.

Gullane does not have the range and variety of shopping to cope with increased population, leading to travel to North Berwick which has inadequate parking.

Gordon McLelland (0059)

Objects to NK7, NK8, and NK9 as:

1. Transport:

- Para 1.29 - 1.33 of the Transport Appraisal refers to the transport network being at capacity but offers no solution.
- Additional parking at Drem and Longniddry are identified as required but no indication as to when this would be done. Cycle parking is underused but car park is full indicating it is too far to cycle to station. It is unrealistic to include this 'green' transport policy into the plan.
- People in East Lothian have higher than average car ownership indicating that people need their cars.
- If car travel is to be reduced additional station parking is needed as well as an express bus to Edinburgh.
- Fenton Road is inadequate to accommodate all the traffic from the 3 sites as are the roads to Drem Station.
- The LDP contains platitudes like "further commitment to agreeing transport constraints" which is taken to mean the Council will not take any responsibility for delivering.
- The report makes scant mention of the Sherrifhall roundabout and city bypass both of which are overloaded and in need of upgrade.
- The Council and Scottish Government need to invest in transport infrastructure before any further developments are started in Gullane and Dirleton.
- LDP para 4.4. says planning consent should not be supported if the development

relies on the private car; residents of these site will rely on the private car to get to shops, station, schools, surgery &c.

- LDP para 4.46 states that there is a parking strategy for town centres yet Gullane does not have one.

2. Recreation - the plan provides for football pitches but ignores provision for other sports.

3. Village character and tourism – NK6 should be developed before it becomes an eyesore, which will have an adverse impact on tourism and house prices.

4. Social housing - the plan is not clear on the provision and siting of much needed social housing.

Robert H Pitcairn (0060)

Requests removal of NK7, NK8 and NK9; priority should be to conversion of the brownfield NK6. Reasons for objection are:

- Huge number of extra houses, residents, school and pre-school children, and cars
- Problems in trying to absorb this increase and amenities of local people would be decreased
- Strain on schooling
- Strain on medical facilities
- Unwanted traffic, road safety concerns and parking problems
- Due to poor public transport, new residents would likely travel mostly by car, leading to greater carbon emissions

Robert Auld (0061)

Requests removal of NK7, NK8 and NK9. The redevelopment of NK6 will achieve a big enough increase in population without using any greenfield sites, which would unacceptably change the character of Gullane.

125 houses at NK6 will already put too much pressure on educational and medical facilities, apart from additional strain on traffic and parking of this number of new properties within the village.

Mr and Mrs Lancaster (0062)

NK7, NK8 and NK9 should be removed from the plan due to significant cumulative impact (which has not been properly assessed from all four sites proposed for development). The only site that should remain for housing development is NK6.

Charles Herd (0063)

Objects to the inclusion of NK7, NK8 and NK9.

The cumulative impact of adding these developments to brownfield NK6 in a short space of time will have a devastating adverse impact on the ability of schools and medical centre's ability to cope. The destabilising effect on the fragile social cohesion of the village of a 30% population growth could be considerable.

Lucy O'Riordan (0064)

Objects to NK7, NK8 and NK9 as the brownfield Fire Station (NK6) should be developed first. Fields should not be used when this large site is available for infill. Planning for these sites should be suspended until the NK6 has been fully developed. The local roads from Saltcoats and Fenton Gait would not cope with the traffic.

A Darrie (0065)

Requests removal of NK7, NK8, and NK9 as:

- They are not sustainable
- Poor access to transport would damage any future leisure opportunities in the area
- If all sites were developed Gullane would be unable to absorb it

Would like to see NK6 go ahead as it will not have the impact on roads, traffic, school and surgery of the other sites. If these other sites go ahead will the brownfield site lie derelict for years?

Elsbeth Walker (0066)

Objects to the inclusion of NK7, NK8, and NK9.

- Village centre is already busy with parking difficult, a particular problem for the elderly; the benefits of living in a village with good amenities will be ruined if it becomes hard to access them
- The surgery will not cope with the increased workload
- Village Hall and community facilities will not be able to meet demand
- Two extra classrooms for the school is inadequate
- The roads will become dangerous especially the C111 to West Fenton, and small roads will become 'rat runs'
- Tourists will stop coming if it is hectic with busy roads, impossible parking and too dangerous for cycling. They come for beauty of the area not extension to the suburbs.
- Development of the 3 greenfield sites would be catastrophic to the village and unreasonable
- The station car parks at Drem and Longniddry are full and over-flowing. Where will new cars go?
- The over-development is excessive and unreasonable
- Development of NK6 is necessary.

Alison Smith (0067)

Requests removal of NK7, NK8 and NK9. Supports development at NK6 as it is within walking distance of village amenities. Reasons for objection are:

- The three sites are too far east for walking access leading to car journeys with consequent parking, pedestrian safety and pollution problems.
- Major impact on school and health centre would lead to facilities being inadequate
- Quality of life in the village would be destroyed.
- As the homes will be large 3 – 4 bedroom homes at least one adult per household would be in employment outwith the immediate East Lothian area. This will lead to impact on local roads and train service
- The popularity of the East Lothian coast with tourists is economically important and further major housing development in Gullane would have a very negative impact on visitor numbers.
- Four development sites would be far too many for a village of this size

Marion Caldwell (0068)

The representation is titled 'Gullane Local Development Plan'. The representation states that they object to the plan as:

- the brownfield site [NK6] should be developed and completed before any consideration is given to the greenfield sites. Developing all of these sites would damage future opportunities for leisure and recreation and impact negatively on the amenities of local people
- The scale is unreasonable
- Inclusion of all 4 sites is unbalanced and overestimates the capacity of Gullane to absorb it
- Cumulative impact has not been properly assessed
- Impact on rural road network has not been properly assessed, in particular the C111 where use by vulnerable road users will become impossible
- Access to public transport in particular trains is well below what is needed, especially for Saltcoats
- The facilities of Gullane are at the opposite end of the village so even simple errands will need a car journey

Michael Black (0069)

Objects to the inclusion of NK7, NK8 and NK9 as:

- The cumulative effect is unreasonable
- Infrastructure, school and medical facilities cannot cope
- It is beyond realistic in a community that has already expanded over the last 20 years.

Roderick Robertson (0070)

Objects to the LDP as:

- NK7 is to be built on farmland
- NK7 is a large development on a small country road not fit to cope with the increased traffic.
- NK5 is also a greenfield site and will have to use the same small road.
- The use of greenfield sites should be discouraged.
- The overall size is too large, and Gullane's poor transport links will lead to considerable extra car use.
- There will be extra pressure on the medical facilities and school.
- The Fire College is the only brownfield site. Access to the main road for traffic is possible and it will provide the extra housing that is required without destroying green field areas.

Lizzie Gray (0071)

Concerned about the proposal for four new housing sites in Gullane due to huge impact on the local community. The area is outstandingly beautiful and must be preserved. Growth on the scale proposed would change it beyond recognition and the village does not have the facilities (medical, school, transport) to cope.

The development of the old Fire School (NK6) is essential but the proposed developments on greenfield land are a step too far and will not deal with the housing shortage. They are large houses that will likely be bought as second homes when there is a lack of housing

for those who really need it.

There are other areas in and around East Lothian where there is land ripe for development with better facilities and transport links

David Hollingdale (0072)

Requests the removal of NK7, NK8 and NK9 as agrees with others and 'Gullane Opposed to Over-development' though main objection is it would be irresponsible to grant planning permission for any greenfield sites until NK6 has been developed. Development of this site alone would stretch Gullane infrastructure to the limit. The representation refers to a letter of objection to 16/00587/PM which includes the following reasons:

- Prejudice to the re-development of the Fire Training School, which would fall into dereliction
- Gullane is a village with clearly defined boundaries; tacking on a highly visible 49 houses would be a grotesque blot on the landscape
- A path cannot be created through Muirfield Steading due to ownership issues
- The LDP shows the development boundary of NK8 encroaching into land west of the existing boundary fence between Muirfield Steading and land to the east. Representation considers there is no lawful right to this encroachment (plans enclosed). What is the lawful justification for taking this land into the development site?

Nicola Black (0073)

Requests the removal of NK7, NK8 and NK9 as:

- Medical and education facilities are already at maximum capacity
- Proposed development is totally beyond what is reasonable
- Infrastructure is not capable of handling such a large increase
- Railway station and road to it at Drem is already over-used
- No proposals in the LDP to alleviate existing problems let alone those that would be created by new development
- Coastal strip has already received a huge number of homes and their effects should be taken into consideration before more are built

Joyce Williams (0078)

NK6 should be the priority, not the greenfield sites. Appreciates need for new housing here.

All the new planned houses are well away from the shops so it will cause more congestion in the already over-crowded parking spaces by the shops. Very few jobs available so more commuting into the city.

The access road to these sites is not good with no footpath making it dangerous.

Objects to NK7, NK8 and NK9. They will ruin the village with an increase of 30% and the infrastructure is not in place. School, shops and doctor's surgery will all suffer, as will the present residents.

Debbie Chisholm (0079)

Seeks the removal of NK7, NK8 and NK9 as:

- Including these sites as well as NK6 is poor planning due to the scale of the increase and that Gullane is contributing 50% of all new sites from North Berwick area

- The impacts on infrastructure have not been assessed
- The roads are currently busy and the Fenton Gait development would add extreme pressure to an already over-used country road
- Use of greenfield sites would compromise delivery of brownfield NK6
- School and medical services not set up to take additional housing and even if buildings were adapted recruitment of staff would be difficult
- Gullane is a small, friendly community and residents don't think this amount of change is fair or well planned

Linda Pitcairn (0080)

Requests the removal of NK7, NK8 and NK9 from the LDP as:

- The scale of the proposal is unreasonable and overestimates the capacity of Gullane residents and amenities to absorb it
- World famous village would become a town with reduced access to facilities and services
- Access to public transport is poor and additional car usage would be large. It is likely most new householders would be commuters and that local shopping trips would be made by car.
- Impact of additional cars in terms of increased traffic, road safety and parking appear to have not been properly considered.
- Road safety for elderly residents in the east of the village would be compromised
- Scale of change over a decade and ongoing disruption involved in building work would affect the daily lives of residents unreasonably
- Impact on tourism in one of Scotland's most famous and beautiful locations
- Inclusion of both Fenton Gait sites could compromise and delay development of the Fire Training School (NK6)
- A major impact on school and medical facilities would result from this expansion

Val Chisholm (0081)

Seeks removal of NK7, NK8 and NK9 as:

- Including these sites as well as the Fire College [NK6] is poor planning as if all go ahead the cumulative effect on local infrastructure would be devastating
- Inclusion of greenfield sites would compromise delivery of the brownfield Fire College site [NK6]
- The school and medical services are not set up to take the additional housing at this rate; even if the buildings were adapted finding staff would be difficult
- Gullane is a small community and development at this scale will see it change at too quick a speed

Ruth Fraser (0084)

Objects to the inclusion of greenfield sites at NK7, NK8 and NK9 as:

- they are on prime agricultural land
- The brownfield site should be prioritised as it could become an eyesore
- Road safety issues at Fenton Gait
- over-development of the village
- infrastructure cannot support the proposed developments: trains to Edinburgh are already overcrowded and station parking problematic; commuter bus to Edinburgh takes too long, leading to increased car use.

- facilities such as the medical centre would be severely impacted

Greywalls LLP (0085)

Objects to the LDP as it recommends that Fentoun Gait East be developed with 15 houses. The development of this site would

- damage the landscape setting and the associated design landscape for Category A building designed by Edwin Lutyens
- compromise the existing strong settlement edge to Gullane.
- Greywalls is on the Inventory of GDL. Partners at Greywalls have exercised stewardship of Greywalls carefully and resisted previous developer led attempts to extend the village of Gullane eastwards. The ELLP 2000 contained Policy GE2 which stated “Development that harms the landscape setting of Greywalls and its associated designed landscape will not be permitted”. The preamble stated “The particular importance of the landscape setting of the Grade A listed Greywalls and its associated design landscape is recognised. Greywalls should remain the focus in its setting at all times and should never be distracted by the presence of new development”.
- Para 2.168/PROP NK6 states that the suggested development at Fentoun Gait is “set back from the Greywalls key view corridor” but it would clearly be in view from the Greywalls property.
- The proposed development would extend east beyond the end of Duncur Road and would therefore specifically extend the perimeter of the village of Gullane eastwards.
- This may lead to further development in the field to the north of the A198.
- Greywalls Hotel provides up-market residential accommodation, which assists the local economy and tourism and provides substantial employment in the immediate area partly because of the quality of the building and its setting.

Alice du Vivier Ellis (0086)

Requests that NK7, NK8 and NK9 are removed from the LDP as:

- Amenities are only just suitable for the existing population.
- LDP does not take into consideration the volume of people and resulting pressure on the community
- Gullane is attractive and tourism a vital income source. The duration of development will impact on this as well as spoiling the beauty of the area.
- It is not necessary to build on beautiful greenfield sites when there are plenty of brownfield sites that should be developed first no matter where they are
- The increase in number of vehicles on the roads is detrimental to the environment and a hazard for our local community

Alan Fraser (0087)

Requests removal of NK7, NK8 and NK9 as:

- 1) Gullane relies heavily on car use as there is no train and the bus to Edinburgh takes over an hour. The majority of workers commute to Edinburgh by car and there is little prospect of more employment within the village or opportunity to improve transport infrastructure
- 2) Infill development is accepted as the best way to achieve population and housing growth: incoming residents would be less car reliant in accessing village amenities
- 3) Location is unsustainable: remote from employment, with inadequate infrastructure

- 4) Policy in East Lothian's Single Outcome Agreement suggests these sites should be rejected including:
- a) "East Lothian's natural environment and attractiveness of ... villages are major factors in the quality of life appreciated by residents and visitors, underpinning the health and well-being of our communities and supporting our local economy. Protecting and enhancing that environment is a key priority for the East Lothian Partnership". Development of these sites will increase road traffic to the extent that some outdoor pursuits will be compromised and the overall environmental impact will be severely negative
 - b) "Young people and financially disadvantaged people are particularly affected by the high cost of rural public transport". There is a lack of logic in placing affordable housing in Gullane if all other aspects of daily living remain higher than average.
 - c) The SOA notes East Lothian has some of the best arable farming land in Scotland, which development of these sites would remove.
 - d) The SOA notes the potential for economic growth related to tourism. The development of these sites would be detrimental to tourism.
 - e) The draft transport objectives are to deliver a more attractive and safer environment for pedestrians and cyclists; to reduce overall dependence on the car; and to reduce the need to travel. Development of these sites will increase road traffic and so not achieve this. A further objective is to maximise accessibility for all and reduce social exclusion. People in affordable housing in Gullane will feel exclusion due to the higher than average cost of everyday living in Gullane.
 - f) "The quality of the natural environment is one of East Lothian's greatest assets" – don't destroy it
 - g) SOA notes that significant additions to existing communities should be accompanied by the community infrastructure required to make viable, balanced and sustainable communities. There are no plans for anything but housing in Gullane which will destroy the equilibrium of the community.
 - h) The East Lothian Partnership is committed to ensuring that communities are empowered to develop strategies and devolve decision making to the most appropriate local level

M Cochrane (0088)

Requests removal of NK7, NK8 and NK9 as:

- Site of old Fire School [NK6] is crying out to be used which would give us more than enough adults/children/vehicles/commuters
- Station car parks at Drem and Longniddry can lack capacity and trains can be full
- There are road safety issues with limited parking in the village and very young and very elderly people needing to cross the road

Russell and Gillian Dick (0090/2)

Requests removal of NK7, NK8 and NK9 as they run counter to many of the LDP's main aims:

1) From the Spatial Strategy:

- a) Minimise the need to travel by car as well as travel distances and associated CO2 emissions (para 2.3)
- b) Settlements further east are near the limit of what can be achieved without significant changes to their landscape setting, character and infrastructure (para 2.7)

2) From Our Infrastructure and Resources

- a) The Council's policies seek to integrate land use and transport to encourage a reduction in traffic growth
 - b) Resist proposals...where their siting would encourage longer journeys, especially by private car (see also Policy T1 and T2).
- 3) From Diverse Countryside and Coastal Areas
- a) Resist proposals that would promote car based traffic pattern, would suburbanise the countryside or would harm the character and appearance of the rural area (5.2 and 5.8)

Issues arising from deficiencies in the Environmental Assessment are:

- 4) There is no attempt to assess the combined impact on the village as a whole, which would be adverse e.g. for accessibility
- 5) Gullane is not capable of supporting anything other than a small growth in local employment; almost all new working residents will commute by car, which would lead to massive effect on road infrastructure
- 6) Proposed new developments are right at the end of comfortable walking distance leading to frequent use of cars for local shopping
- 7) The A198 within the village will require more than mitigation to make it suitable and safe for the increase in car use; ditto parking.
- 8) Public transport is only passable in terms of access to buses and inadequate in terms of rail
- 9) The increase in parking spaces at Drem station is inadequate
- 10) The B1345 would require more than mitigation to cope with any increase in car travel. The C111 would be used by a good proportion of cars from Saltcoats or Fenton Gait. This is a small rural lane never designed for substantial car use and would present a danger to non-motorised users. Speed limits would be ineffective.
- 11) If boundaries preserving green fields are breached then there is no argument for opposing future proposals to develop further into green field land
- 12) Character of the primary school would change from village to town experience
- 13) Development would only succeed if there is very large investment in resources for improvements in public transport, roads, parking and education. Gullane could cope with development on NK6.
- 14) If the proposed developments go ahead it will lead to a significant change in the character of the village and the well-being of its inhabitants.

Rita Aitken (0091)

Objects to housing being proposed for Gullane other than NK6 as:

- Building should start on the brownfield NK6 before greenfield sites are considered
- Impact on Doctor's surgery, primary school, over-used buses and trains, and parking.
- Over-stretching of the library, the community hall and other services and would totally take away the meaning of village life

Objects to NK7 specifically as:

1. Plans to use the C111 as the main road into the Saltcoats development with a proposed road down West Fenton Road doesn't seem a good plan. This road is used by older people walking, Riding for the Disabled, and dog walkers. It can barely take two cars, and shudders to think of the traffic.
2. This should not go ahead when the fire station [NK6] can be used instead.

Objects to NK8 as the proposed path through Muirfield Steading is not needed and it is

not safe to then come out onto the C111. It would be safer for children to walk to school along new pavements at the access to this site where there are pavements. Muirfield Steading is a nice safe cul-de-sac with mainly older people and an opening leading to a development of 51 houses is unwanted.

Objects to NK9 due to problems with traffic coming onto the C111.

Anne Forsyth (0092)

Requests that NK7, NK8 and NK9 are removed from the LDP as:

1. The old Fire School is available for re-development but developers will prioritise greenfield sites over this
2. Gullane has limited facilities and proposal for 4 new developments will impact heavily on infrastructure
3. Public transport is limited and due to the size of developments and lack of work opportunities locally, the houses will include at least one commuter; neither road nor rail can cope with insufficient seating on trains and station parking

Mr and Mrs R Taylor (0094)

Requests the removal of NK7, NK8 and NK9 as:

- The roads around Gullane are already overflowing with traffic; many of these have no pavements. New development will worsen this. The C111 is especially narrow and the Council do not maintain the hedges properly.
- Unsustainable development with poor access to employment and services
- Scale is unreasonable
- Unless facilities are made available first, fewer tourists will come
- The School and Medical practices are close to capacity
- Access to public transport is below what is required.
- Gullane is not capable of taking up all four sites in the LDP. As a Conservation Area its amenities would be ruined and roads would become more dangerous.
- The village hall will not cope
- The sites are at furthest part of village from amenities, so residents will use their cars; there is insufficient parking.

Winifred Walker (0095)

Requests that NK7, NK8 and NK9 be removed from the LDP due to:

- The impossibility of parking near shops in village
- Where are all the people going to shop and work? How are people going to get to Edinburgh given parlous state of the rail network, bus service and over-crowded roads?

Karin E Jamieson (0096)

Requests removal of NK7, NK8 and NK9 from the LDP as:

- All 3 sites are at the east end of Gullane away from the centre, so are in the wrong area.
- Development would be on high quality agricultural land
- Vast improvements to infrastructure would be required – roads, school, medical and leisure facilities

- The duration of building works including upgrading infrastructure would take years which would adversely impact amenity for residents and tourists.
- The effect of (3) and (4) above do not appear to have been considered.
- If houses are built they should be of a size and number suitable for the local population.
- We do not want to become another dormitory for Edinburgh with all the traffic and pollution that would be involved.

Simon Haynes (0098)

Requests removal of NK7, NK8 and NK9 from the LDP as:

- Developments of this scale are completely inappropriate
- The amenities of the area will be changed for the worse, for ever
- The quality of day to day life will be diminished
- Gullane does not have the infrastructure to cope
- The impact on local roads will be significant and there could be safety implications for cyclists
- Rail and bus services will not be able to cope
- Distance of the sites from village amenities will lead to increase in use of cars, demand for parking and road safety issues for pedestrians and cyclists
- Development on this scale will make Gullane a less attractive place to visit
- The proposed brownfield site [NK6] will enhance the appearance of the village

Rosie Creyke (0100)

Requests removal of NK7, NK8 and NK9 from the LDP as:

- The inclusion of all four sites is disproportionate level of housing being allocated to Gullane
- All types of infrastructure, already operating at capacity will be stretched
- The type of housing planned is for families yet only 2 extra classrooms are being accounted for in the Primary School. Where do the other children go? This will harm children's quality of education provision.
- It would be like living on a building site for 10 years, which will harm the tourist economy
- The developments would be unsustainable
- Public transport is poor and rail already at capacity in terms of parking and services.
- There is no employment within the area so any new resident will be a commuter – queries whether people will commute by car
- The sites are so far from village shops people will drive there leading to awkward parking and potentially road accidents.
- The cumulative effect would ruin the amenity of Gullane Conservation Area and denigrate the cultural and tourism values of the village
- The delivery of the brownfield Fire College would be compromised; it is Scottish Government Planning Policy that brownfield sites must be developed on first.

Copies in objections to planning applications at Fenton Gait East (16/00587/PM) and Saltcoats (16/00594/PM).

Grace Blair and Balfour Blair (0101)

Requests the removal of all four Gullane sites NK6, NK7, NK8 and NK9 as:

- The road network will not cope especially the C111
- Transport in general would not cope
- Queries the impact on the development of the Fire College site [NK6] of the allocation of greenfield sites
- If all sites are developed this will impact heavily on village life. Gives examples of construction issues at Muirfield care home.

Dorothy Arthur (0105)

Requests removal of sites NK7, NK8 and NK9 as:

- Drainage: according to Scottish Water, the Gullane WWTW is at capacity. Drainage would have to be taken through a field to the south as it cannot be taken through Muirfield Steading. Cala have measured in dry periods: will ELC flood engineers do their own checks? The report from SW [unspecified] was dated 22 June 2016, asking for a Drainage Impact Report. Has this been done yet? States septic tank is co-owned with neighbours and does not wish to join the main sewer but retain servitude rights. The soak away from the septic tank travels 110m into the field and building on this site would damage this soak away.
- Drem station car park is at capacity so more people will use cars than public transport. This will cause increased CO² emissions.
- There is a natural habitat on Fenton Gait East (NK8) field. Pink-footed geese are a regular visitor in autumn, deer, owl and bats are seen regularly in this area.
- Brownfield sites should be developed before greenfield. The Fire Training School (NK6) could provide 20% increase in village population. Greenfields should be used for growing food for our increasing population.
- Traffic: the proposed entrance to the development is immediately in front of my house which will invade my privacy. There is already a problem with traffic speeding out of the village (quotes from Transport Statement [unspecified] from Cala).
- West Fenton Road is narrow and often floods in winter and will not be able to cope with an increase in population.
- There will be increased traffic due to the distance from the centre of the village and there will be parking problems.
- The LDP states that if a development generates a significant amount of traffic due to private car use, with no means of sustainable transport, planning for the application should not be supported.
- Contradicts Scottish Planning Policy as:
 - The proposals do not comply with the Vision or the pattern of development the planning system should support (paragraph 270 of SPP), namely: optimise the use of existing infrastructure, reduce the need for travel, provide safe and convenient opportunities for walking and cycling and facilitate travel by public transport; enable integration of transport modes.
 - (Paragraph 271) – development plans should take account of traffic, patterns of travel and road safety:
 - (Paragraph 287) planning permission should not be granted for significant travel generating uses at locations which would increase reliance on a car and where direct links to local facilities via walking or cycling networks are not available; access to local facilities via public transport methods would involve walking more than 400m; transport assessment doesn't identify satisfactory ways of meeting sustainable transport requirements
 - Cumulative Effects – it is unreasonable to expect Gullane to accept over 25% of

homes scheduled for building in North Berwick. There is not sufficient infrastructure in terms of medical facilities, schools, parking, and roads. There will be no increase in employment leading to more commuting. Lack of parking at rail stations and space on trains.

Tourism will be affected by increased noise, pollution, overcrowding and construction work. This will affect local businesses. There is already more pollution on the beaches.

Elizabeth A Allan (0106)

Requests that NK7, NK8, NK9 are removed from the LDP.

Encloses copies of objections to planning applications by Cala Homes for Saltcoats and Fenton Gait East. Supports development of NK6 though considers impact on village character and amenities would be significant.

- Building on all four sites would result in unreasonable cumulative over-development over-stretching local amenities – schools, medical and dental services. 2 additional classrooms would be inadequate.
- Roads would be over-crowded and become dangerous, and public transport links by road and rail would not be adequate given commuting to Edinburgh as local employment opportunities are limited.
- The amenity of Gullane Conservation Area would be ruined and attractiveness of Gullane to visitors reduced given that road capacity and parking in Gullane are barely adequate. Proposed sites are not within walking distance of the village centre.
- The construction period would be of long duration.
- Asking Gullane to accept 50% of North Berwick cluster area houses cannot be justified.

Alistair D W Allan (0107)

Requests that NK7, NK8, NK9 are removed from the LDP.

Encloses copies of objections to planning applications by Cala Homes for Saltcoats and Fenton Gait East. Supports development of NK6 though considers impact on village character and amenities would be significant. Issues raised:

- Building on all four sites would result in unreasonable cumulative over-development over-stretching local amenities – schools, medical and dental services. Two additional classrooms would be inadequate.
- Roads would be over-crowded and become dangerous, and public transport links by road and rail would not be adequate given commuting to Edinburgh as local employment opportunities are limited.
- The amenity of Gullane Conservation Area would be ruined and attractiveness of Gullane to visitors reduced given that road capacity and parking in Gullane are barely adequate. Proposed sites are not within walking distance of the village centre.
- Long duration of construction period would be of long duration.
- Asking Gullane to accept 50% of North Berwick cluster area houses cannot be justified.

John Downie (0110)

Objects to sites NK7, NK8 and NK9 as:

- These are not sustainable developments as there is neither infrastructure nor

facilities to support them.

- There is not public transport available, particularly trains, which will lead to a large increase in car use. The rural roads in and around Gullane are not suitable for this.
- There will be pressure on school and medical facilities
- The scale and duration of the development would cause significant disruption and have a negative impact on tourism and village life

Julia Low (0111)

Requests removal of sites NK7, NK8 and NK9 as:

- Overdevelopment of Gullane; the village cannot sustain these developments.
- The cumulative effect of all the sites on the roads would cause problems; the main road accessing the village would become too busy.
- The C111 cannot cope and road safety issues would be caused.
- Access to the LDP's [proposed sites] is completely inadequate
- Access to public transport is inadequate for the increase in population. The trains are already full and so are the station car parks.
- Proposed sites are at the other end of the village from amenities which would lead to car journeys and congestion.
- Massive impact on primary school would be detrimental to children who live in Gullane. There would no longer be room at the local school. 2 extra classrooms would not be enough.
- The medical facilities will not cope
- Inclusion of the greenfield sites would compromise deliver of the brownfield site which is a prime site for development, has ready access, does not affect any essential farming land or recreational areas for people of Gullane
- The idea of development is unreasonable, and will impact on tourism and everyday life in Gullane.

Kenneth and Winifred Wright (0113)

Object to proposals NK7, NK8 and NK9 as

- all of these combined with NK6 would provide overkill for the area. Gullane does not have the capacity to cope with this scale of development as:
 - a) There are not enough school places
 - b) The medical centre is already struggling
 - c) The stations at Drem and Longniddry cannot deal with likely increase in passengers.
 - d) The road network in and around Gullane is already restricted. Only a by-pass would assist.
 - e) The quantity of new housing at North Berwick is increasing pressure on Gullane and Dirleton, and adding to overloading of rail and road capacity into Edinburgh.
 - f) Gullane does not have enough retail to provide for this quantity of new residents.
- The first priority should be NK6.
- The inclusion of all these developments is unbalanced and over-estimates the capacity of Gullane to absorb it.
- The ambience of the coastal village would be ruined
- Village life would be ruined

Joan E Montgomery (0116)

Requests removal of NK7, NK8, NK9 from the plan and supports NK6. To develop all 4 sites (NK6, NK7, NK8 and NK9) would result in over development of the village, an increase of 30% which would totally change the character of the village. Gullane is less accessible regionally than most other East Lothian towns and larger villages and further from major centres of employment. It is also less accessible by public transport. Trains and station car parks are both full. The C111 is not suitable for all the cars accessing NK7. Shops and facilities are at the opposite end of the village leading to an increase in car based journeys with limited parking and consequent CO2 emissions. The primary school and medical facilities would not cope. NK6 should be developed before the greenfield sites, in line with SPP.

S M Reid (0117)

Objects to NK7, NK8 and NK9 as

- The development would over-stretch amenities and leisure and recreation facilities in this most attractive area enjoyed by tourists who bring in revenue.
- The roads around Gullane are ill-equipped to cope.
- Supports the use of NK6
- Impact on farming land
- We are being over-developed

Roger G Smith (0118)

Requests the removal of NK7, NK8, NK9 as:

- the scale of development is unreasonable;
- The C111 is not suitable for the extra traffic with potential for injury to non-motorised road users
- Facilities are at the west end of the village leading to more car use
- The inclusion of the two major greenfield sites would compromise development of the brownfield site
- If all developments are approved the nature of the village would change from leisure and recreation to commuter, with negative impacts on the amenities and current residents of Gullane
- The only and logical development is the Fire School site.

John M M Todd (0119)

Requests removal of sites NK7, NK8, NK9 as:

- All 3 sites consist of prime agricultural land. NK6 is a substantial brownfield site which should be prioritised; allocation of these sites would compromise its development.
- Having 3 major sites grouped together in the same part of the village is over-development. This is unsustainable when there is poor access to jobs, services and inadequate public transport links.
- Existing community amenities, including education, medical facilities and shops cannot cope.
- There would be road safety issues e.g. congestion and parking from the increased

traffic

- Retaining all 4 sites would be unfair as it is half of all new sites required for the North Berwick Coastal Area
- The effect of years of construction work will be damaging

Encloses copies of objections to proposed developments (16/00594/PPM, Saltcoats Field, and 16/00587/PPM Fenton Gait East) for information, raising the above and:

- Saltcoats development is unreasonably large for a settlement of Gullane's size and character and location could not be further away from local amenities.
- Public transport links to Edinburgh where residents would be employed are poor; the bus takes an hour and there are no bus stops within acceptable walking distance of the site. Drem is 3 miles away and suffers serious lack of parking spaces.
- More cars will use the peaceful C111; this and need to alter the road would destroy its character.
- There are far fewer 16-29 year olds living in Gullane than the national average, CALA seem to use this to justify large houses rather than affordable smaller units needed by first time buyers.

Margaret S Smith (0120)

Requests that NK7, NK8, NK9 are removed. NK6 is the logical site for development.

- Community facilities especially the Village Hall will not cope.
- The cumulative effect on Gullane Conservation Area would ruin its amenity.
- Cumulative effect would create road safety issues. As main shops &c are at the west end of Gullane cars will be used to access these.
- The C111 is not suitable for additional vehicles from NK7 and NK9.
- Access to public transport, especially trains, is below what is needed. There would be increased car use. It is likely that most new houses will have 2 cars.
- There is poor access to employment and services. If all 4 sites were developed Gullane would change from a haven for leisure and recreation to a commuter town.

Michael J Walker (0121)

Requests removal of NK7, NK8 and NK9 as

- No thought seems to have been given to the impact of such huge development on the small village, which is already finding it difficult to cope with influx of people and cars.
- Impact on surrounding roads from increase in traffic
- Road, rail and bus services are inadequate for commuting. Station parking at Drem and Longniddry are full.

Mary Scovell (0122)

Requests removal of NK7, NK8, NK9 as the school, medical facilities and general parking will not be able to cope. No objection to NK6 being developed. Encloses receipts of previous objections made to 16/00587/PM (Fenton Gait East) and 16/00594/PPM Saltcoats, though not the objection themselves.

Alastair Creyke (0123)

Requests removal of NK7, NK8 and NK9. The inclusion of all 4 proposed sites in Gullane is grossly imbalanced in terms of percentage increase in population, impact on the environment and pressure on infrastructure. The premise of the increase in housing is flawed. Reckless unsustainable housebuilding fuelled by such a premise will scar the landscape, distort the housing market and make inadequate infrastructure dangerous.

1. The proposed number of sites is overdevelopment; there will not be enough places for school children and medical facilities are insufficient.
2. Development threatens tourism by making the village unattractive and dangerous. This is environmentally unsound and dangerous to residents and tourists. Sites can be found around the A1 corridor and main train stations. A wealthy expanding city like Edinburgh needs leisure and recreation opportunities not urbanising villages that provide this outlet from the city.
3. The cumulative impact has not been properly assessed, including on the rural roads; there are existing safety issues on the C111.
4. Main Street in Gullane can barely accommodate 2 cars, as such this is not a sustainable route to encourage more traffic down; there are existing safety issues here for pedestrians also. Cars from new development will use this road due to the distance from facilities.
5. Allowing these sites to be used would compromise the delivery of the brownfield site. Canada Geese will not benefit as they fly close to and graze on the greenfield sites.

They key areas of environment, infrastructure, safety of residents/tourists and pressure on public services/medical facilities, none of these key areas are satisfied by these developments.

Alistair C Beaton (0124)

Requests removal of NK7, NK8 and Nk9 as the rate of development will destroy the ambience of Gullane. Adding 4 sizeable housing developments simultaneously to a community whose resources, such as roads, schools and medical facilities are already under strain is ridiculous.

Lynne Simpson (0125/2)

Objects to NK7, NK8 and NK9 as:

- There is a circular argument with the need to provide more housing. If 70% of new housing is expected to come from inward migration, sensibly that will only happen if there are houses to bring these people to East Lothian rather than elsewhere. It seems ELC has more control over this than is apparent in the document. If the whole amount of housing provided is less there will simply be less inward migration, and not necessarily a large homeless population.
- It seems that Gullane has been singled out for development not for transport and other reasons but because it offers a cash-cow for ELC who know they will get premium prices for housing here.
- NK6 is an obvious choice for housing and a sensible mix of housing, leisure and some business opportunities will prevent a derelict eyesore in the village, though all the arguments still apply in relation to poor transport links, lack of local employment opportunities, pressure on health and education facilities. It is a compromise and should be viewed in those terms.
- Most new residents will work in Edinburgh. The train services is beyond capacity, and bus not good enough to support regular commuting, so extra travel will be by

road, with a knock-on effect on Aberlady and Gullane, as well as the Newcraighall roundabout.

- NK8 and NK9 would push a volume of traffic onto the C111 which is unsuitable
- Health centre is at capacity
- Local facilities such as the village hall are at capacity
- Fields are agricultural land and should be preserved
- Gullane is a poor choice for affordable housing as you need a car and daily shopping is expensive.
- Developments will destroy the attractive character of the village and impact tourism
- The living environment will not be good due to poor transport links and lack of facilities in the village

D McCreath (0126)

Objects to inclusion of NK7, NK8 and NK9 as

1. These sites are unsustainable with poor access to employment and services impacting adversely on tourism and recreation
2. There would be gross overdevelopment
3. Development of all 4 sites is too much and cannot be absorbed
4. LDP shows no improvement in Gullane infrastructure and therefore will be an adverse impact on rural roads. The traffic increase will result in noise and pollution. Some pavements are too narrow and others do not exist
5. Access to trains at NK7 is inadequate and there is very limited parking at stations. Impact on the Conservation Area will spoil the amenity and attraction of the village.
6. Compromised delivery of NK6
7. Building work over 10 years will impact on tourism

The Proposed extension of the school is inadequate and medical facilities will be stretched too far.

Alastair and Carol McIntosh (0129)

Supports NK6. Objects to NK7, NK8 and NK9 as:

1. 344 houses in Gullane is overdevelopment
2. Supports the development of the Fire Training School but loss of prime farmland is unacceptable
3. Developments are not sustainable with regard to infrastructure. Local facilities such as the school, medical centre and day centre have only recently been completed and would be inadequate to accommodate increase in population.
4. Other community facilities are inadequate
5. There appears to have been no impact assessment as regards road traffic. Public transport is inadequate to meet demand. There is no rail link and Drem and neighbouring stations have insufficient parking
6. It would change the character of the village which is a serious tourist and golf attraction as well as being home to 3000 people.

Johanna Hoar (0133); Jack Weaver (0134); Ros Weaver (0135); Flora Mclay (0136); Freddy Weaver (0137)

Object to the plan as it recommends Fenton Gait East. Development of this site would:

1. Damage the landscape setting and designed landscape of Greywalls which is on the Inventory of Gardens and Designed Landscapes in Scotland. Previous local plans have

contained policy specifically mentioning protection of Greywalls and views from it. Para 2.168 and Proposal NK8 of the LDP states that the suggested development at Fentoun Gait is 'set back from the Greywalls key view corridor' but it would clearly be in view from the Greywalls property.

2. Compromise the existing strong settlement edge to Gullane as it extends east beyond the end of Duncur Road and so would extend the perimeter of Gullane eastwards.

Greywalls provides up-market residential accommodation, which assists the local economy and tourism and provides substantial employment in the immediate area partly because of the quality of the building and its setting, which the plan would diminish.

Maureen Coutts (0139)

Objects to the inclusion of NK7, NK8 and NK9 as:

- 1) Outwith the SDA; as growth in East Lothian is driven by employment in Edinburgh so already inadequate transport links would be rendered unviable; contrary to principle that development should go where local service provision and sustainable transport options are good
- 2) Adverse impact on medical and school facilities; mitigation in the LDP is inadequate in terms of timing and capacity
- 3) No linkage to local jobs for local people or employment. Gullane is a prime centre for leisure, recreation and tourism, not least because of its relatively unspoilt village centre and surroundings. Its attractiveness and consequent benefit to the local economy would be damaged by this overdevelopment. Its future as an internationally recognised area to live, work and do business is jeopardised. These sites are a significant part of further ribbon development along the coast road which is spoiling its character.
- 4) NK6 should be a priority for development; the addition of these sites would be a 30% of Gullane and represent 50% of sites in the North Berwick Coastal area.
- 5) Inclusion of these 3 sites is counter to the Edinburgh City Region vision of a healthier, more prosperous and sustainable place due to more polluting car journeys. Post-brexite, people are becoming aware that reliance on imported food is dangerous. NK7 is prime agricultural land and using it for housing runs counter to sustainability.
- 6) There are existing problems with roads infrastructure in Gullane because of increased traffic and unregulated, poor parking. Crossing the A198 is becoming increasingly dangerous.
- 7) Gullane's farming hinterland is important for wildlife. Sacrificing the habitat of animals to the unrestrained needs of humans is repugnant.
- 8) Copies objection to Saltcoats planning application, raising the following:
 - a) Conflict with East Lothian's published objective to be Scotland's leading coastal, leisure and food and drink destination.
 - b) Tourists will stop coming because of traffic congestion
 - c) Aberlady Bay is a major birdwatching attraction, but numbers of pink-footed geese there are declining because of loss of local feeding habitats. Very large numbers of pink footed geese have fed after the harvest in the field on the far side of the track to West Fenton for many years, and will be displaced due to disturbance.
 - d) Conflicts with Local Transport Strategy objectives to locate new developments to reduce the need to travel.
 - e) The housing is aimed at young executives and Gullane has poor transport links. It will be a dormitory development. There is poor parking at the stations.
 - f) Gullane is a small enough village there is a reasonably high level of familiarity among its inhabitants and a sense of community. This helps reduce crime and anti-social behaviour. Overdevelopment is known to destroy these benefits.

- g) There is no clear economic benefit to be derived from the proposed development and there is clear economic, environmental and social detriment as outlined above.

William and Dorothy Miller (0145)

Seeks removal of NK7, NK8 and NK9 as:

1. It is Scottish Government Policy to build on brownfield sites. These sites are prime farming land and the UK is 40% dependent on food imports. Approval would delay delivery of NK6.
2. The C111 is unsuitable for the number of cars given non-motorised use.
3. The impact on school and medical facilities.
4. The drain on West Fenton Road which connects to the Scottish Water combined sewer is unable to cope in excess rainfall. What plans will be taken to overcome this?
5. There is inefficient parking space at the local shopping area. What plans are there for additional parking?
6. Access to public transport is poor
7. What action will be taken to ensure proper maintenance of NK6 with regards to weeds prior to development?

Clare Jones (0149)

Supports NK6. Development of NK6 alone would put pressure on existing services, but could be managed and add to the village positively. Objects to the inclusion of NK7, NK8 and NK9 as:

- Cumulatively the total of all 4 sites would be over 300 new houses in an area that does not have the infrastructure to cope.
- It is not appropriate to allow development, especially of this scale, on greenfield sites when NK6 remains undeveloped and which these allocations would compromise. To add a further 2000 [as well as NK6] would be unsustainable over-development and destroy the nature of the village.
- The services in the village should not cope – schools, medical facilities, village hall.
- Unsustainable – poor access to employment and transport; the roads are already busy and unsafe. Given poor public transport links and few jobs, the result would be more traffic in Gullane. Main Street is already dangerous at school times and would become unmanageable especially for younger or older/less mobile residents.
- The sites are at the opposite end of the village from amenities leading to car use and parking problems.
- Gullane will be contributing 50% of all new sites in the North Berwick Coastal Area, which is disproportionate.
- The scale of change and construction time would unreasonably impact on day-to-day village life and tourism.

P W Millard (0156)

Objects to NK7, NK8 and NK9 as:

- The proposals will completely ruin the beautiful village of Gullane. It will become overpopulated and without the necessary infrastructure, schools, medical facilities and shops to service the proposed increase in population.
- There are road safety issues in the High Street due to driver behaviour in the High Street, and parking is inadequate.
- There is no new employment opportunity in and around Gullane and the train

service to Edinburgh is already over-stretched.

- Irrelevant to the local situation

Martin White (0158/1)

Requests removal of NK7 and NK9, in that order, and retention of NK6.

Includes objection to planning application 16/00594/PPM (NK7) which is referred to.

1. The main point of objection was unacceptable impact on vulnerable users and residents and visitors to West Fenton using the road to West Fenton. Refers to objection letter which includes that the nature of the road will make it unsafe and hence journeys from West Fenton to Gullane will have to be made by car, removing options for exercise and recreation. Children will be unable to walk to school. Increased traffic will have a safety impact due to difficulties of leaving Craighead Cottage and other properties at West Fenton.

2. The proposal in the plan is for 4 sites in Gullane, all within close proximity to each other, all at the opposite end of Gullane to where its facilities are located in a Conservation area.

3. The proposals show no appreciation of the value of what would be destroyed in Gullane and the historic Ferm Toun of West Fenton (with its set of historic listed buildings). The proposals appear to have been looked at on a site by site basis rather than overall effect. No cumulative assessment has been done.

4. A 30% increase is at odds with SESPLAN, with 3 major sites when there should really be none, or certainly no more than NK6.

Objection to 16/00594/PPM

Objects to this application for the following 6 reasons:

A. Impact on use and amenity of the West Fenton Road through increase in traffic and consequent road safety issues including preventing children walking to school.

B. Safety impact relating to leaving Craighead Cottage and others at that end of West Fenton

C. Inappropriate location for houses from which the vast majority of people will be car commuting to Edinburgh

D. Impacts from houses outside convenient distance to local facilities – location is such that errands will be done by car compromising the future of the centre of the village where parking is already a problem.

E. Prejudice to LDP – inclusion is at odds with SESPLAN.

F. Prejudice delivery of NK6.

W Watson (0159)

Encloses copies of objections to planning application reference 16/00594/PPM and 16/00587/PM.

Requests removal of NK7, NK8 and NK9 and retention of NK6. Objects to the LDP due to massive scale of development shown for Gullane as:

1) Gullane would be overwhelmed.

2) Limited thought given to impact of scale of development on a single, small, village community. This would hold for any other village community in the East Lothian Coastal Area.

3) Sites in Gullane would contribute 50% of all new housing in the North Berwick coastal area. This is not balanced.

4) Cumulative impact has not been properly assessed. Gullane Main Street is congested, suffers from speeding and has parking problems. Development of these sites will increase this will 600 extra vehicles needing access to shops &c, 344 commuters including those trying to access Drem station where there are current parking

problems. There will be impacts on and safety issues for non-motorised users of the C111.

- 5) Local amenities will be over-stretched – school, medical facilities. Mitigation suggested in the Local Plan for the school is inadequate.
- 6) Scale and duration of development cannot be mitigated thus adversely affecting tourism and day to day village life.
- 7) Delivery of this scale of development is not sustainable due to poor access to employment and services. Future opportunities for leisure and recreation will be damaged.
 - i) Objection to 16/00594/PPM (NK7)
 - ii) Object to this development as:
 - b) SPP says that brownfield development should take precedence over greenfield. The proposal will build 150 houses on prime agricultural land, change the village footprint and ruin the amenity of Gullane Conservation Area.
 - c) Comments on timescale for build out related the specific planning application.
 - d) Increase in traffic would result in increased traffic noise, pollution and rise in pedestrian safety concerns.
 - e) Gullane has a limited range of local facilities which struggle to match increasing population – school, medical and other community facilities would be impacted.
 - i) Objection to 16/00587/PM (NK8)
 - ii) Objects to proposed Fenton Gait East development as:
 - f) Detrimental impact on the local environment. Against SPP advocating brownfield over greenfield development. The proposal will build 150 houses on prime agricultural land, change the village footprint and ruin the amenity of Gullane Conservation Area.
 - g) Duration of development cannot be mitigated thus adversely affecting tourism and day to day village life.
 - h) Gullane has a limited range of local facilities, which struggle to match increasing population – school, medical and other community facilities would be impacted.
 - i) Increase in use of local roads with the entrance to the site planning to come off Gullane Main Street at a point where the 30 mph zone starts. Many drivers speed, so this will lead to increased road safety issues.
 - j) Increase in traffic volumes will impact wider road and rail links used by tourists and local people. Car parking at Drem and Longniddry is limited.
 - k) Proposal would overwhelm the village.

Colin Hawksworth (0160)

Objects to the inclusion of four sites, three of them greenfield, in Gullane.

1. The combined scale of the potential developments and inability of infrastructure to absorb them – school, GP lists, roads, parking, little public transport leading to more over-reliance on cars. The character of the village would be changed, and risk of driving away tourists significant.
2. Unique geography. Even the most junior planner would attempt to balance the expansion and spread it out across the village; Gullane presents unique problems in achieving this. To the north lies Gullane Bents, beach and sea, to the west, Gullane golf courses, to the east, Muirfield. The centre is a Conservation Village over-developed with infill. Having 3 greenfield sites to the south where a car journey will be need even for simple errands makes no sense.

The proposed brownfield redevelopment of the Fire Service Training College (NK6) makes sense and should be welcomed.

Duncan and Julia Sutherland (0163)

Requests the removal of NK7, NK8 and NK9. Development of the Old Fire College (NK6) is sensible and beneficial. Issues raised are:

- Unsustainable expansion of Gullane due to impact on school, medical centre and other local amenities.
- Road safety for roads around Gullane and surrounding villages. The A198 is unsuitable to heavy traffic. The road from Longniddry to Gullane is full of tight bends and blind spots; motorcyclists view it as a race track, nervous drivers going dangerously slowly leading to frustration and dangerous over-taking from other drivers. Dangerous overtaking is made worse by large groups of cyclists taking up the whole side of the road. 344 houses would mean approximately 593 more cars. This will be higher once the other developments along the coastal villages are taken into account. This is unsustainable for the A198 between Longniddry and Gullane.
- Other smaller roads such as the C111 could also become seriously dangerous.

K Towler (0164/3)

The identification of large new housing sites in Gullane is peculiar. Gullane is not a sustainable location. There is no employment and all new residents will have to travel by car. The roads are busy and unsuitable and the train is overworked. The two sites to the east end of the village do not work well together and should be redrawn so that a brief can be prepared to get a good road layout. The opportunity should be taken to provide a further set of lights on Main Street to the east of the existing set. This would slow traffic into the village.

Gullane Community Council (0166/1)

We are deeply concerned by the clear disregard for the South East of Scotland Strategic Plan and the Scottish Planning Policies upon which it was based. All three of our main villages are subject to one or more major developments. It is clear in the Strategic Development Plan that there should in principle be none.

Our assessment for Gullane, which with three major sites and one smaller one would be subject to the greatest scale of over-development (resulting in a projected population increase of approximately 30%) has been based on our responses to two Planning Applications recently lodged by developers in respect of Saltcoats (NK7) and Fenton Gait East (NK8). These are 16/00594/PPM and 16/000587/PM respectively. In our view these were premature and intended to prejudice what should be a plan led process.

Although we were concerned about its overall size, we have been supportive of the major re-development of the Fire Service college site (NK6), which was given outline planning approval earlier this year.

We could see no evidence from the proposed LDP that a cumulative assessment of impacts on Gullane or beyond Gullane had been conducted across all four sites. This has led to ignorance of the wider impacts and to a set of proposals for Gullane that would be bad planning. In our opinion this falls short on some 14 different areas, as set out in the attached supporting document (SD XX).

The wording for the Fire Service college site (NK6) regarding C111 should be removed. The connection to the C111 was strongly opposed during the application for outline planning permission 15/007600/PPM. It was excluded from that proposal, was not highlighted by the Council Officials in their report and was not included as a condition of the approved application.

We note that at least three of the Gullane sites are controlled by CALA. They previously indicated that they would roll out housing on their sites at two houses per month. This statement (which could be marketing related) and the apparent extent of their commitments elsewhere in East Lothian is slower than the presumed build out shown in the Technical Note.

In the event of the Fenton Gait East site not being zoned for development we believe it should instead be given DC8 status given that this sits perfectly with its location relative to the other DC8 zoning.

Peter Wright (0167)

The plan proposes multiple greenfield development before the readily available brownfield site at the redundant Fire School is developed. There should be no development of proposed greenfield sites until the brownfield sites have been developed and completed and the needed increase in the infrastructure and public transport delivered. Proposals will impact on Gullane Nursery Schools, Gullane Primary School, Gullane Medical Centre Local, North Berwick, High School Recreational facilities which are all at capacity. Commuting would increase due to lack of local employment. Local infrastructure is inadequate to support development - C111 is used by many vulnerable road users, but would become the main thoroughfare to Drem station. There is limited public transport. The train is inadequate with Drem station being full and no suitable safe cycle route. The trains are full at peak times with commuter. Agricultural land and important wildlife habitat will be lost, and once lost cannot be replaced. Gullane's conservation area will be spoiled which will damage tourism and recreation.

The scale of development is unreasonable and will bring increased journeys for shopping, school and commuting. When developments at Dirleton and North Berwick are added the whole infrastructure of the east of East Lothian is under pressure to cope, and no joined up solutions have been proposed.

Rod Sylvester-Evans (0170)

Building at NK6 should be given priority over greenfield sites and should be the only site allocated. The cumulative effect of the 3 greenfield sites would:

- damage the character of Gullane:
- present little employment opportunities for residents and encourage commuting:
- Create intolerable pressures and safety issues on local transportation routes, especially on the back roads, parking at stations and in the village centre:
- exceed places at the school:
- pressurise medical and community facilities:
- threaten the fabric and tourism.

Quotes paragraph 1.25 and 1.26 of adopted East Lothian Local Plan 2008

Margaret Reid (0172)

Building at NK6 should be given priority over greenfield sites and should be the only site allocated. The cumulative impact of 4 sites needs to be properly assessed:

- School and medical facilities will not be able to cope:
- Access to public transport especially the trains which are already overcrowded and inadequate parking at stations will be problematic:
- Rural roads won't cope with volume of traffic
- Overall too much impact on infrastructure

E Macdonald (0176)

Objects to housing proposal NK7, NK8 and NK9. East Lothian is seriously overdeveloped - a massive commuter with housing coalescence from Musselburgh to Dunbar:

- Loss of identities of communities
- Impact on tourism
- Sufficient luxury homes which are wasteful of energy and encourages the use of cars.

Mary M McCreath (0184)

Objects to proposed development of NK7, NK8 and NK9 as in addition to NK6 it would

1. result in an unsustainable increase in the population of 30%.
2. infrastructure will be inadequate with poor access to employment and services
3. increase in traffic overall will result in noise & pollution spoiling the amenity & quality of life.
4. Parking at the railway stations will not meet the demand.
5. Greenfield sites might jeopardise development of the Brownfield site at Firestation
6. Extending the school by two class rooms only will be insufficient and medical facilities won't be sufficient
7. Gullane village is not capable of taking up all four sites without redevelopment

Elizabeth MacCallum (0186)

Requests the removal of NK7, NK8 and NK9 as:

- Cumulative impact cannot be supported by local infrastructure:
- Development of NK6 is necessary and the community supports this but adds to cumulative impact
- Road safety implications at West Fenton Road/Main Street junction
- Public transport facilities especially at Drem Station are inadequate
- Community facilities – Day Centre, Medical Centre and Village Hall cannot sustain this.
- Distance of sites to community facilities would necessitate car travel, leading to parking and road safety issues.
- Cumulative impact on Gullane community, the A198 and rural road network, particularly the C111.

Yvonne Haycock (0187)

Objects to NK8 as:

- Was assured 29 years ago and since that village boundary to would not be

- extended eastwards from my back fence
- Greenfield sites should not be included when there are brownfield sites available NK6 would be left to become an eyesore
 - Residents of Fentoun Gait and Muirfield Steading will be surrounded by building work for 10 years bringing noise and pollution, plus carbon emission increase.
 - Developments are unsustainable having poor access to employment and service.
 - Developments would damage future leisure and recreation opportunities of one of the region's most attractive visitor locations.
 - Negative impacts on amenities.
 - Over-development on a scale beyond that which is reasonable; having 3 to 4 major sites concentrated in the East of the village with an unprecedented 30% growth in the village.
 - Cumulative impact on Gullane and what it would do to the rural road networks namely C111 towards West Fenton and the main A198. The increase in road traffic is too much for the roads to accommodate.
 - Train capacity has now been exceeded and access to parking in and around the local stations has reached saturation.
 - Shops are at the opposite end of the village so vehicle traffic would increase.
 - There would be a negative effect on Gullane's Conservation Area and its amenity, and would create road safety issues arising from awkward parking.
 - Heavy traffic will be detrimental to wildlife as well as impacting on people and tourism.
 - The geese settle in the fields at Fenton East and the numbers have been reducing year on year and any building work will add further to the reduction in numbers.
 - Two additional classrooms are inadequate for the school.
 - The doctors in the surgery will not cope with demand.
 - Previous appeal decision in 2000 found against development of Fenton East for reasons including that the development would extend the natural boundary and impinge on Greywalls including views from this. Cannot see that anything has changed since then.
 - Once you extend the boundaries of the village when do you call a halt?

Gill Morrison (0192)

Priority should be given to developing brownfield sites and in particular the Old Fire Station in Gullane for Affordable Housing.

The roads in the Gullane area simply cannot cope with this influx. The roads are narrow, will quickly become rat runs, become more dangerous and we will lose the beautiful nature of the area, where it is a relaxing place for those that already live here and those that visit are able to enjoy. It is already difficult to park when you live near the shops. The infrastructure is simply not available to cope with these proposals. The area is already experiencing huge issues as a result of the large estates being built in North Berwick. Trains to and from Edinburgh are full by Longniddry. Other forms of public transport are limited. If these proposals happen, more space will be required to improve the necessary infrastructure for the School, Health and Welfare Services.

Alasdair Hutchison (0193)

Understands the importance of increasing the shortage of housing stock in Scotland, but this must be kept to a limit which is reasonable and does not change the dynamics of a much loved historic town. These sites would overstretch Gullane's local amenities and

facilities including the local health centre and transport, and would increase traffic to an unmanageable degree. The village's roadways and parking are already stretched. The increase in traffic will make the roads dangerous.

Mary Chase (0194)

Object to the 3 sites because: Urban creep of vast areas around villages destroy their character and are outwith previous village boundaries.

- The coastal villages need to be protected as previous generations did, and not turned into dormitories for Edinburgh.
- There would be so many more commuters on the small county roads, all in a hurry.
- Station carparks are already inadequate, Drem now has even less space with the new "Residents Only" signage so where will all the commuters park? There is no cycle track to Drem.
- Green field sites should not continually be stolen from the agricultural sector.

Brownfield improvement is ok.

- A huge strain will be put on services: many more cars on roads, the primary school, doctors and so on. It is highly unlikely that these services can all be expanded to suck up this huge increase in demand when they are already struggling.
- Tourism in the whole area will suffer with disruption from years of development: trucks, noise, dirt and delays.

Carol Yarrow (0196)

There are too many sites for housing development being put forward for the Gullane area and would request that Saltcoats (NK7) and Fenton Gait East (NK8) and Fenton Gait South (NL9 - *sic*) be removed.

All 4 housing sites would put too much pressure on our local amenities – doctors, schools. The large amount of extra traffic would put pressure on village parking and the local roads and so would have a very big impact on the village.

Gullane brings a lot of tourists to the area with its beaches and bird Conservation Area could not cope with all the extra traffic and parking needed. The site suggested is so far away from the local shops that all the new residents would need to drive and park, which the High Street couldn't accommodate. The Village Hall cannot cope with additional demand. This is overdevelopment.

The Honourable Company of Edinburgh Golfers (0197)

Proposals NK6, NK7, NK8 & NK9 will have a significant impact on traffic and services at the east end of Gullane. The increase in traffic will cause issues for golf events particularly the Open. During this even there is a spike in demand for services particularly water, drainage and electricity. Note there is no proposal to allocate land on the north side of the A198 and we support this due to the impact on Greywalls and that the field is used to facilitate golf events for example for the tented village and parking during golf events.

Jamie Perry (0200)

Brownfield sites should be developed before greenfield sites. It therefore seems premature to be considering any greenfield sites around Gullane before first developing out the old fire station site. From an infrastructure, transport and sustainability perspective, it would make sense that a greater proportion of development takes place in towns and villages located on the main train line from North Berwick to Edinburgh. Gullane is not on

the trainline. A significant proportion of new residents would commute to Edinburgh via train. The nearest car park at Drem is already over capacity and dangerous. There is no off road cycle path. The impact on the rural road network, and in particular for the C111 towards West Fenton, where use by its many vulnerable users will become impossible. Facilities of Gullane are at the complete opposite end of the village. The cumulative effect on the Gullane Conservation Area would ruin its amenity and create road safety issues. The scale of change and duration of development of more than 10 years will prove extremely difficult to mitigate thus impacting tourism and day to day life in the Village to an unreasonable level. The impact on school and medical facilities will be major. Significant impact on wastewater treatment especially when golf events are on.

Rachel Wallace (0206)

Object to the proposed development in LDP. Gullane cannot cope with huge scale of development. Objects to NK7, NK8 and NK9. Can put up with developing Fire Station site. Gullane cannot absorb new housing and is unsustainable, having poor access to services and employment, and the school and medical centre will be impacted.

David A Haycock (0210)

Objects to the inclusion of NK8 as:

1. Greenfield sites should not be included when there are brownfield sites available
2. Was told that village boundary would not be extended eastwards.
3. This would be over-development ; having 3 to 4 major sites concentrated in the East of the village with an unprecedented 30% growth in the village.
4. The developments are not sustainable - poor access to employment and services.
5. Developments would damage future leisure and recreation opportunities of one of the region's most attractive visitor locations.
6. Negative impacts on the amenities for locals as well as visitors.
7. Questions whether anyone who has looked into cumulative impact on Gullane and what it would do to the rural road networks namely C111 towards West Fenton and the main A198.
8. Shops are at the opposite end of the village so vehicle traffic would increase
9. Train capacity has now been exceeded and access to parking in and around the local stations has reached saturation.
10. There would be a negative effect on Gullane's Conservation Area and amenities and create road safety issues arising from awkward parking.
11. Greenfield sites will compromise development of NK6.
12. Two additional classrooms are inadequate for the school.
13. The doctor's surgery will not cope with demand.
14. Previous appeal decision in 2000 found against development of Fenton East for reasons including extending the village boundary and impact on Greywalls, including views. Cannot see that anything has changed; views from Greywalls would still be affected.

Jennifer Nisbet (0211)

Brownfield NK6 should take precedence over greenfield development. Cumulative impact of all four sites concentrated in the east of the village has not been properly assessed nor the impact on the road network and in particular the C111- increase in traffic will be a safety issue. Proposed scale of growth would impact negatively on the community especially on schools and medical centre, village. The additional provision for the school -

2 additional classrooms - is inadequate. Disruption for 10 years would impact on tourism. Access to public transport falls well below what would be needed.

A W Blackett (0215)

Object to scale of development relative to the local urbanised area and its facilities and the lack of commitment to compel developers to use brownfield sites first such as the Fire Services Training college.

Shirley Blair (0220)

Remove greenfield sites until such time as NK6 has been developed. Gullane has a reputation for golfing and tourism and this should not be compromised. Some growth is beneficial but overdevelopment is not. The primary school and health centre are at capacity, traffic, parking, and roads will all be put under unbearable strain.

Alan Blair (0221)

200 additional houses is far more than the existing community's 'fair share' of the 10,000 new homes the county is being asked to accommodate. Greenfield Sites in the LDP will act as a deterrent to action on the existing Brownfield site; the local school, and the local doctors' surgery, are at capacity. As is parking for the village shops, bank and other outlets. The existing infrastructure is grossly inadequate for this number of commuters. New housing has to be allied to adequate provision of services.

Janet Anderson (0222)

Requests removal of NK7, NK8 and NK9 as:

1. Overdevelopment amounting to 30% growth of village
2. Severe negative impact on amenities of locals
3. No local employment leading to commuting and pressure on road and rail services
4. Contribution of 505% of all new sites in North Berwick area is unfair
5. Traffic on West Fenton Road would be unacceptable and the road would become dangerous, noisy and unhealthy (fumes)
6. People in new houses will need cars, of which there are already too many in Gullane which has inadequate parking
7. NK6 must be developed first.
8. Community, health and school cannot meet demand.
9. Duration of development will put unacceptable strain on nearby residents in particular at Fenton Gait

Emma van der Vijver (0223) and Mark van der Vijver (0224)

Objects to NK7, NK8 and NK9 as:

1. Housing would result in 30% growth, with detrimental effect as infrastructure is not in place.
2. Developments are not sustainable having poor access to local employment and services with detrimental effect on amenities.
3. If all 4 sites go ahead this will be 50% of new sites from the North Berwick coastal area, which is unbalanced.
4. Rural roads are incompatible with such growth with users put at risk; vulnerable people will no longer be able to use these roads.

5. Public transport and train station parking is inadequate.
6. The sites are all planned in the east of the village leading to more traffic in the village; congestion and parking violations, road safety risk to pedestrians and car users.
7. Development of the brownfield site could be shelved; it should be built on first.
8. Village facilities would not cope – playgroup, Scouts, Village Hall.
9. Daily village life will be affected with consequent impact on tourism.
10. School and medical facilities will be with negative impact on education and well being of residents.
11. Gullane is a beautiful village and wonderful place to raise children and live, please don't ruin this.

Barry Morrison (0226)

Objects to NK7, NK8 and NK9 as:

1. Government policy priorities brownfield over greenfield sites: NK6 should be developed first (as should Blindwells). Brownfield Sites (NK6) should be developed first before Greenfield Sites.
2. Scale of development raises big questions.
 - (a) Considers best practice is that development should consider availability of employment, infrastructure and amenities, then housing. Queries whether plan has taken this into account. Pressure on transport could result.
 - (b) Transport: trains are already so crowded passengers may be unable to get on at Wallyford, station car parks are full and there is illegal parking; roads suffer from congestion with difficulties getting in and out of North Berwick in the summer. NK9 would lead to use of narrow and twisty roads through West Fenton unsuitable for commuters and used by cyclists and horse riders – increased traffic would reduce the safety and access of current users. Buses – danger of journey times being even longer.
 - (c) Amenities – increasing population by some 38% has implications for local traffic movements, parking, shops, schools, health care, community facilities leading to risk of inadequate provision and loss of quality of life for residents and tourists.

Shirley & Andrew Graham (0235)

Requests removal of NK7, NK8 and NK9 as:

1. Prime agricultural land should not be used for new housing particularly when brownfield sites are available.
2. Priority should go to NK6 which could become an eyesore
3. The cumulative effect of four major developments in Gullane would be a massive expansion of the village, which does not have suitable infrastructure and employment opportunities to support such large scale development.

Tim Jackson (0236) and William Harry Jackson (0237)

Request removal of NK7, NK8 and NK9 as:

1. Not sustainable;
2. with poor access to employment and services, carnage to future opportunities for leisure and recreation in one of East Lothian's most attractive locations and negative impacts on amenities
3. Overdevelopment (30% Growth)
4. Inclusion of four sites is unbalanced (50% of new sites from North Berwick coastal

area) and Gullane will not be able to absorb it

5. Cumulative impact on Gullane or the rural network has not been properly assessed, in particular the C111; use by vulnerable road users will become dangerous and this road is inadequate for increase in traffic; road safety issues will arise due to increased traffic between Gullane and Luffness Golf Clubs
6. Major impacts on Gullane School (two new classrooms are inadequate) and Medical Centre
7. Access to public transport falls below what would be required especially for NK; increase in commuters to Edinburgh will clog up the roads and railways.
8. Retail facilities are at the opposite end of the village leading to increased traffic.
9. Use of agricultural land
10. Village hall would be inadequate
11. Scheme smacks of 'Big Brother' with Scottish Government on the side of developers
12. The Scottish Government has not made a sufficiently convincing case for extra 10,500 houses in East Lothian
13. The Fire School (NK6) brownfield site is the obvious place for development and should be the only site included.

Frances Cowie (0238) and Gordon Cowie (0239)

Four housing sites in Gullane is poor planning as:

1. Developments are simply not sustainable with poor access to employment and services (school and medical facilities)
2. Damage future opportunities for leisure and recreation in one of the regions most attractive locations
3. Have negative impacts on local amenities
4. Scale is unreasonable with 3 major sites concentrated in the east of the village, with unprecedented 30% growth of village
5. It is unbalanced and overestimates the capacity of Gullane to absorb it; Gullane will contribute 50% of the new sites in the North Berwick cluster
6. Cumulative impact and impact on rural roads has not been properly assessed in particular impact on C111 where use by vulnerable users will become impossible
7. Access to public transport especially trains falls below that needed especially for NK7
8. Facilities of Gullane are at the opposite end of the village so even simple errands will demand a car journey.
9. Cumulative effect on Gullane Conservation Area would ruin its amenity and create road safety issues from awkward parking.
10. The inclusion of 2 major greenfield sites would compromise delivery of the brownfield site.
11. Community facilities especially the village hall cannot meet increased demand.
12. Scale of change and duration of development would be difficult to mitigate impacting tourism and day to day village life unreasonably.
13. Major impact on school and medical facilities would be major. The proposed 2 classrooms are inadequate.
14. Development at NK8 would damage the landscape setting of Category A listed Greywalls and associated designed landscape (it would be seen from Greywalls contrary to Preamble to Policy NK8) and NK8 would compromise the existing strong settlement edge of Gullane by extending the perimeter of the village eastwards. Developers could attempt to develop field between A198 and Greywalls

Trish Sims (0244)

Seeks removal of NK7, NK8 and NK9 as:

- Local infrastructure can in no way cope with the increased traffic and extra number of residents.
- Roads around this proposed development not suitable - more commuting to Edinburgh.
- Impact on schools.
- Doctors surgery will not cope.
- Character of village will change.
- Impact on tourism.

The Fire School (NK6) needs developing.

Elizabeth Tennent (0247) and Stuart Bendoris (0248)

Developments are simply not sustainable for a village the size of Gullane and would exacerbate poor access to employment and services (school and medical facilities) - the proposed 2 classrooms are inadequate. Developments will damage future opportunities for leisure and recreation and have serious negative impacts on the amenities of local people. Over-development - 30% growth. Cumulative impact on Gullane and on road network (C111) needs properly assessed. Limited public transport - poor parking at stations and overcrowded trains. The location of developments away from village will mean more car journeys - and road safety and parking issues. Greenfield sites will compromise delivery of the NK6. 10 years of disruption for Gullane which will impact on tourism.

Peter Rae (0249)

Objects to NK7, NK8 and NK9. Development represents a scale of growth that the village of Gullane cannot cope with - the impact on the effect on the local primary school, health centre and other local services needs assessed. In particular, the impact on road traffic and lack of access to train stations. These developments will significantly increase traffic and remove valued recreational space.

Abigail Hoppe (0250)

This representation is entitled 'Objection to developing the greenfield sites in Gullane'. The Reporter may wish to clarify that it is indeed NK7, NK8 and NK9 to which the representation refers.

The representation objects to the building of new houses in Gullane. Concerned about the increase in traffic the building vehicles and new owners would bring to an already busy road for safety reasons and noise reasons. New houses would totally transform the feel of the village primary school with a massive increase in pupils.

Andrea Rae (0253)

Developments threaten sustainability of Gullane and an erosion of the rural heritage of East Lothian. Existing facilities are at capacity and additional development will result in them being oversubscribed. The use of the C111 as a suitable access for these sites, the effect on the primary school and access to purposeful parking at the local rail station has

not been properly assessed.

Gillian C Turton (0254)

The sites situated are at the eastern/south-eastern edge of Gullane which would impact adversely on the village and is too much for a small settlement to absorb. Ruin the character and cause urban sprawl. C111 used by pedestrians, cyclists and other road users. The increase in traffic will mean it becomes overused. Public transport from Gullane is very limited. New residents will have to commute to Edinburgh for employment. The car park at Drem is full and the trains are overcrowded. More houses will exacerbate this. Supports NK6 for development to provide a mix of housing, employment and ensure that the buildings do not become derelict.

Jason Low (0255)

Developments are not sustainable having poor access to local employment and services. The sites are all planned in the east of the village and would increase the size by a massive 30% which is unreasonable. Gullane would contribute to 50% of all new sites planned in the North Berwick area. The current road network is not suitable for this increase in traffic, in particular the C111 towards West Fenton which is already extremely narrow. This would be used by any commuters as the fastest way to Drem station. The access to public transport, in particular trains, falls well below what is needed particularly for NK7. Due to proximity to facilities car will be required which will impact on parking and to the environment. The school is already overcrowded. The proposal for 2 additional classrooms is inadequate.

Caroline Hitchen (0258)

Seeks removal of NK7 and NK8 from the LDP as:

1. There is not the infrastructure to cope with these developments as well as NK6 already agreed.
2. There is no parking at Drem Station
3. Queues for the doctors
4. Roads are now very busy
5. Parking problems on Gullane Main Street
6. Lack of school places.
7. Village life is adversely affected
8. We lose out as a result of the environmental damage.
9. The wildlife that flourishes in the area is set to suffer
10. Pollution will grow
11. Flooding becomes a risk when fields are built on.

Peter Dornan (0260)

With reference to Gullane, the plans are badly thought out and will have a number of negative impacts. NK6 should be developed before any planning is granted for the green field sites.

Development of the 4 proposed sites would have a serious impact on village infrastructure. The school and medical practice are nearing capacity and village hall could not meet demand. There is insufficient parking given the position of development this will negatively impact on tourism and businesses. The road and rail network are at capacity.

No employment is being generated and new residents will have to commute. Drem car park is at capacity as is Longniddry. There does need to be some development targeted at specific demographic groups but the plan should not be driven by developers' profits.

Joy Grey (0264) and Peter Grey (0266)

Regarding Gullane sites N7, N8, N9 [sic].

Has the following objections:

1. These are greenfield sites on prime agricultural land.
2. This would be overdevelopment as it would mean a 30% increase in village.
3. Gullane does not have the infrastructure to support this amount of new housing; school, medical practice, village hall
4. The shops would only be accessible by car and there is insufficient parking for this.
5. Negative impact on tourism.
6. Transport network is inadequate.
7. Station and access road to station are totally unsuitable for the amount of traffic that would be generated and there would be insufficient parking and platform length for increased train length.
8. There are no jobs at this end of East Lothian
9. The cumulative effect of these sites all being developed would be totally unmanageable.

There is a brownfield site in the middle of the village [probably intends NK6] which is very appropriate for development.

Keith Anderson (0265)

Development of these greenfield sites would be most undesirable. East Lothian generally is renowned for its countryside and is attractive for leisure and other recreational purposes including proximity to the sea and golf courses. No objection to Fire Training College development. If greenfield sites are zoned then they will yield a greater profit for developers and the Fire Training College will be left to decay. Representation states that ELC encouraging construction of higher value homes so it can yield higher Council Tax returns. No employment opportunities so new residents will have to commute which will have adverse impact on road network. Also object because of the impact on local facilities, the school and medical practice and the poor transport links and social mix of community. Brownfield development would be positive as would reflect the mixed value housing which exists in village at present.

Susannah Jackson (0267)

Objects to NK7, NK8 and NK9. Any future housing development should be on the brownfield NK6 - nearer to all the village amenities. Parking is already at a premium in the village and the proposed extra housing would result in extra traffic on the side roads, which would be extremely dangerous. The village School, Medical Centre and Village Hall are already struggling to cope with extra numbers of people moving into the area and the trains overcrowded with commuters who struggle to park at any of the local stations. Gullane should remain a Conservation Area to be proud of.

David Scott (0269)

Objects to NK7, NK8 and NK9 as:

1. The developments proposed will be a complete over-development of a small village:
2. The infrastructure impact of these developments has not been properly assessed. The roads around the village will be completely overwhelmed.
3. Compromising on delivery of NK6
4. I have already objected to the planning applications lodged for NK7, NK8, and NK9.

Catherine Joshi (0270)

Object to inclusion of the 3 sites in LDP as:

1. The increase of size of Gullane by 30% is beyond a reasonable scale.
2. If all 4 sites are included this is unbalanced (50% of sites in North Berwick coastal area).
3. The LDP does not assess the ability of Gullane to absorb housing nor cumulative effects
4. 3 major sites are all located at one end of the village which does not take account of the layout or facilities of the village; this would lead to increased traffic which is bad for the environment
5. Impact on rural roads has not been properly assessed. The C111 cannot cope and this will become a safety issue with vulnerable users at risk.
6. Proposed development is not sustainable based on current public transport with trains over capacity and unable to cope with additional access, especially from MK7.
7. Impact on day to day life and tourism.
8. Village cannot cope with additional people using facilities.
9. The school and medical facilities would not be able to cope - 2 additional classrooms would not be adequate.
10. Parking in the centre of the village is difficult and would be impacted; this would become a road safety issue
11. The inclusion of greenfield sites would compromise development of the brownfield Fire Station, contrary to SPP.

Kenneth Howey (0271)

The inclusion in the plan of 4 sites - 3 on green field - within Gullane to provide over 340 new houses in a village with currently just over 1000 houses is disproportionate and must surely be far above our required share and would create a correspondingly major detriment to the environment and attraction of the village including to it tourism and golf and Gullane is one of the main attractions in East Lothian. Development of housing with its associated increases in traffic, building work and disruption to facilities must be progressed at a sensible pace and the inclusion of the 4 proposed sites seems to conflict with this. Priority should be given to the development of the brownfield site at the Fire Training Centre and to cancel proposed development of the other sites.

Manish Joshi (0272)

Object to inclusion of NK7, NK8 and NK9 as:

1. The increase of size of Gullane by 30% is beyond a reasonable scale.
2. If all 4 sites are included, this is unbalanced (50% of sites in North Berwick coastal area).
3. The LDP does not assess ability of Gullane to absorb housing nor cumulative effects
4. Impact on rural roads has not been properly assessed. The C111 cannot cope and

this will become a safety issue with vulnerable users at risk.

5. Proposed development is not sustainable based on current public transport with trains needing a car or bus to access, are over capacity at peak times and namely unable to cope with additional access, especially from NK7.
6. Impact on day to day life and tourism.
7. Village cannot cope with increase in number of people using its facilities. The school and medical centre would not cope and 2 additional classrooms is inadequate.
8. Village facilities are at the opposite end of the village requiring a car journey.
9. Compromise to development of the brownfield Fire Station, contrary to SPP

Alasdair Anderson (0275)

Development of these greenfield sites would be most undesirable. East Lothian generally is renowned for its countryside and is attractive for leisure and other recreational purposes including proximity to the sea and golf courses. No objection to the Fire Training College development. If greenfield sites are zoned then they will yield a greater profit for developers and the Fire Training College will be left to decay. Also object because of the impact on local facilities, the school and medical practice and the poor transport links

Thomas Gillingwater (0276)

Requests removal of NK7, NK8 and NK9 as:

1. Extent of cumulative development to the village is entirely disproportionate to its current size
2. local infrastructure (roads and transport network, schools, GPs, shops, village hall etc) would not handle it
3. Would lead to an unsafe and stressful environment for both current and future residents.

Object to the preference of developers to build on prime green field sites.

No objection to the development of the old Fire Training School (NK6) but object to the preference of developers to build on prime green field sites.

Andrew Bellamy (0278)

The expansion of Gullane on multiple sites while NK6 is derelict is against all logic. The scale of development will cripple Gullane - cars cannot park, pass on the street or move around the village. The access roads to the new sites are dangerous, especially the C111. There is no logic to placing houses so far from main transport routes.

Dr Fiona Ferguson (0279)

Objects to the Local Development Plan and seeks removal of NK7, NK8 and NK9 as:

1. inclusion of 4 development sites in greenfield land adjacent to Gullane village is poor planning and disproportionate
2. contradicts planning legislation giving priority to brownfield sites
3. Gullane is a site of historic interest and significant tourism
4. Gullane has very poor transport links
5. School and medical facilities are already
6. Most worrying is the road safety.
7. These issues have not been fully assessed or addressed particularly in respect of the proposed Saltcoats development.

Clare Tulloch (0288)

Concerned about the implications for West Fenton residents and also the rest of the community that use the roads around West Fenton - these include on horse riders including riding for the disabled and livery clients and other vulnerable road users. An increased volume of traffic from housing developments will jeopardise safety of horses and handlers. The Saltcoats Field and Fenton Gait South Developments will increase the traffic through West Fenton to a level that will significantly decrease the safety of all these vulnerable road users. Gullane has poor public transport links which means a dramatic increase in traffic would be inevitable. Plus there is the bigger picture to consider. For example, an expansion of Aberlady will also increase traffic along the West Fenton roads, as the Luffness to Fenton Barns route will be their preferred choice to get to North Berwick, avoiding Gullane's traffic lights and the narrow high street. Development at the site of the old fire training college has the support of the local community and will provide additional housing at a scale that the village has the capacity to cope with - the school, medical centre, and the road infrastructure.

Gemma Langlands (0289)

The 4 sites would be overdevelopment and potentially devastating for the village. It is not sustainable, with poor access to employment and services. They would damage future opportunities for leisure and recreation and have negative impacts on local amenities of local people. The impact on medical and education facilities would be major. Two additional classrooms at the school will be inadequate. The impact on local roads and in particular the C111 which has many vulnerable users must be considered. Access to public transport is poor. There will be impacts on the conservation area. The fire station must be considered first.

Alasdair Langlands (0290)

Object to NK7, NK8 & NK9. Cumulative effect on village would be overwhelmingly negative. Infrastructure cannot cope with increase in residents, commuters, service users and school children. Will change the character of the village and conservation area. Rural road network cannot cope particularly the C111. Impact on school and medical facilities not easily remedied. The fire station site would provide sustainable development.

Andrew-Henry Bowie (0292)

The combined sites will put too much strain on the village. School and doctors will not cope. Roads are already under-serviced and will become clogged. They should use the Fire College site?

Karen Chapman (0293)

Object to inclusion of the 3 sites in LDP:- Poor transport links - not near A1, mainly B road, and not near train station. Gullane is attractive for developers, as houses will sell easily. Development at the fire school would be the community taking its fair share - impact on school and medical facilities and on road network with additional traffic driving to the bypass and to Drem station, which has insufficient parking. 4 developments will spoil Gullane.

Dr C E Thackwray (0294)

Objects to inclusion of NK7, NK8 and NK9. The 4 Housing Sites (30% growth & 50% of all sites in North Berwick cluster) in Gullane are poor planning for the following reasons: -

1. The developments are not sustainable, having poor access to employment and services.
2. They would damage future opportunities for leisure and recreation in one of the region's most attractive locations
3. They would have negative impacts on the amenities of local people (community facilities particularly school and medical cannot meet increased level of demand).
4. Damage to long-term tourism revenue with over-development.
5. Short and long term effects on road network and traffic in village particularly on the C111 as there are poor public transport links.
6. Impact on conservation area and
7. May compromise delivery of Fire Station site.

Ben and Jenni Carter (0298)

Requests removal of NK7, NK8 and NK9 from the LDP as housing sites. Accepts some development is necessary but objects to the scale of overdevelopment. The cumulative impact on Gullane has not been properly assessed and will include:

1. negative impact on a rural road network
2. lack of public transport facilities, particularly on the train network
3. huge negative impact on medical and school facilities
4. community facilities will not cope
5. Impact on tourism

East Lothian Liberal Democrat Party (0300)

With particular reference to Gullane, priority should be given to the brownfield NK6 site before 'greenfield' sites are developed as supported by the Gullane Opposes Over Development (Good) campaign

Anne Watson (0301)

Objects to the massive scale of housing development at Gullane, which will be overwhelmed. The cumulative effect of 4 new housing developments on the village is very difficult to imagine but:

_ a total of 344 new houses built, with the overwhelming majority of these NOT being affordable housing, the village would be contributing a total of 50% of ALL the new housing zones within the North Berwick coastal area.

_ impact of such a scale of development on the local & rural road network has clearly not been properly assessed. Gullane Main St already suffers from difficult and very limited parking as well as coping with heavy volumes of through traffic.

- an extra 344 commuters driving in and out of the village daily or driving to access the nearby railway station at Drem where parking issues are already a serious and dangerous issue for residents and pedestrian traffic. The Drem link would be particularly dangerous for users of the C111 route towards West Fenton. This "road", has dangerous narrow bends, no footpath and is regularly used by walkers, pedal cyclists and horses.

- massive overstretching of scant local amenities including school and medical facilities

- Impact on tourism on 10 years of development and associated employment leisure and employment opportunities
- Poor access to employment and range of services

Jenny and Stefan Gries (0302)

Requests removal of NK7, NK8 and NK9 from the LDP as housing sites. Accepts some development is necessary but objects to the scale of overdevelopment. The cumulative impact on Gullane has not been properly assessed and will include:

1. negative impact on a rural road network
2. lack of public transport facilities, particularly on the train network
3. huge negative impact on medical and school facilities
4. community facilities will not cope
5. Impact on tourism

Gullane Parent Carer Council (0304)

The PCC note that the 4 proposed sites could generate a minimum of 339 houses, growing Gullane by 30% - potentially generating 339 new primary aged children. Parents of primary school children were consulted on development. Overall there are concerns that:

- the formula used by ELC to work out number of pupils generated were inadequate
- Existing school facilities are inadequate
- proposed developments would detrimentally impact on road safety issues around the school;
- proposed developments would not have a positive impact on the school;
- the southern boundary of the school is protected from development and was identified as educational land.

The PCC are concerned that as formula for predicting pupils is inadequate that the 2 additional classrooms and 20 additional nursery places is inadequate. The school is at capacity. A new dedicated hall is required for PE together with a general purpose room and extra toilets.

Gullane Opposing Over Development (0309/3)

Seeks the removal of NK7, NK8 and NK9. The sites are outwith the village and within the countryside.

1. The amount of growth proposed for Gullane is a departure from the SESPLAN Strategic Growth Area.
2. The sites are not suitable for development for reasons relating to infrastructure, transport, education, service provision, village form and design, sustainability, amenity, permeability, visual distinctiveness and landscape character.
3. Conflict with the development plan as the sites are outwith the SDA. SESPLAN states the area of the North Berwick Cluster must not be a focus for additional strategic sites but the SDA should remain the priority.
4. It would not be in the interest of good planning to support a Greenfield allocation before the redevelopment of the Fire Station is complete and this is also against SESPLAN and LDP policy (see page 59).
5. Contrary to Scottish Planning Policy 3 – Planning for housing as the sites are not in the right locations and do not create a quality residential environment.
6. SPP states that policies and decisions should be guided by (para 27 – 29) “avoiding

over development, protecting the amenity of new and existing development”.

7. There will be adverse impacts on the amenity of Gullane, which is a conservation village, contrary to accepted planning policy and guidance in that the Greenfield allocations do not have regard to the nature and scale of development; nor the requirement to integrate into the landscape and reflect quality of place; there should be no significant impact on nearby uses.
8. Development on this scale will give Gullane a highly suburban edge appearance and detract from its individual character and uniqueness.
9. There is no Conservation Area Character Appraisal for Gullane so the proposal cannot be assessed for its impact on the Conservation Area, which could be impacted by parking and degradation of protected areas in general.
10. The proposed development does not respect the character, appearance and amenity of the area, contrary to SPP, Designing Places and the proposed LDP.
11. Impact of the expansion of Gullane on local infrastructure and how this will cope with rapid population increase – schools, local road network and junctions’ ability to accommodate traffic, lack of adequate public transport, foul and surface drainage capacity, medical, surgery and emergency services.
12. Gullane Primary School and a new PE hall is required along with a general purpose room for 30 children and extra toilet facilities. Developers cannot be asked to fund that which is already required.
13. Concern that ELC’s pupil projections will underestimate as they have with recent housing developments in Gullane.
14. Impact on GP services – 10 out of 13 Gullane/North Berwick GPs are within 10 years of retirement.

██████████ (0318)

Accepts that the brownfield site at the old fire school should be developed for housing as 10% growth of Gullane seems proportionate. Requests removal of NK7, Nk8 and NK9 and has the following comments:

1. If the Gullane Greenfield sites are developed in addition to NK6, there would be an unprecedented 30% growth of Gullane, with major cumulative impact. Gullane does not have the infrastructure to support this.
2. Development of the 3 greenfield sites is not sustainable due to poor transport links and consequent increase in CO2 emissions from cars.
3. Given the numbers of new houses to be built in the North Berwick ward and the numbers of commuters and additional road users that will be generated, the LDP should provide for the B1377 to be upgraded and traffic diverted along there rather than on the A198 through the bottlenecks of Aberlady and Gullane.
4. Allowing these greenfield developments would set an undesirable precedent, making it difficult to resist similar proposals that continue to extend Gullane by building on greenfield, prime agricultural land.
5. The emergency service provision for Gullane and surrounding areas is already under pressure with key performance times being missed which development here will exacerbate
6. Gullane Primary school is already near capacity. The numbers of primary aged children generated by development in Gullane will be far greater than the base assumption used by East Lothian Council. The only additional provision for education facilities at Gullane PS in the LDP are 20 extra nursery places and two additional classrooms - this appears to be a gross underestimate of the numbers of children that will realistically be generated if all proposed sites in Gullane are developed.

7. The LDP also seems to suggest that a new 7-aside sports pitch will be provided to the south of Gullane Primary School Gullane if the Gullane Greenfield sites are developed - this is misleading. We have already fundraised locally for the provision of such a pitch to the west of Gullane PS. If Saltcoats (NK7) remains in the LDP then the land to the South of Gullane Primary School should be retained for educational purposes only to facilitate the expansion of Gullane Primary School.

G K Sims (0321)

Requests removal of NK7, NK8 and NK9 be removed as housing sites. The cumulative impact of such a development is unsustainable as:

1. Road network cannot handle an increase in traffic
2. Public transport is not able to handle existing numbers at peak time never mind an increase in numbers:
3. Longniddry and Drem Stations are at capacity
4. Little employment in area which will necessitate commuting leading to increased congestion
5. Impact on services particularly on medical and school
6. Over development of the village is unrealistic
7. 30% growth in village population

Abigail Edmondson (0322)

Requests that NK7, NK8 and NK9 be removed from the plan at this stage, allowing re-consideration once the impact of NK6 is known. The housing proposed for Gullane is disproportionate to the current size of the village and does not take account of existing constraints on infrastructure, transport links, and limitations on local employment opportunities. The sudden change in the scale of the village would not allow for the gradual evolution of services to meet this increased population.

A phased approach would be sensible, with NK6 first, and focussing on affordable housing. NK7, NK8 and NK9 should be removed at this stage. Overall the cumulative impact of all four developments would be significant and detrimental to village life and its primary tourism industry, would impact primary service provision (medical and education) and would put unacceptable pressure on transport infrastructure (in terms of increased commuting into Edinburgh, given the nature of the proposed homes and limited local employment – increasing road traffic and rail congestion at peak times). Developing this level of additional housing stock in a small village such as this would be against the principles of sustainable development for a rural area.

Duncan Edmondson (0324/1)

The 4 sites bringing 300 new houses is disproportionate to the current size of the village seems short sighted and the sudden change in the scale of the village would not allow for the gradual evolution of services to meet this increased population. Priority should be to develop the brownfield site Fire College site (NK6) but developers may target the other sites and this site would be left to decay.

Joanna Greensit (0355)

Having a major green field site will compromise the delivery of the brownfield (firestation) site, which should be developed first. Once this is complete, greenfield sites should be

considered only if additional housing is required. There is a lack of public transport and facilities. The nearest train station at Drem already has insufficient car parking. The cumulative effect of all 4 sites is unbalanced for the size of Gullane. Focus on one single brownfield site first.

David Maitland (0356)

Requests removal of NK7 NK8 and NK9 as:

1. Development will ruin the amenity of this beautiful Conservation Area
2. Development will severely impact day to day life in the village adversely as these 3 sites exceeds what is reasonable in scale
3. The impact of the development of these sites will turn Gullane into a building site for 10 years and will impact tourism.
4. Support building on infill sites and brownfield sites like the Fire College site.(NK6)
5. Inclusion of all 4 sites in the LDP is over development and cannot be absorbed in a village the size of Gullane. Like most towns facilities in the village are already under strain but the added burden of the cumulative development on school and medical facilities will be impossible to deal with without major infrastructure investment and additional resources which need to be in place.
6. This development of executive houses will attract families into the area who commute to Edinburgh and it is already impossible to park at the stations in Drem and Longniddry.
7. Parking in the village would also be impossible and create road safety issues.
8. SESPLAN recognised that Gullane was one of the most inaccessible settlements in the region and has poor road and public transport access so there is no sense in it being included.
9. Inclusion of these 3 sites would adversely impact of the development NK6 and could leave the village with a derelict site while absorbing valuable agricultural land.

Toby Durant (0365)

The cumulative effect of including sites NK7, NK8 and NK9 in addition to NK6 in Gullane would damage leisure and recreation opportunities in a village thriving on tourism and have negative impact on the amenities for local people. The cumulative impact on Gullane and its rural road network has not been thoroughly assessed, in particular the C111 towards West Fenton and beyond to Fenton Barns and Luffness, where use by pedestrians, cyclists, runners and horse riders would become unsafe.

The inclusion of the two major Greenfield sites would compromise the delivery of the Brownfield site. Community facilities cannot meet increased level of demand.

The scale of change and a duration of development of more than 10 years will prove extremely difficult to mitigate thus impacting tourism and day to day life in the Village to an unreasonable level.

Alan Lindsey (0369)

Requests removal of NK7, NK8 and NK9 from the LPD as housing sites as:

1. All forms of access are problematic - Public transport, private cars and delivery vehicles, pedestrian access
2. The stress on services-public transport, schools, health, shops, and the poorly maintained roads will be unbearable and unsustainable if all three sites are developed
3. Development on this scale will ruin the amenity of a village, which the Local

- Authority purports to wish to promote as a tourist, holiday and golfing destination.
4. The sites also comprise prime agricultural land.
 5. Gullane will not be free of disruption from development disturbance for a decade. Who will wish to live or visit an area where roads are constantly being closed to provide access of services to building sites?
 6. If the Council wishes to attain its ill considered agreement to 10000 houses, it should ensure brownfield sites are developed first, including the fire school site at Gullane and in particular, the Blindwells site at Tranent.

Joe Cox (0378)

Seeks removal of NK7, NK8 and NK9. These are "greenfield" sites and should not be prioritised over the redevelopment of NK6. These proposals would increase the size of Gullane by approximately 30% without increasing the infra-structure to support - where is the justification for this magnitude of development?

Alex Brougham (0390)

Proposals at NK6 is an excellent opportunity to provide housing in Gullane proportionate to community and other services and its swift development will avoid blight through its becoming derelict. Requests removal of NK7, NK8 and NK9. NK7, NK8 and NK9 are totally out of proportion and will have a devastating effect on the local landscape and the local community.

The cumulative effect of all 4 sites, increasing the village by 30%, is disproportionate to the existing infrastructure affecting

1. Roads; road access to the proposed sites via West Fenton (C111) is already extremely limited and narrow, with small bridges over Peffer and Mill Burns; parking and road safety is already an issue in Gullane and West Fenton
2. public transport, public transport to Edinburgh is extremely limited. There is no safe access to rail at Drem, as parking is at capacity and the longstanding proposal for a path from Gullane continues to be blocked, making it extremely dangerous to cycle or walk to the station.
3. Schools are already at capacity and the promise of two additional classrooms is clearly inadequate to support the proposed developments, which in total are likely to bring nearly 400 more school children into the area
4. medical and other community services are at capacity
5. employment opportunities

The cumulative effect of developing three greenfield sites in such a concentrated area will:

- a. reduce local employment through the
 - (i) removal of prime agricultural land and the
 - (ii) reduced attraction of the area for tourism, particularly horse-riding, walking, cycling, bird watching and golf.
- b. reduce significantly the local habitat supporting East Lothian's renowned animal and birdlife,
- c. will also be significant disruption to the local community over a very long period given the scale of the proposed development in such a small area

CALA Management Ltd (0393/5)

CALA continues to support the development of site NK7 for residential use. There has

been very limited development in Gullane in recent years and the site at Saltcoats enables the Council and CALA to deliver an attractive well-planned south-eastern edge to Gullane. Saltcoats will deliver a range of house sizes and styles and will contribute to the mix of sites and new homes that can be delivered to Gullane as part of the sites allocated in the emerging LDP. CALA has now lodged an application for Planning Permission in Principle for site NK7 seeking permission for up to 150 units. 150 units represents a more efficient use of the site, whilst indicative layouts and design principles have been broadly welcomed by East Lothian Council. Planning permission in principle is being sought reflecting that other sites in Gullane will come forward for development before Saltcoats, which will follow the Fire Training College and Fenton Gait East. This represents an appropriate phasing in the growth of Gullane.

Simon Capaldi (0401)

[Note: A representation (0402) has been received on NK7, NK8 and NK9 from a person with the same name at the same address. The Reporter may wish to seek clarification as to whether this is the same person.]

Seeks removal of NK7 from the LDP. The site is grade 1 agricultural land and out with the village boundary where there is no clear defensible and robust boundary and it is unsustainable as a development site.

Simon Capaldi (0402)

Seeks removal of sites NK7, NK8 and NK9 from the LDP as the sites:

1. Are outwith the settlement boundary/envelope
2. Have no defensible and robust boundaries.
3. Are unsustainable.
4. Consist of prime grade 1 agricultural land; and
5. The council has not provided any jobs that would provide employment for the proposed home owners/occupiers

Anna Buckby (0403)

The cumulative effective of NK7, NK 8 and NK 9 in addition to NK 6 in Gullane will damage and negatively impact on local amenities, leisure facilities, the village hall, medical facilities, the school and recreation for local residents. Community facilities cannot meet the increased level of demand. Expansion of village would have a negative impact on tourism. The cumulative impact on Gullane's rural road network has not been thoroughly accessed e.g. C111 towards West Fenton and beyond West Fenton and Luffness. Increased use will make the road unsafe and increase personal risk to pedestrians, cyclists, runners and horse riders. This along with the cumulative result in increased traffic will again negatively impact on the nature of the village as a rural community, a tourist place of attraction, place extra demand on parking and increase environmental noise and pollution in this conservation area. The inclusion of two major greenfield sites compromises the delivery of the brownfield site. The scale would be over development and is proportionally unreasonable in this East Lothian village, the community of Gullane cannot meet the increased capacity and the negative impact cannot be mitigated.

Clare Cavers (0416)

Gullane has a brownfield site at NK6 which will offer 100 new homes. Further development in Gullane is not sustainable:

1. there is no employment or services in Gullane
2. Inadequate public transport (no buses, poor parking at Drem station and no adequate cycle route to it) which results in increased car use
3. Saltcoats & Fenton Gait (east and south) are at the opposite end of the village to most amenities again increasing car usage to shops, services and the beach increasing likelihood of accidents for road users and pedestrians, increase wear and tear on roads and increase demand for parking in the village and at the beach
4. Community, School, childminding and medical facilities are at capacity
5. Development of Saltcoats field and Fenton Gait would have environmental and social impacts as it is used for dog walking, children playing, families and world ploughing championship and migratory geese and swans use it

Gail Hardy (0420)

Plan not sufficiently structured to take into account the support services that would need to be in place to serve the proposed expansion. Key services, including education, transport and health services are already at capacity and any expansion need to be predicated on a more robust examination of those services.

The combination of NK6, NK7, NK8 and NK9 sites would deliver a cumulative burden on resources and infrastructure in the immediate vicinity. This infrastructure is not there; with there are changes to the GP surgery, reduction of bus service and only 2 more classrooms at the school, this proposal has not been properly structure. NK6 should be prioritised. As a small community, Gullane is not equipped to cope with more than 50% of the new sites in the North Berwick Coastal area.

James Marshall (0439)

The cumulative effect of including sites NK7, NK8 and NK9 in addition to NK6 in Gullane has not been properly thought through. Objections based on 3 main areas

1. previous submission to ELC in respect of Cala Homes planning application for Saltcoats Field and Fenton Gait [not submitted here]
2. Conclusion contained in report of Public Inquiry ref IQD/2/210/1 [Inquiry on the East Lothian Local Plan 2008] Chapter 9.4 [extract submitted].

Summary of extract: Omission of housing site: Land to the south of A198 at Gullane. The objection concerns a 3.5ha site to the eastern edge of Gullane to the south of the A198. The objector to the ELLP 2008 wished this site to be included. The Report notes that the objection site is clearly identified as being outwith the defined settlement boundary of Gullane and in the countryside. In the Reporters view, the site is quite distinct from the residential area to the west and does not form part of the built up area of the village. The development of the site for housing would result in the loss of a significant area of prime quality agricultural land. Housing on the site would represent peripheral greenfield development that would lead Gullane to be extended to the east into an open agricultural field. The site would not be needed to meet the [former] structure plan base land supply and is likely to be above the maximum number of houses considered under its policies to be small scale. The Reporter has concerns about extending the limit of built development in the village eastwards by some 150m along the A198 into a large, open and generally flat agricultural field.

Such a development would have an adverse impact on the appearance and character of the eastern part of the settlement, particularly when viewed from the A198 and the south. The objector considers the existing eastern edge of the village is weak and detracts from its setting however, the reporter is not persuaded that the appearance of the eastern edge of the village is so unacceptable that it warrants further land release. Allocation of the site would not satisfy structure plan criteria of being small scale and in keeping with the character of the settlement. As there is no need for additional land to meet the strategic housing requirements there would not be any over-riding social or economic benefits arising from residential development.

3. Report by ELC Transportation Planning Engineer, subject to Freedom of Information Request [extract submitted].

Summary of document

Map of field of which NK7 forms part with Transportation comments:

- Access is very difficult to this site without significant urbanisation of the C111 (West Fenton Road). A planning appeal was dismissed for the adjacent site (to the north) at Muirfield Grove for access onto this road (03/00189/FUL)
- A footway would be needed over the full frontage of this site and then continue northwards up to the junction of the C111 with the A198, and should provide a footway link into the existing pedestrian network
- The site has very poor potential pedestrian linkage to the rest of Gullane; the only viable access seems to be through the existing school grounds

Map of site submission reference PM/NK/HSA026b, parts of fields to north and south of A198 to east of Gullane, including NK8 with Transportation comments:

- A footway would be preferred along the south side of the A198 however the difference in site level would make this difficult to achieve – so resulting in a tortuous contrived route for pedestrians to get into town with no pedestrian provision – again not ideal.

Gullane Cluster support

Scottish Environment Protection Agency (0252/59)

The Scottish Environment Protection Agency supports the inclusion of a requirement for a Flood Risk Assessment (FRA) to accompany planning applications at NK6.

CALA Management Ltd (0393/4)

CALA continues to support the redevelopment of site NK6 for residential use. It is an excellent brownfield development opportunity with a capability of delivering a range of house sizes and styles and will contribute to the mix of sites and new homes that can be delivered to Gullane as part of the sites allocated in the emerging LDP. Education, transportation and key infrastructure capacity exists for the development of the College site and this should ensure its early delivery, and in advance of other sites in the village.

CALA Management Ltd (0393/6)

CALA continues to support the development of site NK8 for residential use with an indicative capacity for 50 units. A detailed application for planning permission has now been lodged showing 49 units including 12 affordable homes. There has been very limited development in Gullane in recent years and the site at Fenton Gait East Saltcoats enables the Council and CALA to deliver an attractive well-planned eastern edge to Gullane.

Fenton Gait East will deliver a range of house sizes and styles and will contribute to the mix of sites and new homes that can be delivered to Gullane as part of the sites allocated in the emerging LDP.

Modifications sought by those submitting representations:

PROP NK6: FORMER FIRE TRAINING SCHOOL (BROWNFIELD SITE)

Alan & Geraldine Mogridge (0026); John Slee (0049); Grace Blair and Balfour Blair (0101)

Removal of NK6

David and Audrey Rattray (0015)

Reduce the number of houses by half.

Gullane Community Council (0166/1)

Retain NK6 and remove NK7 and NK8 in that order (which order corresponds to the volume of objections lodged for the premature applications).

Remove the reference to the C111 from the description of site NK6 on page 54 or change the wording from 'must' to 'must not'.

Reassess the build out numbers for Gullane.

If NK8 is removed as a site give it DC8 Status.

Abigail Edmondson (0322)

No specific modification suggested but seeks a phased approach focussing on NK6 and affordable housing.

Gullane Opposing Over Development (0309/3)

A sequential approach to development within the village should be conveyed in the LDP such that until NK6 is built out no other sites should come forward.

PROP NK7: SALTCOATS, PROP NK8 FENTON GAIT EAST, PROP NK9 FENTON GAIT SOUTH (GREENFIELD SITES)

Jennifer Dudgeon (0010); Tom Walker (0014); David & Audrey Rattray (0015); Charlie Laidlaw (0016); Jennifer Hartt (0017); Pat Morris (0018/1); Hellen M Clark (0023); David Robinson (0024); Philip Smyth (0025); Alan & Geraldine Mogridge (0026); Barbara Gibb (0027); A Walker (0028); David Farrer (0029); Antonia Ward (0030); Sir Peter Burt Viking (0035/1); Janette Mosedale (0036); Laura Thomas (0037); Guy Tulloch (0038); Gillian Kirkwood (0039); J McCollom (0043); T I L Burns (0044); W R E Thomson (0045); Fiona Stephenson (0048); John Slee (0049); K M Gray (0051); Dennis W Harding (0052); John Dillon (0055); I A M Cowan (0056); Gordon McLelland (0059); Robert H Pitcairn (0060); Robert Auld (0061); Mr and Mrs Lancaster (0062); Charles Herd (0063); A Darrie (0065); Elspeth Walker (0066); Alison Smith (0067); Marion Caldwell (0068); Michael Black (0069); Lizzie Gray (0071); David Hollingdale (0072); Nicola Black (0073); Joyce Williams

(0078); Debbie Chisholm (0079); Linda Pitcairn (0080); Val Chisholm (0081); Ruth Fraser (0084); Alice du Vivier Ellis (0086); Alan Fraser (0087); M Cochrane (0088); Russell and Gillian Dick (0090/2); Rita Aitken (0091); Anne Forsyth (0092); Mr and Mrs R Taylor (0094); Winifred Walker (0095); Karin E Jamieson (0096); Simon Haynes (0098); Rosie Creyke (0100); Grace Blair and Balfour Blair (0101); Dorothy Arthur (0105); Elizabeth A Allan (0106); Alistair D W Allan (0107); John Downie (0110); Julia Low (0111); Kenneth and Winifred Wright (0113); Joan E Montgomery (0116); S M Reid (0117); Roger G Smith (0118); John M M Todd (0119); Margaret S Smith (0120); Michael J Walker (0121); Mary Scovell (0122); Alastair Creyke (0123); Alistair C Beaton (0124); Lynne Simpson (0125/2); D McCreath (0126); Alastair and Carol McIntosh (0129); Maureen Coutts (0139); William and Dorothy Miller (0145); Clare Jones (0149); P W Millard (0156); W Watson (0159); Colin Hawksworth (0160); Duncan and Julia Sutherland (0163); Peter Wright (0167); Rod Sylvester-Evans (0170); Margaret Reid (0172); E Macdonald (0176); Mary M McCreath (0184); Elizabeth MacCallum (0186); Alasdair Hutchison (0193); Mary Chase (0194); Carol Yarrow (0196); Jamie Perry (0200); Rachel Wallace (0206); Jennifer Nisbet (0211); A W Blackett (0215); Shirley Blair (0220); Alan Blair (0221); Janet Anderson (0222); Emma van der Vijver (0223); Mark van der Vijver (0224); Barry Morrison (0226); Shirley & Andrew Graham (0235); Tim Jackson (0236); William Harry Jackson (0237); Trish Sims (0244); Elizabeth Tennent (0247); Stuart Bendoris (0248); Peter Rae (0249); Andrea Rae (0253); Gillian C Turton (0254); Jason Low (0255); Keith Anderson (0265); Susannah Jackson (0267); David Scott (0269); Catherine Joshi (0270); Kenneth Howey (0271); Manish Joshi (0272); Alasdair Anderson (0275); Thomas Gillingwater (0276); Dr Fiona Ferguson (0279); Clare Tulloch (0288); Gemma Langlands (0289); Alasdair Langlands (0290); Andrew-Henry Bowie (0292); Karen Chapman (0293); Dr C E Thackwray (0294); Ben and Jenni Carter (0298); Anne Watson (0301); Jenny and Stefan Gries (0302); Gullane Opposing Over Development (0309/3); ██████████ (0318); G K Sims (0321); Abigail Edmondson (0322); Joanna Greensit (0355); David Maitland (0356); Toby Durant (0365); Alan Lindsey (0369); Joe Cox (0378); Alex Brougham (0390); Simon Capaldi (0402); Anna Buckby (0403); Clare Cavers (0416); James Marshall (0439)

Removal of proposals NK7, NK8 and NK9

Lucy O'Riordan (0064)

Seeks the removal of proposals NK7, NK8 and NK9 or 'suspension' until the former Fire Station has been fully developed.

Ann and Tony Elger (0011); Caroline Hitchen (0258); Simon Capaldi (0401);

Removal of NK7

Greywalls LLP (0085); Johanna Hoar (0133); Jack Weaver (0134); Ros Weaver (0135); Flora Mclay (0136); Freddy Weaver (0137); Caroline Hitchen (0258); David A Haycock (0210); Yvonne Haycock (0187);

Removal of NK8

Carolyn Fox (0053); Adam Fox (0054)

Removal of NK7 and NK9

Rita Aitken (0091)

This representation may intend the removal of the path through 'the steading' [presumably Fentoun Gait, Gullane] if NK8 is retained.

Martin White (0158/1)

Seeks removal of NK7 and NK9 in that order.

East Lothian Liberal Democrat Party (0300)

No specific modification sought or suggested by the representation would suggest changes are sought to plan to give priority to developing NK6 before greenfield sites

Roderick Robertson (0070) Gill Morrison (0192); The Honourable Company of Edinburgh Golfers (0197); Peter Dornan (0260); Joy Grey (0264); Peter Grey (0266); Duncan Edmondson (0324/1); Frances Cowie (0238); Gordon Cowie (0239); Abigail Hoppe (0250); Andrew Bellamy (0278); Gullane Parent Carer Council (0304); Gail Hardy (0420)

None specified

CALA Management Ltd (0393/5)

Amend the description of NK7 to 'circa 150 units'.

Gullane Cluster support

Scottish Environment Protection Agency (0252/59); CALA Management Ltd (0393/4); CALA Management Ltd (0393/6)

No Modifications

Summary of responses (including reasons) by planning authority:

Jennifer Dudgeon (0010); Ann and Tony Elger (0011); Tom Walker (0014); David & Audrey Rattray (0015); Charlie Laidlaw (0016); Jennifer Hartt (0017); Pat Morris (0018/1); Hellen M Clark (0023); David Robinson (0024); Philip Smyth (0025); Alan & Geraldine Mogridge (0026); Barbara Gibb (0027); A Walker (0028); David Farrer (0029); Antonia Ward (0030); Sir Peter Burt Viking (0035/1) Janette Mosedale (0036); Laura Thomas (0037); J McCollom (0043); T I L Burns (0044); John Slee (0049); Dennis W Harding (0052); Gordon McLelland (0059); Guy Tulloch (0038); Gillian Kirkwood (0039) W R E Thomson (0045); Fiona Stephenson (0048); K M Gray (0051); Carolyn Fox (0053); Adam Fox (0054); John Dillon (0055); I A M Cowan (0056); Robert H Pitcairn (0060); Robert Auld (0061); Mr and Mrs Lancaster (0062); Charles Herd (0063); Lucy O'Riordan (0064); A Darrie (0065); Elspeth Walker (0066); Alison Smith (0067); Marion Caldwell (0068); Michael Black (0069); Roderick Robertson (0070); Lizzie Gray (0071); David Hollingdale (0072); Nicola Black (0073); Joyce Williams (0078); Debbie Chisholm (0079); Linda Pitcairn (0080); Val Chisholm (0081); Ruth Fraser (0084); Greywalls LLP (0085); Alice du Vivier Ellis (0086); Alan Fraser (0087); M Cochrane (0088); Russell and Gillian Dick (0090/2); Rita Aitken (0091); Anne Forsyth (0092); Mr and Mrs R Taylor (0094); Winifred Walker (0095); Karin E Jamieson (0096); Simon Haynes (0098); Rosie Creyke (0100); Grace Blair and Balfour Blair (0101); Dorothy Arthur (0105); Elizabeth A Allan (0106); Alistair D W Allan (0107); John Downie (0110); Julia Low (0111); Kenneth and Winifred Wright (0113); Joan E Montgomery (0116); S M Reid (0117); Roger G Smith (0118); John

M M Todd (0119); Margaret S Smith (0120); Michael J Walker (0121); Mary Scovell (0122); Alastair Creyke (0123); Alistair C Beaton (0124); Lynne Simpson (0125/2); D McCreath (0126); Alastair and Carol McIntosh (0129); Johanna Hoar (0133); Jack Weaver (0134); Ros Weaver (0135) Flora Mclay (0136) Freddy Weaver (0137); Maureen Coutts (0139); William and Dorothy Miller (0145); Clare Jones (0149); P W Millard (0156); Martin White (0158/1); W Watson (0159); Colin Hawksworth (0160); Duncan and Julia Sutherland (0163); K Towler (0164/3); Gullane Community Council (0166/1); Peter Wright (0167); Rod Sylvester-Evans (0170); Margaret Reid (0172); E Macdonald (0176); Mary M McCreath (0184); Elizabeth MacCallum (0186); Yvonne Haycock (0187); Gill Morrison (0192); Alasdair Hutchison (0193); Mary Chase (0194); Carol Yarrow (0196); The Honourable Company of Edinburgh Golfers (0197); Jamie Perry (0200); Rachel Wallace (0206); David A Haycock (0210); Jennifer Nisbet (0211); A W Blackett (0215); Shirley Blair (0220); Alan Blair (0221); Janet Anderson (0222); Emma van der Vijver (0223); Mark van der Vijver (0224); Barry Morrison (0226); Shirley & Andrew Graham (0235); Tim Jackson (0236); William Harry Jackson (0237); Frances Cowie (0238); Gordon Cowie (0239); Trish Sims (0244); Elizabeth Tennent (0247); Stuart Bendoris (0248); Peter Rae (0249); Abigail Hoppe (0250); Andrea Rae (0253); Gillian C Turton (0254); Jason Low (0255); Caroline Hitchen (0258); Peter Dornan (0260); Joy Grey (0264); Keith Anderson (0265); Peter Grey (0266); Susannah Jackson (0267); David Scott (0269); Catherine Joshi (0270); Kenneth Howey (0271); Manish Joshi (0272); Alasdair Anderson (0275); Thomas Gillingwater (0276); Andrew Bellamy (0278); Dr Fiona Ferguson (0279); Clare Tulloch (0288); Gemma Langlands (0289); Alasdair Langlands (0290); Andrew-Henry Bowie (0292); Karen Chapman (0293); Dr C E Thackwray (0294); Ben and Jenni Carter (0298); East Lothian Liberal Democrat Party (0300); Anne Watson (0301); Jenny and Stefan Gries (0302); Gullane Parent Carer Council (0304); Gullane Opposing Over Development (0309/3); ██████████ (0318); G K Sims (0321); Abigail Edmondson (0322); Duncan Edmondson (0324/1); Joanna Greensit (0355); David Maitland (0356); Toby Durant (0365); Alan Lindsey (0369); Joe Cox (0378); Alex Brougham (0390); Clare Cavers (0416); Simon Capaldi (0401); Simon Capaldi (0402); Anna Buckby (0403); Gail Hardy (0420); James Marshall (0439)

The Council submits that the following matters are not material issues for the LDP: impact on house prices or ownership of private housing; impact on views from private residential property where these are not listed buildings; lack of maintenance of land, buildings or roads; poor driver/cyclist behaviour; the integrity of, or statements given by house builders in respect of planning applications; the motivations, integrity or character of Scottish Government or East Lothian Council; previous advice on the policy position or status of land that is now the subject of review through the LDP process.

Response to General Points Raised in Unresolved Representations

There are four sites in Gullane that the proposed LDP seeks to allocate for housing. These are site NK6: The Former Fire Training School, which is a brownfield site within Gullane, and sites NK7, NK8 and NK9 that are greenfield sites to the south and east of Gullane. Taken together these sites have an overall capacity for around 300 homes, of which around 100 could be delivered on the brownfield site. These sites are proposed to be allocated by the LDP to help meet the Housing Land Requirement set by SDP1 and its associated Supplementary Guidance on Housing Land, and to help maintain a five years' supply of effective housing land.

The SDP with its Supplementary Guidance on Housing Land requires the LDP to ensure sufficient housing land is available to deliver 6,250 homes in the period 2009 to 2019 and

a further 3,800 homes in the period 2019 to 2024. In total, sufficient housing land is needed so 10,050 homes can be built in the period 2009 - 2024. The Council's approach to planning for housing set out in the proposed LDP is explained within Technical Note 1.

However, there are a number of unresolved representations to the Council's approach to Planning for Housing. Some of these representations seek the allocation of more housing land, whilst some seek a reduction in the amount of housing land to be allocated. The Council's response to these representations is set out at Issue 12: Planning for Housing and within its Position Statement on Planning for Housing (CDxx).

The Council's overall conclusion in respect of Issue 12: Planning for Housing is that the LDP proposes to allocate an appropriate and sufficient amount of housing land, and that it will provide an appropriate and sufficient range and choice of site types and sizes in marketable locations that are effective, or can be made effective, during the LDP period. The Council has reached this conclusion based on anticipating the development of all the housing sites proposed to be allocated by the LDP, including those at Gullane.

The Council submits that SDP Policy 1A: The Spatial Strategy: Development Locations requires the LDP to direct '*strategic development*' within East Lothian to the East Lothian Strategic Development Area (SDA). Policy 1B: Development Principles requires the LDP to allocate sites which meet specified criteria, including avoiding significant adverse impacts on designated sites and having regard to the need to improve quality of life and deliver high quality design and energy efficiency. SDP Policy 1B applies to development proposals within and outwith SDAs. The implication of SDP Policies 6 and 7 is that they make provision for LDPs to allocate a range of housing sites types and sizes in marketable locations to help maintain a five years' supply of effective housing land.

SESplan has defined the East Lothian SDA using its spatial strategy assessment (see the SDP Spatial Strategy Assessment Technical Note) (CDxx). SESplan applied assessment criteria to different areas within the city region. A comparative analysis was undertaken by SESplan to establish which areas should and should not be included within an SDA. The East Lothian SDA follows the A1 and east coast main railway line corridor, and excludes North Berwick and the coastal settlements. However, notwithstanding the provisions of SDP Policy 1A, the Council submits that the SDP is clear that it expects the LDP to '*focus on*' the SDA when seeking to find locations for development (SDP paragraph 18 and 22). In respect of the allocation of additional housing land, the SDP expects the LDP to give '*priority*' to the development of brownfield land and to land within the SDA (SDP paragraph 26). The SDP is also clear that new development proposals must complement and not undermine the delivery of committed development / sites (SDP paragraph 18: The Spatial Strategy). The SDP expects LDPs to identify the most suitable locations for housing development (SDP paragraph 56).

In respect of the scale and distribution of Housing Land Requirements, the SDP required that Supplementary Guidance be prepared by SESplan to set the additional housing requirements for East Lothian's LDP (SDP paragraph 56). The preparation of this guidance was to be based on a 'fresh' analysis of development opportunities and of environmental and infrastructure opportunities and constraints in the SDP area. This analysis is set out in the Supplementary Guidance Housing Land Technical Note (May 2014) Section 7: Delivery (CDxx). This is a refresh of the SDP Spatial Strategy Assessment Technical Note (CDxx). In respect of the East Lothian Coastal assessment area, the findings of the refreshed strategic assessment are as follows:

- **Accessibility:** Whilst the East Lothian Coastal area is the least accessible part of East Lothian that was assessed in regional terms. However, in an East Lothian context the Council's assessment of the accessibility of Gullane reveals that it is a relatively accessible settlement being within the 50% least deprived areas in terms of accessibility (See also MIR page 13 and Monitoring Statement paragraph 115);
- **Infrastructure capacity:** Education capacity is available and can be provided at Gullane Primary School and can be provided at North Berwick High School. Waste water drainage capacity exists at the treatment works that serves Gullane and Aberlady. Importantly, drainage constraints at North Berwick will constrain development beyond local plan and proposed LDP allocations at that settlement, particularly in the short term and more allocations there may undermine committed sites. This is reaffirmed by the Council's assessment of infrastructure opportunities and constraints undertaken in the preparation of the MIR (See MIR pages 15 – 24);
- **Land Availability and development capacity:** During the preparation of the SDP little or no capacity beyond sites identified in local plans was identified. However, a 'call for sites' exercise undertaken by the Council in the preparation of the MIR / LDP revealed a number of potential more local (rather than strategic) development opportunities, including a range of potential development sites at Gullane (See Strategic Environmental Assessment Site Assessments: Appendix 10);
- **Green belt:** There is no green belt designation in the East Lothian Coastal area;
- **Landscape designations:** There are landscape designations at North Berwick Law, and along the coastal stretch from Aberlady to North Berwick, and there are some designed landscapes. Further detailed work on this has been carried out by the Council in the preparation of the MIR / LDP and this is explained in the Strategic Environmental Assessment Site Assessments (Appendix 10 pages 47 - 74);
- **Regeneration potential:** Limited regeneration opportunities exist within the East Lothian Coastal area. This is reaffirmed by the Council's assessment of such opportunities undertaken in the preparation of the Main Issues Report (See MIR pages 15 – 24);
- **Prime agricultural land:** The strategic assessment notes that the area between Gullane and North Berwick is not prime quality agricultural land and that prime quality land is located further inland. The Council's further detailed work done in the preparation of the LDP notes that the sites proposed to be allocated fall within the Class 2 and 3.1 categories of prime quality agricultural land (see Strategic Environmental Assessment Site Assessments: Appendix 10 page 16 and pages 47 – 74);
- **Transport:** The strategic assessment notes that there are minor but not significant delays on the A198 coastal route and that the area is affected by wider strategic cumulative constraints on the road and rail networks. The Council has carried out further detailed work and a Transport Appraisal in respect of this point, and identified appropriate mitigation measures to address these issues.

Whilst the SDP and its Supplementary Guidance on Housing Land do not include the East Lothian Coastal area within an SDA (and therefore do not identify this area as an appropriate one for 'strategic development') the SDP is nonetheless clear that the SDA is not the only location that can be considered suitable for additional housing development.

The SDP states that larger scale housing proposals coming forward in locations outwith the SDA, or outwith other land allocated in LDPs, are unlikely to be acceptable if their location is not sustainable and / or public investment in additional infrastructure is required (paragraph 114). It continues to state that local planning authorities may consider it appropriate to support new development on greenfield land outwith the SDA, either when

allocating land in LDPs or in granting planning permission to maintain a five years' effective housing land supply - i.e. LDPs can make such allocations not only to maintain a supply of such land. In these circumstances, proposals are to comply with SDP Policy 7.

Whilst the Council notes that the SDP promotes '*modest*' additional growth of existing settlements (page 8 East Coast Spatial Strategy), the SDP does not specify how this should be applied in the context of its development requirements, including those set out in its Supplementary Guidance on Housing Land. The Council submits that neither SPP (2014) nor the SDP set a limit on the level of expansion of a settlement, nor do these documents require new development to be spread evenly across an area. There is no housing 'quota' for any individual cluster; East Lothian was considered as a whole when seeking locations for new development. SPP (2014) sets out in paragraph 29 an enabling policy context to guide planning decisions. SPP (2014) paragraph 80 notes that prime quality agricultural land may require to be developed as part of the settlement strategy.

The first stage of the Council's site identification and selection was a call for sites prior to the preparation of the Main Issues Report. This non-statutory stage was important to help identify sites with a landowner willing to release them for development as well as where there may be developer interest to build homes to meet the SDP Housing Land Requirement. Sites considered suitable for development were presented in the MIR with Preferred Sites and Reasonable Alternatives identified, and in some cases Other Options too (for the reasons explained at paragraph 6.2 of the MIR). The Council submits that these strands of work taken together sought to identify and consult on a wide range of potential development locations and sites, including brownfield and greenfield sites, to inform the preparation of the proposed LDP.

As such, available and suitable urban brownfield development opportunities were considered and identified by the Council. Yet there are very few meaningful urban brownfield sites remaining across East Lothian. This is due to the successful implementation of planning policies that allow infill development to take place within urban areas. Some brownfield sites are in locations that may not be suitable to specifically identify for housing development, for example due to their location or a lack of infrastructure. All proposals for development will be considered against relevant LDP policies should suitable windfall proposals emerge. Brownfield sites not already identified in previous local plans and that are available and suitable for housing development are included within the LDP - e.g. Former Fire Training College in Gullane (Site NK6). However, the LDP accepts that greenfield sites and prime quality agricultural land will be required to meet the SDP Housing Land Requirement (LDP page 9: Objectives and Outcomes: Promote Sustainable Development: bullet point 2). This is consistent with SPP (2014) paragraph 80.

When preparing the MIR and selecting sites, the Council took into account the results of relevant assessment and appraisal, including cumulative effects, through Strategic Environmental Assessment (SEA) and Transport Appraisal. Consideration of infrastructure opportunities and constraints featured, including where existing facilities have capacity or can be expanded or where new facilities will be required to accommodate development. Preliminary work on Habitats Regulation Appraisal (HRA) was carried out at this stage. Preferred sites and reasonable alternatives were identified in consultation with internal / external service / infrastructure providers / consultees, including SNH, SEPA, HES.

The MIR consultation responses in respect of Gullane from local residents and the community Council revealed overall support for the allocation of site NK6, and overall opposition to each of the three greenfield sites (though proportionately more so to NK7

than NK8 and NK9). Gullane Area Community Council was supportive of NK9 but opposed NK7 and NK8. Furthermore, it supported development of NK6 but an element of employment use was suggested there alongside housing: this is provided for by the proposed LDP. Yet there was generally perceived to be more support for the reasonable alternative sites NK8 and NK9 at Gullane than for the Council's preferred site NK7.

However, the Council submits that there were also responses to the MIR from landowners and developers and the house building industry. These suggested that significantly more housing land than was 'preferred' to be allocated by the MIR would be required in East Lothian to meet the SDP Housing Land Requirement and to maintain a five years' supply of effective housing land, particularly in the short term up to 2019. Those consultation responses also suggested that a combination of the 'compact' and 'dispersed' spatial strategy options consulted on at MIR stage should be followed by the proposed LDP, as all of East Lothian is a marketable location.

The Council submits that in the preparation of the proposed LDP it took into account the responses to the MIR, SPP (2014) including its principal policies, the development requirements and spatial strategy of the SDP and its Supplementary Guidance on Housing Land as well as its own assessment of the principal physical, social economic and environmental characteristics of the area, as summarised within Section 2 of the MIR.

When selecting sites for inclusion in the proposed LDP, the Council looked first to those which were 'preferred' in the MIR and which had no technical issues in principle raised through the MIR consultation. However, further sites were needed over and above those and many of the 'reasonable alternative' sites in the west of East Lothian were chosen for inclusion within the proposed LDP. Overall, most of the 'reasonable alternative' sites are included within the proposed LDP, including NK8 and NK9. However, sites at east Tranent (ALT – T5, T6 and T7) were not selected despite being within the SDA for the reasons explained within the MIR and because it was considered they may prejudice the development of Blindwells. Land at Eweford (MIR reference ALT-D1) was not included as it was a large site, the majority of which could not be developed in the short term.

In the context of the East Lothian coastal settlements North Berwick is the largest settlement with the most existing facilities, but it is constrained from further growth beyond those sites proposed to be allocated by the LDP unless and until foul drainage capacity is increased at the town. The proposed LDP carries forward or allocates new land for housing with a capacity for around an additional 800 homes at North Berwick. Of the other coastal settlements Gullane is the one with the second highest level of amenities and services, and it is within a marketable location. The sites proposed to be allocated at Gullane have an overall capacity for around 300 homes. In that context, the Council submits that the sites proposed to be allocated in Gullane are appropriate in relation to the scale of housing allocations at North Berwick and within the SDA. This is particularly true considering that there is a brownfield site at Gullane that can provide around 100 homes.

Whilst there was less opposition through the MIR consultation to sites NK8 and NK9 than to NK7 (in particular NK9, which had the support of the Community Council), the Council submits that, it would not have been appropriate to include those sites in the proposed LDP instead of NK7. This is for the reasons given above and because all sites proposed to be allocated by the LDP, especially in the period to 2019, will be needed to help meet the SDP Housing Requirement. Site NK7 was originally the Council's preferred site. It can also provide land for additional school campus should this be required in future.

The allocation of sites NK7, NK8 and NK9 would not prejudice the delivery of housing on NK6. The Council is minded to grant a planning application (15/00769/PPM) for residential development at NK6. Once a planning permission is in place it is for the developer to decide the start date and rate of development. Due to the need to provide a five years' supply of effective housing land it would not be appropriate to wait until consented – e.g. brownfield sites – are developed before allocating / releasing more (greenfield) land (SDP paragraph 115 refers). The Council therefore submits that such a phased approach is not required to encourage the development of NK6, nor would it be an appropriate one for the LDP to follow in the circumstances.

Throughout the process of LDP preparation, wide-ranging consultation has been undertaken internally within ELC and externally with Key Agencies and Consultation Authorities including SEPA, SNH, HES and Scottish Water as well as with the public and other stakeholders. Strategic Environmental Assessment site assessments have been carried out and consulted on (CDxx). Transport Appraisal, Habitats Regulation Appraisal and Strategic Flood Risk Assessment have been prepared (CDxx).

These assessments include assessment of effects on the road and rail network capacity, and measures have been included within the LDP to address issues, as well as effects on educational capacity, and the extension of existing schools or the provision of new ones is planned. Habitat Regulation Appraisal identified the potential for cumulative impact of development of the sites on the Firth of Forth SPA, yet the HRA considered there is sufficient flexibility at project level such that an adverse impact on the integrity of the Firth of Forth SPA is avoidable: SNH has endorsed this view in its response to the proposed LDP (CDxx). From these assessments, some issues including cumulative effects were identified, but these are acceptable or capable of adequate mitigation at project level.

The Council submits that the LDP spatial strategy prioritises brownfield land and land within the East Lothian SDA as locations for new development. Most of the land proposed to be allocated for housing development is in locations within the East Lothian SDA. The LDPs 'compact' spatial strategy also directs the majority of new housing land allocations to the main settlements in the west of the SDA. This is for the reasons explained within the MIR (pages 32 – 43) and LDP (paragraphs 2.1 – 2.13). Yet the LDP spatial strategy also reflects that there is need and demand for new homes in the east of East Lothian and that mobile demand dissipates as distance from the regional core increases (LDP paragraph 1.21 and 2.4). The overall amount of housing land to the east of the area and outwith the SDA is less than within the SDA and the west of the area. The Council submits that the spatial strategy approach to satisfying the LDP Housing Land Requirement is appropriate.

Additionally, maintaining an effective five years supply of effective housing land means providing a range and choice of site types and sizes in marketable locations. Smaller sites in such locations are likely to be capable of delivering homes in the short term to 2019. Larger sites will deliver more homes in the period post 2019 than before 2019. A range and choice of smaller housing site allocations are made in marketable locations within and outwith the SDA where housing need and demand exists and can be met. This range and choice of site types, sizes and locations will help ensure an adequate five-year effective housing land supply. All housing allocations will help meet the SDPs Housing Land Requirements, but this does not mean they are 'strategic development' because of this.

The Council submits that it is the ability to satisfy SDP Policy 1B and SDP Policy 7 at project level that allows the Council to promote the principle of allocating the Greenfield sites NK7, NK8 and NK9 at Gullane within the LDP for housing development in a location

outwith the SDA.

SDP Policy 7 states that sites for greenfield housing development proposals within or outwith the SDA may be allocated in LDPs or granted planning permission in order to maintain a five years' supply of effective housing land, subject to satisfying each of the following criteria:

- a. the development will be in keeping with the character of the settlement and local area;
- b. the development will not undermine green belt objectives, and
- c. any additional infrastructure required as a result of the development is either committed or to be funded by the developer.

The Council submits that the sites proposed to be allocated by the LDP at Gullane meet the terms of SDP Policy 7 and satisfy SDP Policy 1B, and so are appropriate sites in principle to allocate for housing development.

Detailed Points Raised in Unresolved Representations

Environment

The Council submits that the Strategic Environmental Assessment is used as a tool to help predict strategic and significant environmental effects of the proposed LDP.

However, the Council submits that even if the SEA predicts that a site (or sites) would have a negative or positive environmental effect this is not itself a reason for allocating or not allocating the land for development.

The Council submits that one of the key purposes of SEA is to predict and evaluate significant environmental effects and to identify mitigation as relevant, as explained by the Draft SEA Environmental Report (SEA Environmental Report section 1.3.2 paragraph 5) (CDxx).

Climate change/greenhouse gases

In order to minimise CO₂ emissions, the overall LDP spatial strategy focuses development in the most accessible locations and locations accessible via public transport. Gullane is in principle a suitable location for housing development due to it being the second largest settlement in the North Berwick cluster and given its relative accessibility and the range of facilities and amenities available locally such as shops and schools.

However, new development will realistically lead to some increase in car-based journeys and resultant greenhouse gas emissions. In overall terms this is an effect which is unavoidable if the SDP Housing Requirement is to be met. This has the potential to be offset somewhat by NK7, NK8, and NK9's south facing aspect which lends itself to development that is resource efficient through siting and design (e.g. solar gain). Policy SEH2 will also apply once the LDP becomes operative.

Overall Character

Although the LDP proposes new development sites at Aberlady, Castlemains in Dirleton and Ferrygate, North Berwick, as well as those in Gullane, open areas remain and would

be protected from inappropriate development by proposed LDP policies on countryside (Policy DC1), coast (Policy DC6) and Countryside Around Towns (Policy DC8). The sites themselves will be designed in accordance with the proposed development briefs and design policies of the LDP which will help them integrate into their surroundings.

Neither SPP nor the SDP suggest that new development should be spread out across a settlement, rather than be focussed on one general area, but directs it to the most suitable locations. In Gullane's case, Gullane Bents to the north, golf courses to the west and northeast, and the sensitivity of the setting of and views from Greywalls in the east, limit scope for expansion in those directions. The sites proposed to be allocated are the most logical extension to the settlement. The sites would not constitute ribbon development which is development on either side of a road, with little behind. The allocation of the sites allows for good urban design and would consolidate the settlement form as it would mirror development on the north of the A198.

Overall, Gullane will retain its character as a medium sized coastal settlement in an open landscape. The settlement will expand, but this is not necessarily negative. The sites are a logical extension to the village adjacent to existing housing. The living environment will remain of a high quality. Gullane's character will not change in an unacceptable way and it will remain an attractive place.

Landscape

The sites proposed to be allocated for development at Gullane are not within any areas nationally or locally designated for landscape interest. A Landscape Designation Review was carried out to inform the LDP (Technical Note 9) and these sites were not identified for inclusion in Special Landscape Areas. SEA site assessment found no adverse landscape effect for development of NK6. For the greenfield sites, SEA site assessment found development was an extension into the surrounding open rural landscape, which could be mitigated by planting softening the edge of development.

Overall, a significant amount of greenfield land is proposed to be allocated within East Lothian to meet the SDP's Housing Land Requirements. The LDP accepts that some change will be required to accommodate the development requirements of the SDP (see LDP paragraph 2.1). Inevitably, land has been allocated outwith existing settlement boundaries to achieve this. Draft Development Briefs for NK7 and NK9 as well as NK8 show how new boundaries will be treated to provide a defined settlement edge to Gullane.

The LDP recognises in paragraph 2.167 that some land at Fenton Gait East (NK8) is important to the setting of Gullane, and that open views from Greywalls (a category A listed building) over the site to the Garleton and Lammermuir Hills were intentionally framed to form their principal vistas. Assessment through SEA found the original site submission SEA reference PM/NK/HSG026b could have impacts on key views. This larger site included land to the north of the A198 directly in front of Greywalls. The site assessed was reduced in size to make the allocation at NK8. It is the Council's assessment as stated in the LDP is that a limited scale of housing development would be possible without adversely affecting these views. The guidance in the Development Brief for NK8 on how the eastern edge of the development could be treated will help conserve views from Greywalls.

The field by Greywalls to the north of the A198 and to the south of the A198 and east of NK8 and NK9 has also been included in a Countryside Around Town area. Proposed LDP

Policy CH6 protects sites on the Inventory of Historic Gardens and Designed Landscapes while Policy CH7 protects Greywalls and its landscape setting specifically. This will be taken into account at project level. Historic Environment Scotland, which has a remit covering Category A Listed Buildings and Historic Gardens and Designed Landscapes, does not object to the allocation of NK8.

The Council submits that landscape and visual impacts are not unacceptable, the sites being a logical extension of Gullane. Other policies of the plan (including DC8) would conserve the landscape setting of Gullane beyond these development areas.

The Council considers that site NK8 should be allocated for housing and that Policy DC1 should not be applied to that land. On this basis, it would not be appropriate to apply Policy DC8, as the land is considered suitable for development by the Council.

One representation (0026) states that the objectors were advised that site NK6 was green belt. It is not clear the source of this advice but this is not and has never been the case.

Historic built environment

None of the four sites proposed to be allocated at Gullane are within or adjacent to the Conservation Area, and views from and of the Conservation Area are limited; the new development would be seen in the context of existing largely modern housing development. The Council submits that LDP Policies CH1 – C9 provide for the protection and enhancement of the historic environment and provide a suitable basis against which relevant proposals can be assessed at project level.

Through consultation prior to the MIR Historic Environment Scotland noted that the Saltcoats Field site as proposed (SEA reference PM/NK/HSG060) was adjacent to the boundary of Gullane Conservation Area and had the potential to affect the setting of Saltcoats Castle Scheduled Monument. The area of land to be allocated (as NK7) was accordingly reduced in size to avoid this impact.

ELC acknowledge the lack of Conservation Character Appraisal for Gullane Conservation Area and submits that this will be progressed as supplementary planning guidance when the plan is operative (LDP paragraph 6.44). The Council submits that there will not be a significant adverse impact on any Conservation Area directly or indirectly through increased traffic from the allocation of these four proposed development sites.

West Fenton consists of a number of Listed Buildings, these being a group of farmhouses, farm cottages and walls. They are around 800m distant at their closest point from all of the proposed sites and are separated from them by gently sloping arable fields. Development of the proposed sites will not affect the setting of these listed buildings due to distance, topography and the nature of the listed buildings. No footway or additional lighting is proposed on the C111 near to these buildings so would have no impact on them.

Greywalls is a Category A listed building. LDP Policy CH1 provides that new development that harms the setting of a listed building will not be permitted. NK8 was restricted in size from the original site submission to avoid impacts on views from Greywalls (see above) and Greywalls' setting will not be affected due to topography and distance. The setting of Greywalls is specifically protected by Policy CH7.

Historic Environment Scotland makes no representation on any of the Gullane sites as included in the LDP.

Design

It is the intention of the LDP to create mixed communities with a full range and choice of house types and sizes (para 7.12); there is no specification for executive/luxury/higher value homes. LDP Policy DP3 on density will help secure a range of house types and sizes. House type and design will be addressed at the project stage. At project level, all development will be subject to design policies DP1 and DP2, which will secure designs that integrate with the local landscape and townscape and create a sense of place.

Scottish Planning Policy 3 – Planning for Housing has been superseded, however, the Council considers that the proposed development is in the right location and will be capable of providing a quality residential environment.

A representation (0164) suggests that the two sites to the east end of the village NK 8 and NK 9 do not work well together and should be redrawn so that a brief can be prepared to achieve and improved road layout. The Council submits that NK9 can be accessed via the C111 and that NK8 can be access from the A198. Path connections can be provided beside the C111 and through sites NK7 and NK6 to local services / facilities.

At NK6, the Council is minded to grant planning permission 15/00760/PPM for the development of up to 125 housing units subject to the conclusion of a Section 75 agreement. While the Council would support some employment use on this site, housing use alone is also acceptable. The Council considers this site suitable for 125 units and that it is not over-development and is compatible with achieving good design. Both SPP and the SDP encourage the prioritisation of brownfield sites. Reducing housing numbers here may mean more greenfield sites would need to be found elsewhere.

Land to the southern boundary of Gullane Primary School within NK7 has been identified for the potential expansion of the school if required.

NK7 is bounded by a track to the south and a suitable site boundary can be formed as shown in the draft Development Brief.

Biodiversity

The potential effect of development on proposed sites of biodiversity designations, habitats and protected species was considered in the process of site assessment for the SEA and no negative effect was identified. None of the four sites are within any areas designated for their international, national or local nature conservation importance. The Wildlife Information Centre have no records of protected species there. There have been no records of Notable Species within the sites though some Notable Species were recorded within 100m of NK7 Saltcoats.

The greenfield sites are within 2km of the Firth of Forth SPA and have potentially suitable habitat and were therefore screened into Habitats Regulation Appraisal of the LDP. The draft HRA notes in paragraph 4.8 that the three sites overlap or lie adjacent to known pink-footed geese (the geese being a qualifying interest of the Firth of Forth SPA) feeding area which also extends over a much wider inland area. The Habitats Regulation Appraisal of

the LDP Paragraph 4.82 states that the proposed developments would result in the loss of a field for feeding and also bring disturbance closer to the feeding area. There was potential for cumulative impact on the Firth of Forth SPA however, the HRA concluded that there is sufficient flexibility in the development of the sites that an adverse impact on the integrity of the Firth of Forth SPA is avoidable at project level (paragraph 3.2 and 4.85). Habitats Regulation Appraisal and if necessary Appropriate Assessment of proposals will be necessary and is provided for in Proposals NK7, NK8 and NK9.

Residential amenity and noise

Policy RCA1 provides that residential amenity will be protected from adverse impacts. Policy NH13 will ensure that acceptable levels of noise are maintained. Amenity issues relating to disturbance, noise and dust arising from operation or construction will be addressed at the project stage if required and conditions on planning permission applied if necessary. The Council does not expect national standards on noise to be breached through development of any of these four sites. Privacy issues will also be addressed (the A198 is a public road and it is not considered that access to NK8 would affect the privacy of housing opposite). Amenity issues are not expected to arise from an increase in traffic where this is within the capacity of the road network including at West Fenton.

Soil and Prime agricultural land

NK7, NK8 and NK9 are all on prime agricultural land. Due to the distribution of prime agricultural land in East Lothian its development will be necessary to achieve a settlement strategy that meets the SDPs development requirements, taking into account the range of factors set out in SPP paragraph 40 and 80.

Representation (0035/1) states that site NK7 (as shown by the LDP) includes rare minerals and geology. Rare soil (brown calcareous) was identified in the western part of the original site submission in the SEA site assessment; this part of the area was not included in the NK7 allocation. A geological audit of East Lothian was carried out and this area was not identified as a locally notable site (see Technical Note 11).

Air quality

The LDP acknowledges that air quality is an important element in sustainable placemaking, contributing to health and well-being, as well as environmental protection. The main source of air pollution in East Lothian is emissions from road traffic. An Air Quality Management Area (AQMA) has been declared in Musselburgh High Street and an Action Plan has been published (February 2017). Air quality continues to be monitored at other locations, including Tranent High Street. National Air Quality Standards are not expected to be exceeded elsewhere including at Gullane.

Development of development sites including in Gullane will contribute additional traffic to the road network and so some impacts on the air quality of Musselburgh High Street and Tranent Town Centre may occur. Accordingly, appropriate and proportionate financial contributions towards mitigating traffic management measures will be sought for interventions at Tranent and Musselburgh (see Policies NH12 and T19 and Proposals T20, T21 and Policy T26 and Proposals T27 and T28) as set out in the draft Supplementary Guidance: Developer Contributions Framework.

Pollution

SEPA did not raise concerns over pollution on the beaches.

Infrastructure

The Council submits that extensive consultation in relation to infrastructure planning required in association with new development planned for by the LDP has been carried out during LDP preparation.

The key items for which developer contributions will be sought are identified by the LDP. These include items in respect of the strategic and local road network and the rail network, schools, medical facilities and community facilities. The LDP contains a series of policies and proposals that identify the need for mitigation, including in respect of transportation, education and community facilities provision, which is set out in Table DEL1 to be delivered through Policy DEL1 as appropriate. Policies in respect of transportation seek to promote an appropriate modal hierarchy e.g. active travel, public transport and private vehicles. The Council has addressed unresolved representations in respect of these issues in relevant Schedule 4 forms.

The Council has also published draft Supplementary Guidance: Developer Contributions Framework to set out in more detail than would be appropriate in the LDP itself the need for additional infrastructure capacity and how mitigation will be provided, including the developer contributions that will be sought towards this from applicants and developers. The Council has published Technical Note 14 and a Transport Appraisal (CDxx) explain the approach it has taken to infrastructure issues.

The LDP and draft Supplementary Guidance: Developer Contributions Framework are also clear that additional developer contribution requirements may be identified through the Development Management process at project level.

Roads – strategic

A Transport Appraisal was carried out in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. This work has identified where there are capacity constraints and identifies where mitigation is required and what form it will be required to take. This is reflected in LDP Policy T32, which states that a package of transportation interventions to mitigate the cumulative impact of development (including the four Gullane sites and others) on the transport network has been identified by the Council in consultation with Transport Scotland.

The Transport Appraisal identifies mitigation at Section 5. Land is safeguarded where required to deliver these interventions (see LDP Proposals T9, T15 and T17, T20 and T21, T23 - T28). The draft Supplementary Guidance: Developer Contributions Framework identifies that sites NK6, NK7, NK8 and NK9 fall within the contribution zones for junction improvements at Old Craighall A1(T), Salter's Road A1(T) Interchange, Bankton A1 (T) Interchange, as well as for cumulative impacts on the local road network Musselburgh and Tranent town centres. Contributions will therefore be sought to address these capacity issues, and the Council will manage the capacity of the road network as appropriate.

In particular, the paragraph 5.2.4 of the Transport Appraisal is clear that other than the

interventions identified there is no need for any more mitigation (other than site specific works) to accommodate the proposed development on a cumulative basis.

Roads – local

Gullane has a range of local services (schools, shops, leisure and medical facilities etc) that will reduce the need to travel. It is accepted that there will be more trips on local roads including country roads but flows are modest and the increase in traffic would be within their capacity other than where specific issues and associated mitigation is identified. The B1377 has sufficient capacity to accommodate vehicle trips and drivers can make their own route choices. Whilst there is a small bridge on the C111 which cannot accommodate 2-way traffic, it is an existing structure and this issue can be adequately addressed by other means – e.g. signage or signalisation etc.

The Transport Appraisal identifies mitigation at Section 5. In particular, the paragraph 5.2.4 is clear that other than the interventions identified there is no need for any more mitigation (other than site specific works) to accommodate the proposed development on a cumulative basis.

The Council submits that for specific events traffic management plans are put in place working in partnership with Police Scotland, if necessary incorporating diversions etc.

In respect of those matters raised in representation 0439 concerning previous comments provided by the Head of Infrastructure for the preparation of the LDP, the Council submits that these issues were identified as matters that would need to be resolved at project level. The Council submits that they have been addressed in the assessment of proposals for site NK6 and are being addressed in the assessment of proposals for site NK7 and NK8 (applications which are currently being assessed) and will be addressed through proposals for site NK9.

There is no identified need for a Gullane bypass. At project level, the Council does not intend to seek widening of the C111 to the south of the NK7 site, as this would likely encourage more trips along this route. The Council would prefer vehicles to use the A198 to destinations such as Edinburgh, and also the B1345 to Drem. The C111 can be widened northward to the A198 to encourage this. There will however always be some vehicles that use the C111 and although the road is of a C classification it has sufficient capacity to accommodate these additional trips.

The Council recognises that some roads including the C111 are used recreationally, and notes the work done by the Riding for the Disabled charity; however, the primary function of roads is to facilitate travel. All road users (including drivers, horse riders, cyclists and pedestrians) are expected to observe the Highway Code to ensure safety.

ELC provides a transport service for children living in West Fenton (e.g. via taxi) to get to Gullane Primary School, with children going to North Berwick being picked up by bus. Visibility for access to Craighhead Cottage appears to be impaired by lack of maintenance of the hedge on the part of its owners, and attention to this would improve the situation.

ELC considers that access to all sites can be satisfactorily achieved. Details of access and site specific traffic impacts (including construction traffic and service vehicle routes) will be addressed at project level, in line with LDP Policy T2 and guided by the draft Development Briefs. Improvements including widening of the C111 to allow two-way traffic between NK7

and the A198, and the addition of footpaths, will be addressed at project level.

The Indicative Masterplan submitted for NK6 in support of planning application reference 15/00760/PPM does not show a vehicle connection from Muirfield Drive to the C111 as stated in Proposal NK6 although a footpath has been provided and sufficient land adjacent remains for the formation of a vehicular access in future should one become desirable. The Council maintains that the opportunity to provide such a connection would be desirable.

Parking within Gullane is considered to be adequate. The Council can on request make provision for disabled parking. Gullane is subject to waiting restrictions in places. The introduction of Parking Attendants into East Lothian should ensure the turnover of spaces. Parking restrictions are in force in Gullane to ensure safe passage of vehicles, and enforcement is a matter for parking attendants. Gullane is not a Town Centre so does not have a parking strategy, but is included within the Council's Parking Management Strategy.

A car journey will not be necessary for all local errands. Annex B of PAN 75 sets out an advisory distance of 1,600m for walking distance to local facilities. All four sites allocated for development within Gullane are within this distance of schools, medical centre, shops and other facilities. New residents would be able to walk to these facilities where possible reducing car journeys and minimising the need for parking. Retail opportunities are also available in North Berwick and other towns, and there is capacity on the road network to accommodate the additional trips that may route to North Berwick for shopping. Some shops there have car parks to accommodate shoppers and the management and turnover of parking bays on the High Streets is controlled by Parking Attendants.

The Council monitors vehicular collisions and will introduce measures to mitigate these where necessary; however, it does not consider road safety to be an issue at Gullane. Where site specific measures are required to ensure road safety this will be addressed at the project level. Footways will be required at the C111 as shown in the Development Briefs. There are two signalised pedestrian crossings in the village with school crossing patrols in operation. Speeds in Gullane are restricted to 30 mph.

Drivers are expected to observe the Highway Code and make appropriate allowance for pedestrians and other non-vehicular road users. Enforcement of breaches of road traffic regulations including speeding due to driver behaviour is a matter for East Lothian Parking Service and Police Scotland. Existing road maintenance issues including potholes and illegible road signs are not a matter for the LDP.

Any planning application submitted will require an assessment of transport impacts which will identify any mitigation required (including safer routes to school) to ensure that proposals are in accordance with Policy T1 (Development Location and Accessibility) and T2 (General Transport Impact) of the Proposed LDP.

Public transport

SPP states at (paragraph 270) that the planning system should support patterns of development that facilitate travel by public transport. In a city region context, Gullane's accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks 10/11 among 11 key settlements in East Lothian. However, in an East Lothian context, it is within the 50% least deprived in terms of

accessibility and there is a range of local facilities in the settlement, which reduces the need to travel.

Gullane has no rail station however it is on a bus route to Edinburgh and North Berwick with sites NK6, NK8 and NK9 being within the advisory 400m accessibility distance set by Annex B of PAN 75, NK7 is just outwith this distance. Generally, a larger population would support better bus services and choice of routes, times and frequencies, though this is generally a commercial decision for bus companies.

Provision has been made within the proposed LDP for improvements to railway platforms and parking at existing stations including Drem and Longniddry (Proposals T9 – T10). The East Lothian Transport Appraisal and modelling identifies that the additional trips to and from new development in the area will increase demand for capacity on the rail network, with improvements being required to meet LDP demand at Drem and Longniddry (and other) stations whilst at North Berwick Station the platform has already been lengthened. The LDP in paragraph 4.19 states that this will facilitate longer trains being brought into use to meet additional demand.

The Gullane sites fall within the Rail Network Contribution Zone and contributions will be sought for rail improvements from appropriate development (see Policy T32 and the Development Contributions Framework). The Council will work with network rail to deliver the physical capacity improvements provided for by the LDP.

The provision of longer trains is a commercial decision for private companies and is outwith the control of the Council. The frequency of the rail service to be provided on the North Berwick branch line is set out in the Scotrail Franchise Service Level Agreement 2015.

Active travel/paths

New footpaths and pedestrian links will be required as shown indicatively in the development briefs, including along the C111 from NK7 to the A198 and site specific issues will be addressed at the project stage to meet the terms of Policy T4 and T5. The Council submit that provision for footways can be adequately provided in association with these four sites.

In relation to the strip of land between NK8 and Fenton Gait/Muirfield Steading, ELC Road Services has done all reasonable investigation and can confirm that this strip of verge is adopted by the Council. The Council is therefore content that a pedestrian link can be formed at this location. The pedestrian link will be appropriately designed in line with the Design Policies of the LDP, and will be used mainly by residents of new housing. It is not expected to create security or safety issues, which would be a matter for Police Scotland. The pedestrian link is required to make travel by active modes more attractive. Combined with improvements to the C111 set out in the Development Briefs, this route is expected to be a safer and more direct route to Gullane Primary School than use of the footway alongside the A198.

Since publication of the proposed LDP the Council has agreed to investigate the feasibility of a route for a cycle path to Drem Station from the C111 with the landowner.

Education Capacity

The Council submits that the Education Scotland Act (1980) places a legislative duty on the Council to provide sufficient school accommodation and to plan for growth in our communities. The Council's Education Service and Property Services has been consulted throughout the process of plan preparation and have assessed the impact of the emerging LDP on the school estate to take account of the growing communities and projected school rolls.

The Council has assessed the additional education accommodation / capacity required for Gullane Primary School. This is in line with Scottish Government Guidance, 'Determining Primary School Capacity 2014'. Technical Note 14 has been prepared on this basis and details the accommodation requirements for pre-school and primary, based on the number of pupils projected to arise from new developments in the cluster on a cumulative basis. In addition to classrooms, this includes toilets, cloaks, general purpose spaces, dining and PE and any other essential core accommodation required to cater for the increased capacity, such as circulation space etc. The Council will not seek developer contributions for any existing deficiencies in either capacity or standard of accommodation.

Primary schooling will continue to be offered in one school within the growing community. Additionally, ELC's Head of Education and the Service Manager Strategic Assets and Capital Plan Management raised no objection to expansion in terms of educational outcomes.

The roll projections are trend-based forecasts and take into consideration a wide range of evidence from the local catchment area and/or school (as appropriate). This includes baseline demographics (number of births, birth to P1 migration rates, net annual stage migration rates) and what impact new build housing developments since 2003/04 have had on the birth rates, new P1 intakes, migration rates and annual baseline census rolls.

The figure of '0.5' referred to by the Community Council is a sum of the two average new build child per house ratios, 0.356 (for primary) + 0.16 (for secondary) and are only one part of the formula used in the school roll projections. The formula the Council uses to project the annual cumulative impact of new housing developments on primary school rolls over time is as follows:

Baseline school census roll

+

Average new build child per house ratio

(applied to the specific build years that new houses are projected to be built within)

+

net annual stage migration rate

(applied at each stage P1 through to P7 to reflect fluctuations that occur in inward/outward migration during the years of house build and following completion)

+

annual P1 intake assumptions

(including projected new P1 pupils from the new houses)

The average primary new build child per house ratio is only applied to the calculations during the specific years that the houses are projected to be built in as a means to provide a starting point for the number of P1 to P7 pupils who might initially move into the new houses during the first year that each of the new houses are built and ready for occupation between one academic session and the next.

It does not calculate the cumulative total number of pupils that may be expected to arise from a new housing development over the entire development period and beyond. Any additional new pupils arising each year and pupil migration in and out of the area are calculated and modelled through the annual net stage migration rates and projected new P1 intake.

For Gullane Primary School's projections, the Council has taken into account the pupil numbers generated from recent developments at Muirfield Grove, as well as Muirfield Gardens and Muirfield Drive to evidence how new house build has impacted on Gullane Primary School roll over time. This evidence is particularly important for modelling the effect on the annual projected new P1 intake over time. The Council has also considered the annual primary stage migration rates for Gullane Primary School over the last 5 to 10 years and used this information to model natural fluctuations that occur in the area.

Representations submit that recent developments in Gullane have resulted in 1 primary school pupil per house over a long period of time. However, using this information in this way, and applying it as a rate to the total number of houses, does not accurately model how new pupils arise from a new development over time, and the impact this has on the total school roll in conjunction with underlying baseline demographics in the catchment area. The Council submits that it would be inappropriate to apply this approach. The approach suggested in representation is based on too short a period and does not capture all relevant variables and other factors that are taken in to account to produce robust pupil roll projections over time.

For example, evidence the Council has tracked from 88 new houses in Gullane built between 2004/05 and 2005/06 generated a total of 99 new primary pupils between August 2005 and August 2016, which equates to a cumulative total of 1.13 new primary pupils per house.

However, these 99 primary pupils did not all move into the new houses and enrol at Gullane Primary School in the first academic session following build completion and as a result did not require the capacity at Gullane Primary School to be increased to accommodate 99 additional primary pupils.

These 99 pupils have moved in to new homes and enrolled at Gullane Primary School gradually over a 12 year period starting with 15 new primary pupils enrolling during the two build years for the relevant site. In the circumstances of that case, this equated to a new build primary child per house ratio in each build year that was less than the East Lothian average ratio of 0.356, which is nonetheless applied consistently as an average baseline in the roll forecasting process for all developments.

In the years following completion of the house building, an average of 10 new primary pupils from the developments appeared in the baseline census roll in each academic session over the next 5 academic sessions, dropping to an average of 6 new primary pupils a year over the last 6 academic sessions. Only 23 of these pupils have been new pupils across the P2 to P7 stages, with 11 of these pupils enrolling during 2004/05 and 2005/06 when the houses were being built. The remaining 12 enrolled after all the houses had been built between 2006/07 and 2009/10 and in 2014/15.

76 of these 99 new pupils have been new P1 pupils, starting with 3 new P1s in August 2005 increasing each year thereafter to a peak of 10 new P1 pupils in August 2010 and

dropping thereafter to an average of 6 new P1 pupils a year. The annual P1 intake assumptions calculations model this phenomenon, which the Council has also experienced in other new developments in other catchment areas across East Lothian.

The annual net primary stage migration rates for Gullane Primary School also reflect this change over time with the inward migration increasing initially for 5 years following completion of the house build before reducing slightly as the amount of new P2 to P7 pupils moving into the new houses reduces each year.

Therefore, if we applied a new build child per house ratio of 1 or 1.13 per new house (in this instance) to the projected number of houses in the specific years that they were built, and discounted the natural phenomenon that happens over time, this would significantly over-inflate the projected school roll and additional capacity required during the build years and understate the long-term impact. Simply averaging as well the 99 pupils over the 7 stages as well when 77% of these new primary pupils have been new P1 pupils would also significantly overstate the new P1 intake initially and underestimate the long term impact on the P1 intake assumptions over time.

The Council has prepared a diagram 'How School Rolls are Forecasted (Calculations)' to provide further detail on and explain how the primary and secondary school rolls are calculated (CDxx).

The Council submits that projected pupils from the proposed sites can be accommodated in a future expansion of Gullane Primary School and North Berwick High School. Gullane Primary School has limited additional physical capacity however, if required, the primary school campus could be expanded as provided for by Proposal ED7, if necessary utilising land within site NK7 as illustrated within the draft Development Brief for NK7. North Berwick High School can also be expanded, if necessary utilising safeguarded land for this purpose in line with Proposal NK2.

Pupil roll projections indicate that additional classrooms will be required at Gullane Primary School. The expansion will include additional General Purpose and PE spaces, and will also include an Early Years expansion. The expansion will include provision of a PE hall which will be accessible for community use.

Technical Note 14 has been prepared on this basis and details the accommodation requirements for pre-school and primary and secondary school, based on the number of pupils projected to arise from new developments in the cluster on a cumulative basis.

In line with East Lothian Council's draft Supplementary Guidance: Developer Contributions Framework, developer contributions will be sought in respect of the additional education capacity required to accommodate the cumulative impact of development. Technical Note 14 has been prepared to set out the developer contributions required from proposed development sites within the cluster on a cumulative basis.

Community Services

The Council submits that Proposals NK6, NK7, NK8 and NK9 state that "any development here is the subject to the mitigation of any development related impacts, including on...community facilities as appropriate". Requirements will be delivered at project level.

The proposed LDP makes provision for protection of existing local amenities (schools,

health care, community facilities, and shops) and for extension of existing or provision of new facilities. These are contained within the following policies: ED7, CF1, HSC2, OS3, and TC3 (supported by DEL1). The Council submits that community facilities including Gullane Library, community space, and Day Centre all have sufficient capacity to support the increase in population. The Council submits that indoor sports provision is provided on a cluster basis within the main towns and is considered adequate on this basis.

The LDP recognises that there will be a need to provide additional open space and sports pitches locally to meet the additional demand that will be generated by new development at Gullane. Proposal NK7 includes a specific requirement for provision of a sports pitch, as also shown in the draft Supplementary Guidance: Developer Contributions Framework.

A representation (0318) suggests that the LDP requirement that a new seven-a-side sports pitch be provided to the south of Gullane Primary School on site NK7 (paragraph 2.166) is misleading. This is because the community has already fundraised locally for the provision of such a pitch to the west of Gullane PS. The Council submits that notwithstanding this the LDP requirement for a seven-a-side pitch at NK7 remains.

Some loss of informal recreational access by those exercising their rights of access under the Land Reform Act is unavoidable if the SDP Housing Land Requirement is to be met, but the Council submits that access more widely and beyond the newly formed urban boundaries will be available as it is currently.

NHS Lothian was consulted on health and social care during plan preparation. There is sufficient accommodation within Gullane Medical Practice to accommodate additional GP services to accommodate planned development. Recruitment of GPs is a matter for the GP practice and NHS Lothian. Most dentists are independent contractors who supply services on behalf of NHS boards. NHS Lothian was consulted during the plan preparation process and did not raise this as an issue.

Police Scotland have been consulted during plan preparation and are aware of the proposed allocations. It is for them to ensure that its local services can meet demand.

Drainage and WWTW

Scottish Water has been consulted during LDP preparation. Areas where capacity issues exist were identified. Sites allocated for development within Gullane would all be served by Gullane WWTW, which has some available capacity. Should the WWTW require upgrading Scottish Water will make adjustment to capacity if necessary, and any related proposals will be subject to the policies of the LDP.

A Strategic Flood Risk Assessment has been carried out as part of the LDP process. Sites NK7, NK8 and NK9 were identified as at low risk from flooding. Flood Risk Assessments will be required and detailed drainage schemes including the use of SuDS will be agreed at project level. Policy NH11 covers flooding and states that development proposals that increase the probability of flooding elsewhere will not be permitted. Developers are not expected to solve existing problems, including any flooding on the C111, but it is possible that some betterment may be secured. The Development Briefs make provision for SuDS, and management of water leaving the site will be addressed through the Development Management process.

Regarding ownership of a septic tank raised within representation (0105), the drainage

assessment related to planning application 16/00587/PM suggests that there is a septic tank serving 2 properties on Main Road, but does not mention a soakaway. It will be for the developer to address legal issues regarding ownership.

One representation suggests that during golf events there is a spike in demand for services particularly water, drainage and electricity. The Council submits that this is a matter for utilities and water and drainage providers to manage.

Employment / Economy

The LDP as a whole provides for employment through the allocation of a range of employment sites to meet SDP requirements across the area in suitable locations, including the strategic sites identified by the SDP. Employment land is allocated at North Berwick. There are some employment opportunities within Gullane itself and people may work from home.

Sites NK6, NK7, NK8 and NK9 are allocated to contribute to meeting the Housing Land Requirements; there is no requirement for them to provide economic benefit, but their development will have an economic benefit directly and indirectly when homes are being constructed and occupied.

Tourists are attracted to East Lothian for a variety of reasons including golf courses, birdwatching, beaches, historic attractions including town centres, and the landscape. The development of the sites proposed to be allocated at Gullane would not impact on the main tourist offer of the area.

The pink-footed goose is a qualifying interest of the Firth of Forth SPA, and also a tourist attraction. The HRA of the LDP considered that impacts on the Conservation Objectives of the SPA including goose distribution within the SPA could be avoided at project level. Goose distribution and associated tourism are therefore not expected to be affected.

Although SEA site assessment found some impact on landscape this is considered acceptable, the sites being a logical extension of Gullane and impacts can be mitigated. The countryside will therefore remain attractive and tourism will not be adversely affected.

Social

Local Amenities

The proposed LDP makes provision for protection of existing local amenities through policies TC1 and TC3. Gullane has an identified 'local centre' so the introduction of additional homes and thus an increase in the population of the settlement could help support local business by an increasing the amount of potential custom.

Crime

The representation has not given any evidence that crime is more of a problem in the size of community that Gullane now is compared to the size of community that it will become. Crime is an issue for Police Scotland. They have been consulted and have not raised this as an issue in the allocation of these sites.

Affordable housing

There is a need for affordable housing across East Lothian, in particular in the period up to 2019 (see Affordable Housing Technical Note). Gullane has a range of local amenities and public transport links and is therefore a suitable location for affordable housing.

There is a need for affordable housing across East Lothian, in particular in the period up to 2019 (see Affordable Housing Technical Note) and sites in Gullane will help address this need, especially as the sites are considered capable of early delivery. The quota for affordable housing such housing sites is 25% (see LDP Policy HOU3).

The location of affordable housing within sites is not shown and must be agreed with the Council through the planning process. Even if the cost of daily life in Gullane is higher than average (which is not evidenced) Gullane has other advantages such as a good recreational offer, being on a bus route and a local school, which would act to reduce social exclusion. Gullane is a suitable location for affordable housing.

Social cohesion

The LDP cannot directly influence social cohesion or mix and it will be for residents to ensure a cohesive community continues. However, policy on density aims to provide a variety of house types while provision of affordable housing along with private housing to encourage a range of income groups within the development. Design policies also aim to support social cohesion through requiring of well designed, welcoming development with open spaces where people can recreate and interact.

Primary education within the village will continue to be provided by a single primary school. Whilst some of the new housing may be occupied by commuters, since Edinburgh is a major employment location, the planning process has no control over the occupiers of housing or where or if they work. It is not clear that the majority of Gullane residents oppose the proposals, or do not want to see their settlement expand.

Health

It is not considered that allocation of the sites would lead to Gullane becoming a stressful environment for current or future residents.

Emergency response

NHS Lothian and Police Scotland were consulted during plan preparation and did not raise the issue of emergency response times.

Precedent

The proposed allocation of the sites in Gullane has been made to meet the housing land requirement of SDP, and does not set a precedent for the further development around Gullane. Areas which are not considered suitable for development and contribute to the landscape or recreational needs of the settlement are proposed to be included within other policy designations, such as the DC8 Countryside Around Town policy area.

CALA Management Ltd (0393/5)

The Council submits that the application for planning permission on the land allocated NK7 is pending consideration. NK7 is therefore reflective of the current planning position. The Council submits the site should be developed for circa 130 homes, which allows flexibility to suit the proposed design layout that must be appropriate to the Dirleton Conservation Area, taking into account the urban grain of the local area and any site characteristics that may need to be addressed. In that context this 'approximate' figure would not preclude a higher or lower number of homes at the site subject to a suitable design solution at project level. **The Council submits that no modification of the plan is necessary.**

Conclusion

In the context of the SDP Housing Land Requirements and the need to provide a range and choice of housing site types and sizes in marketable locations to help deliver early housing completions as quickly as the market can support, the Council submits that the allocation of site NK6 as a brownfield site is appropriate, and that the allocation of the greenfield sites NK7, NK8 and NK9 for housing development at Gullane would also be appropriate because:

- development here would comply with SDP Policies 1B and 7;
- the environmental impact is acceptable or can be adequately mitigated;
- there are no impediments in terms of infrastructure, which is either available or can be provided through developer contributions.

In this context, the Council submits that the settlement of Gullane is a suitable location for housing development due to it being the second largest settlement in the North Berwick cluster. In terms of sustainability it is a relative accessible place served by public transport and has a range of local facilities and amenities such as shops and schools. Gullane has an identified 'local centre' so the introduction of additional homes (and thus an increase in the population of the settlement) could help support local business by an increasing the amount of potential custom. There are also some existing employment opportunities at Gullane. It is a marketable location for residential development, with sites likely to deliver homes in the short term. Infrastructure capacity is either available or can be provided with developer contributions. **The Council submits that no modification of the plan is necessary.**

Gullane Cluster support

Scottish Environment Protection Agency (0252/59); CALA Management Ltd (0393/4); CALA Management Ltd (0393/6)

Support Noted

Reporter's conclusions:

Reporter's recommendations:

Issue 10	General Urban Development Policies	
Development plan reference:	Growing Our Economy & Communities: General Urban Development Policies pgs 57-59	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
ASDA (0099) Royal Mail Group (0154) Musselburgh Area Partnership (0291) East Lothian Liberal Democrat Party (0300) Haddington & District Amenity Society (0327) David Campbell (0361) The Scottish Government/Transport Scotland (0389)		
Provision of the development plan to which the issue relates:	Town and Village Centres, Other Retail or Mixed Use Areas Policy TC1: Town Centre First Principle Policy TC2: Town and Local Centres Policy RCA1: Residential Character and Amenity	
Planning authority's summary of the representation(s):		
<p>Policy TC1: Town Centre First Principle</p> <p><u>ASDA (0099)</u></p> <p>Representation notes that planning permission has been approved for the now operational supermarket at Spott Road Dunbar, and notes that other development in the wider area too. The additional housing and population growth proposed at Dunbar is referred to within the submission. It acknowledges that the proposed LDP takes forward a retail hierarchy, and that the supermarket subject to this representation is included within an area designated as a local centre. The representation supports the inclusion of the supermarket within the proposed new local centre area.</p> <p><u>Royal Mail Group (0154)</u></p> <p>The representation suggests that Policy TC1 of the development plan fails to adequately protect existing Class 4, 5 and 6 operations. As such Royal Mail Group would request that the following wording be included in Policy TC1 (preceding the final sentence) in order to provide necessary protection - "Existing Class, 4, 5 and 6 premises and operations will be protected from neighbouring proposals that may adversely impact the existing operation or may be located adjacent to the existing operation".</p> <p><u>Scottish Government/ Transport Scotland (0389/1)</u></p> <p>Scottish Planning Policy (2014) (SPP), paragraph 68 states "Development plans should adopt a sequential town centre first approach when planning for uses which generate</p>		

significant footfall, including retail and commercial leisure uses, offices, community and cultural facilities and, where appropriate, other public buildings such as libraries, and education and healthcare facilities.”

The requested change will ensure consistency with the term used in SPP.

Using the word ‘potentially’ can be taken to imply a degree of discretion / option as to whether these uses are considered against the town centre first approach, whereas there should be a point where this is considered, and then it be applied where appropriate.

Scottish Government/ Transport Scotland (0389/2)

Class 4 includes use as an office. Scottish Planning Policy (2014) (SPP), specifically says that the sequential approach should apply to offices. Office workers can support town centres through lunchtime shopping / activity, and benefit from the sustainable transport options which town centres offer and benefit from.

Scottish Government feel the suggested change will more closely align with the spirit of the town centre first approach set out in SPP.

Policy TC2: Town and Local Centres

Scottish Government/Transport Scotland (0389/3)

The representation states that the current wording in TC2, “Residential use may also be acceptable...” raises an element of doubt and does not set out the positive framework to promote town centre living which the Scottish Government expects.

Scottish Government request the wording is changed to have a more positive tone towards living in town centres and proposals for residential use in such locations.

Policy RCA1: Residential Character and Amenity

Haddington & District Amenity Society (0327/6)

The examination should consider the import of RCA1 when read together with DC8: Countryside Around Towns.

General Urban Development Policies Miscellaneous

Musselburgh Area Partnership (0291/12)

No consideration given to urban crofts.

East Lothian Liberal Democrat Party (0300/3)

Musselburgh Town centre should be regenerated in association with the new development there.

David Campbell (0361/3)

At section 3- Town Centres, Employment and Tourism, p 57, para 3.4 a reference to road

improvement schemes would be use ful because historic town centres are especially vulnerable to this type of development. In the past, much of their economic strength lay in the way all roads led into them. In many cases this advantage is now a curse, both in terms of parking and through traffic.

Insert new sentence at line 7 of para 3.4, after “. . . and the role and function of the centre.” as follows: "Many of these centres are of great cultural importance, and all development proposals, including road improvement schemes, will be assessed against all relevant Local Development Plan policies. Large-scale developments . . . etc"

David Campbell (0361/11)

The background to the Tourism section should specifically refer to Policy DC5 Housing as Enabling Development as one policy that all leisure and tourism proposals should be assessed against. A cross reference would be hel pful to remind that enabling development cannot be treated as precedent. Insert to final sentence:

". . . relevant Local Development Plan policies, including those on enabling development (Policy DC5)."

Scottish Government (0389/4)

Scottish Planning Policy (2014) (SPP), expects local authorities, working with partners to use the findings of town centre health checks to develop a st rategy to deliver improvements in the town centre. To give weight to town centre strategies, by making their spatial elements part of the development plan to support their delivery, SPP paragraph 66, goes on to state “The spatial elements of town centre strategies should be included in the development plan or supplementary guidance.”

Where SPP talks about ‘supplementary guidance’ Ministers expect this to be formal statutory supplementary guidance, as covered by section 22 of the Town and Country Planning (Scotland) Act 1997 (as amended). Circular 6/2013 ‘Development Planning’ confirms paragraph 148 “non-statutory guidance should not be termed Supplementary Guidance and will not form part of the development plan.”

Therefore, the Council’s proposal to take forward the town centre strategies as non-statutory supplementary guidance, non-statutory guidance not to be termed Supplementary Guidance as set out the Circular, does not comply with SPP which says that the spatial elements of town centre strategies should be included in the development plan or supplementary guidance.

General Urban Development Policies Support

ASDA (0099)

Support for a local centre at Spott Road Dunbar that includes the ASDA store.

Modifications sought by those submitting representations:

Policy TC1: Town Centre First Principle

Royal Mail Group (0154)

The following wording be included in Policy TC1 (preceding the final sentence) in order to provide necessary protection - "Existing Class, 4, 5 and 6 premises and operations will be protected from neighbouring proposals that may adversely impact the existing operation or may be located adjacent to the existing operation".

Scottish Government (0389/1)

Para 3.4, second sentence "Such uses could include retail, commercial leisure uses, offices (class 2), community and cultural facilities, and potentially public buildings such as libraries, education and healthcare facilities." Change the wording "and potentially" to "and where appropriate, other".

Scottish Government (0389/2)

Para 3.7, second sentence Change wording from:

"While many Class 4 proposals will be appropriate in scale and character for a town centre and will normally be expected to locate there, some Class 4 proposals may be better located on land specifically allocated by the Plan for such use."

to:

"Class 4 office proposals will normally be expected to locate in town centres, where appropriate in scale and character, however some Class 4 proposals may be located on land specifically allocated by the Plan for such use."

Policy TC2: Town and Local Centres

Scottish Government (0389/3)

TC2: Town and Local Centres second paragraph Change first sentence from: "Residential use may also be acceptable, particularly in a backland or above ground floor location."

To: "Residential use will be supported, particularly in backland or above ground floor locations."

Policy RCA1: Residential Character and Amenity

Haddington & District Amenity Society (0327/6)

No Modification sought

General Urban Development Policies Miscellaneous

Musselburgh Area Partnership (0291/12)

No Modification sought

East Lothian Liberal Democrat Party (0300/3)

No specific modification sought or suggested, but the objection would suggest that an amendment should be made to the plan.

David Campbell (0361/3)

Insert new sentence at line 7 of para 3.4, after “. . . and the role and function of the centre.” as follows: "Many of these centres are of great cultural importance, and all development proposals, including road improvement schemes, will be assessed against all relevant Local Development Plan policies. Large-scale developments . . . etc" At Section 3 - Town Centres, Employment and Tourism. At p 63, para 3.26 insert ". . . relevant Local Development Plan policies, including those on enabling development (Policy DC5)."

David Campbell (0361/9)

At para 3.26 insert an addition at the end of the last sentence to read "...including those on enabling development (Policy DC5)."

Scottish Government (0389/4)

Para 3.15, third sentence Delete words 'non-statutory' before 'supplementary guidance'.

General Urban Development Policies Support

ASDA (0099)

No Modification sought

Summary of responses (including reasons) by planning authority:

Policy TC1: Town Centre First Principle

Royal Mail Group (0154)

In a town centre location different uses will historically have been located adjacent to another use. Sometimes these uses can be in conflict over environmental issues such as noise. To an extent this is tolerated in a town centre as for example anyone choosing to live in a town centre location cannot expect the same amenity as they could expect in a more suburban location; a degree of noise and vibrancy is to be expected in a town centre location. This representation seeks to protect an existing established class 4, 5 or 6 use in a town centre location from any adverse effect from a proposed new adjacent use. In practice when a new use is proposed in a town centre location the Council's Environmental Protection team is consulted on the planning application and will comment on any adverse amenity impact the new use would have on the established uses around the application site and vice versa. This will then be taken into account by the case officer dealing with the planning application. The onus will always be on the proposed use to adapt to mitigate its impact on the established use and not the other way around. If such adverse impacts are not able to be mitigated the application will be refused. There is therefore no need for such an amendment to the LDP. If the Reporter were minded to consider that it merited inclusion, it would require to refer to mitigation of any adverse impact. **The Council submits that no modification is required.**

Scottish Government (0389/1)

The suggested revisions to paragraph 3.4, might give greater consistency with the term used in SPP but is not necessary. **The Council submits that no modification is required.**

Scottish Government (0389/2)

The suggested revisions to paragraph 3.7 might more closely align with the spirit of town centre first approach set out in SPP but is not necessary. **The Council submits that no modification is required.**

Policy TC2: Town and Local Centres

Scottish Government (0389/3)

The Council is satisfied that Policy TC2 is sufficiently positive towards proposals for residential use in town centre locations. **The Council submits that no modification is required.**

Policy RCA1: Residential Character and Amenity

Haddington & District Amenity Society (0327/6)

The Council submits that it is not clear what the representation means, so it is difficult to respond. However, it should be noted that Policy RCA1: Residential Character and Amenity does not apply in the same locations as Policy DC8: Countryside Around Towns, so they should not be read together – they are not plan wide policies, they are location specific. **The Council submits that no modification is required.**

General Urban Development Policies Miscellaneous

Musselburgh Area Partnership (0291/12)

It is acknowledged that there is no mention of urban crofts which is not a recognised planning term. It is assumed that it means very small scale farming set within an urban area. The Council notes that Policy OS6 requires that new housing proposals of 500 or more dwellings make provision for land within their masterplans for delivery of allotments as part of the mix of open space types to be provided on such sites, which the Council considers gives similar community benefits and encourages small scale growing. Given the pressure to identify sufficient land to meet the housing and employment land requirement set by SDP and on making efficient use of land to ensure the minimum amount of land in or adjacent to existing settlements is used, the Council does not consider that urban crofts have a role to play in the LDP spatial strategy. East Lothian has many areas within its countryside that are smallholdings, again similar to a croft. Where there are large groupings of smallholdings covering an extensive area such as at Letham to the west of Haddington, the Council has recognised their characteristic appearance within the countryside and has sought to protect that through its proposed Countryside Around Towns policy (LDP Policy DC8). However not many smallholdings are in productive agricultural use with several used as grazing or even garden ground. This may suggest that the demand for small agricultural holdings is low or that their viability is uncertain. The Council considers that allotments are a more appropriate means to

encourage growing, which is allowed for in the LDP. **The Council submits that no modification is required.**

East Lothian Liberal Democrat Party (0300/3)

The Council agrees that regeneration and improvement is needed in Musselburgh High Street. The Council approved a Town Centre Strategy for Musselburgh that covers the period to 2019. One of its actions is the environmental improvement of the east side of High Street between the Town Hall/Tolbooth and the Pinkie Pillars, the first phase of which was completed in 2015 re-landscaping the eastern end of High Street and providing additional town centre parking to support businesses in a £650,000 project. Paragraph 3.15 of the LDP states that Town Centre Strategies will be reviewed and updated as necessary by the Council. The LDP will impact on Musselburgh High Street and new residents from the housing land allocations in the cluster area will provide an opportunity for the town centre to attract significant new custom which should in turn lead to new investment in town centre businesses. At the same time traffic and air quality concerns will be addressed by the Air Quality Management Plan and by a programme of transport improvements to improve traffic flow to ensure, assisted by the town centre strategy and any subsequent replacement, that Musselburgh town centre remains vibrant but also that it provides an appropriate environment in which to attract people to use it. **The Council submits that no modification is required.**

David Campbell (0361/3)

The Council agrees that It is appropriate to recognise the cultural as well as commercial importance of East Lothian's town and village centres, many of which are either in or adjacent to a conservation area as well as containing places of cultural importance. Many of these centres are long established with roads leading directly to and through them. From analysis undertaken as part of the Transport Appraisal the LDP section on the Local Road Network (pgs 95-97) identifies where transport improvements are likely to be required and these are in the Musselburgh and Tranent areas. In addition, work arising from town centre strategies, charrettes, Area Partnerships or service departments of the Council will often have implications for improvement schemes in the town centre public realm, including High Streets. Where this type of work is proposed it will be considered in the context of LDP policies, including those contained within the cultural heritage section, and any relevant supplementary guidance or non-statutory supplementary guidance. The Council submits that this amendment to the LDP is not required as East Lothian's town centres are recognised as being of cultural importance and that any proposed road improvement schemes will be considered against LDP policies and any appropriate supplementary guidance as a matter of course. **The Council submits that no modification is required.**

David Campbell (0361/9)

The LDP wording at para 3.26 is designed to ensure that all relevant LDP policies are taken into account in the assessment of all leisure and tourism proposals. This will include Policy DC5 where it is relevant. The Council does not consider that this policy needs to be highlighted in this way and considers that by doing so it may detract from other LDP policies that are relevant. **The Council submits that no modification is required.**

Scottish Government (0389/4)

The Council submits that it has prepared a strategy for its town centres and that this is fully contained and explained in the LDP on pages 57 and 58. The LDP outlines a hierarchy of centres from town centres to local centres to village centres (East Lothian does not have any regional or commercial centres). The boundaries of each town and local centre are outlined on the Proposals Map and its relevant inset maps. These are the spatial areas for which an individual town centre strategy either has been or will be prepared. The Council supports the development of individual town centre strategies which will identify and deliver improvements to East Lothian's six main town centres of Musselburgh, Tranent, Prestonpans, Haddington, Dunbar and North Berwick. The Council has successfully delivered the first Haddington town centre strategy and has also approved a town centre strategy for Musselburgh. The major environmental improvement project for Musselburgh was completed at the east end of High Street in 2015. Work has commenced on the Tranent town centre strategy with the completion of its charrette and a further charrette is planned for North Berwick town centre in 2017. The Council considers that the action plans contained within individual town centre strategies are too detailed for inclusion within an LDP. Furthermore, such actions are not always firm commitments in the Council's Capital Plan and without financial commitment to implement the Council does not consider they can be firm LDP proposals.

The Council therefore considers that it has complied with para 66 of Scottish Planning Policy and provided a spatial strategy for its town centres supported by the text in para 3.15 of the LDP that explains how this will be delivered. Existing town centre strategies were prepared as supplementary planning guidance and future individual strategies will be supplementary guidance. **The Council submits that no modification is required.**

General Urban Development Policies Support

ASDA (0099)

Support Noted

Reporter's conclusions:
Reporter's recommendations:

Issue 11	Planning for Employment and Tourism	
Development plan reference:	Growing Our Economy & Communities : Planning for Employment and Tourism (pages 60-64)	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<p>North Berwick Community Council – David Kellock (0003) Musselburgh & Inveresk Community Council (0245) Lothian Park (0256) Lothian Park (0257) In-Site Property Solutions Ltd. (0262) Scottish Natural Heritage (0280) Musselburgh Area Partnership (0291) East Lothian Liberal Democrat Party (0300) North Berwick Community Council – Kathryn Smith (0326) David Campbell (0361) SportScotland (0367) Musselburgh Conservation Society (0368) Inveresk Village Society (0385) Scottish Power Generation (0391) East Lammermuir Community Council (0414)</p>		
Provision of the development plan to which the issue relates:	<p>Policy EMP1: Business and Employment Locations Policy EMP2: Operational Harbours Table EMP1: Employment Sites and Proposals by Cluster Area Planning for Employment: Miscellaneous issues Tourism Policy TOUR1: Archerfield Estate, Dirleton</p>	
Planning authority's summary of the representation(s):		
<p>Policy EMP1: Business and Employment Locations</p> <p><u>North Berwick Community Council (0003/1)</u></p> <p>Representation relates to the proposed Local Development Plan's provision of land for employment across East Lothian and in particular in respect of such at North Berwick. The representation refers to the approved amendments to the proposed LDP on the 17th November 2015 and the further assessment of potential sites for employment uses in the North Berwick Cluster. The representation is intended to build on a previous North Berwick Community Council response of 7th June 2016. The representation makes a general point that with increasing population there should be additional employment opportunities provided within North Berwick. Working from home is also expected to increase in future and provision should also be made for mixed business units locally. Five sites are suggested by North Berwick Community Council as employment land allocations to be included within the adopted LDP, and these are: 1) Tantallon Road: site on the south site of Tantallon Road (A198) which is a triangular area of land; 2) Former ELC Depot at Lime Grove; 3) Land at Williamston access via Gasworks Lane; 4) Old Gasworks; 5) Fenton</p>		

Barns.

In-Site Property Solutions Ltd. (0262/3)

ELC has resolved to grant planning permission for a nursing home and extra care flats on the land identified for employment under PROP HN4 and as shown in Table EMP1 and it is envisaged that development will have started on the implementation of the development by adoption of the LDP, rendering table EMP1 immediately out of date.

East Lammermuir Community Council (0414/15)

Only by shifting more employment nearer to the villages can we reduce our reliance on transport and therefore reduce our energy consumption and increase sustainability of these relatively fragile communities.

Policy EMP2: Operational Harbours

SportScotland (0367/1)

Policy EMP2 - SPP states that development plans should promote the developed coast as a focus of development requiring a coastal location or which contributes to economic regeneration or well-being of local communities. The main conflicts are likely to relate to navigation and sharing of recreational space, but safety issues may also exist. It is not clear from the current wording that leisure and recreational uses are safeguarded by policy EMP2.

Table EMP1: Employment Sites and Proposals by Cluster Area

Musselburgh Conservation Society (0368/15)

Remove Proposal MH13 from the list of sites in Table EMP1 and include the displaced employment allocation (1ha) as a new allocation for Proposal MH10.

Inveresk Village Society (0385/7)

Remove Proposal MH13 from the list of sites in Table EMP1 and include the displaced employment allocation (1ha) as a new allocation for Proposal MH10.

Scottish Power Generation (0391/6)

Scottish Power Generation suggests that NPF3 includes support for development at the former Cockenzie power station site which '...makes the best use of the locations assets and which will bring the greatest economic benefits.' NPF3 would support such development in the event no proposals for baseload energy generation, consistent with national development 3, being forthcoming. Use of the term 'greatest economic benefits' suggests support for employment generating use(s), which seem a most likely alternative to electricity generating uses on the site. As such, the site should be included as a potential employment site within Table EMP1, and additional text should be added to the plan in support of this between para 3.25 – 3.26. Such inclusion would significantly benefit East Lothian's employment land bank, both in quantitative terms, through the addition of 77 hectares of developable land, and in qualitative terms through the addition of a unique site accessible by road, rail and sea. Without such allocation of the site there exists no

basis for the delivery of NPF3s wider aspirations for the Cockenzie site.

Planning for Employment Miscellaneous

Musselburgh & Inveresk Community Council (0245/6)

Musselburgh town centre is suffering problems with vacant units and new high end establishments are required.

Musselburgh Area Partnership (0291/10)

No mention of waterfront development in the community.

Musselburgh Area Partnership (0291/14)

Retail/Community Infrastructure: a 50% increase in population requires investment in health, sporting, food retail and other community focused facilities; there is no identifiable plan for this and housing numbers should be reduced as infrastructure will not cope. The LDP will not compliment the regeneration of Musselburgh town centre and there is no reference to regeneration of, or retail provision in the main streets in Wallyford and Whitecraig. New retail provision will be required as affordable options in local areas rather than relying on access to large outlying retail centres or further congestion in Musselburgh town centre.

East Lothian Liberal Democrat Party (0300/7)

Plan emphasises the proximity to Edinburgh for employment, but the plan should encourage employment within East Lothian to create the dual benefit of boosting the local economy as well as reducing commuting. Objection states there are imaginative and creative way to address this, including home working and establishing local office hubs and workshops. Developers should be encouraged to offer apprenticeships on a local basis.

North Berwick Community Council – Kathryn Smith (0326/7)

Local Development plan should take a wide ranging and long-term view of employment, catering for older people such as creating a care academy to create a workforce to care for the elderly, and to provide more in the way of digital communications and life-long learning.

Scottish Power Generation (0391/7)

Add new criteria based policy for assessing employment proposals on land not allocated for that purpose is needed to allow for employment generating uses to be consented at the Cockenzie site. This will be particularly important if representation 0391/6 is not accepted.

East Lammermuir Community Council (0414/16)

More emphasis should be given to supporting infrastructure for employers and businesses in rural settings. This may be through an emphasis on providing for flexible office and workshop space in community facilities in the villages and surrounding countryside.

Tourism

Tourism Background

David Campbell (0361/11)

The background to the Tourism section should specifically refer to Policy DC5 Housing as Enabling Development as one policy that all leisure and tourism proposals should be assessed against. A cross reference would be helpful to remind that enabling development cannot be treated as precedent. Insert to final sentence:

". . . relevant Local Development Plan policies, including those on enabling development (Policy DC5)."

Policy TOUR1: Archerfield Estate, Dirleton

Scottish Natural Heritage (0280/5)

Further infill development within Archerfield Estate, particularly at Marine Villa, is likely to have a significant effect on the Firth of Forth SPA. These effects may be both direct and indirect. The restriction on further infill development therefore ensures that the Proposed Plan fulfils the requirements of the Habitats Regulations. The restriction also maintains the setting of the existing development within the Estate.

Support

Policy EMP1: Business and Employment locations

Lothian Park (0256/3)

Lothian Park notes that Policy EMP1: *Business and Employment Locations* proposes a flexible policy approach that allows for uses within Use Classes 4, 5 and 6 and potentially other employment generating uses. Lothian Park supports this diversity of uses and the recognition of a flexible approach to sustain employment.

Lothian Park (0257/3)

Lothian Park notes that Policy EMP1: *Business and Employment Locations* proposes a flexible policy approach that allows for uses within Use Classes 4, 5 and 6 and potentially other employment generating uses. Lothian Park supports this diversity of uses and the recognition of a flexible approach to sustain employment.

Modifications sought by those submitting representations:

Policy EMP1: Business and Employment Locations

North Berwick Community Council (0003/1)

Allocation of sites within the LDP at Tantallon Road, Lime Grove, Williamston Farm, Old Gasworks all North Berwick and at Fenton Barns, near North Berwick, for employment uses.

In-Site Property Solutions Ltd. (0262/3)

In Table EMP1: Employment Sites and Proposals by Cluster Area Proposal HN4 should be deleted, with associated modifications to the Totals figures.

East Lammermuir Community Council (0414/15)

No Modification sought

Policy EMP2: Operational Harbours

SportScotland (0367/1)

Insert specific reference to recreational use in Policy EMP2:

Policy EMP2: Operational Harbours -" Within harbours areas the Council will give preference to uses that relate to fishing, other industry or recreational use connected with the harbour. The Council will consider other uses provided they do not prejudice these uses."

Table EMP1: Employment Sites and Proposals by Cluster Area

Musselburgh Conservation Society (0368/15)

Remove Proposal MH13 from the list of sites in Table EMP1 and include the displaced employment allocation (1ha) as a new allocation for Proposal MH10.

Inveresk Village Society (0385/7)

Remove Proposal MH13 from the list of sites in Table EMP1 and include the displaced employment allocation (1ha) as a new allocation for Proposal MH10.

Scottish Power Generation (0391/6)

Modify Table EMP1 as follows: Proposals Ref - EGT1; Site Name - Land at Former Cockenzie Power Station; Operational Land - 28 hectares; Undeveloped Land - 49 hectares; New Allocations – 77 hectares; Development Brief – No; Comments – to be supported for development which maximises the economic benefits of the site and which makes appropriate use of the sites assets, in the event of there being no forthcoming proposals for development consistent with NPF3s National Development 3; Policy/Proposal applying to site – EMP1/EGT1; Totals for Prestonpans Cluster Area to be updates – 83.5 hectares." Add new paragraph between para 3.25 and 3.26: 'Proposal EGT1: Land at Former Cockenzie Power Station is included as an employment proposal. Proposals which maximise the economic benefits of the site and which make the most appropriate use of the sites assets will be supported in the event of there being no forthcoming proposals for development consistent with NPF3s National Development Number 3.

Planning for Employment Miscellaneous

Musselburgh & Inveresk Community Council (0245/6); Musselburgh Area Partnership (0291/10, 0291/14); East Lammermuir Community Council (0414/16)

No Modification sought

East Lothian Liberal Democrat Party (0300/7)

No specific modification sought or suggested, but the objection would suggest that changes should be made to the plan.

North Berwick Community Council – Kathryn Smith (0326/7)

Prepare an area plan for North Berwick that deals with the full range of issues raised by the Community Council.

Scottish Power Generation (0391/7)

Add a new policy to the Planning for Employment Section between 'Employment Locations' and 'Operational Harbours', entitled 'Employment Proposals on Unallocated Sites, setting out the criteria against which development proposals for employment development on sites which are not allocated for such use, will be assessed. This will be particularly important if representation 0391/6 is not accepted.

Tourism

Tourism Background

David Campbell (0361/11)

At para 3.26 insert an addition at the end of the last sentence to read "...including those on enabling development (Policy DC5)."

Policy TOUR1: Archerfield Estate, Dirleton

Scottish Natural Heritage (0280/5)

We welcome the clear caveat for the adjacent Firth of Forth Special Protection Area (SPA) and the restriction on further infill housing within the Estate.

Support

Policy EMP1: Business and Employment locations

Lothian Park (0256/3)

None.

Lothian Park (0257/3)

None.

Summary of responses (including reasons) by planning authority:

Policy EMP1: Business and Employment Locations

North Berwick Community Council (0003/1)

SDP Policy 2: Supply and Location of Employment Land is relevant to the consideration of this representation. The relevant parts of SDP Policy 2 support a range of marketable employment sites of the size and quantity to meet the requirements of business and industry within the SESplan area. It further states that the LDP for East Lothian is to support the delivery of 76ha of established strategic employment land supply within East Lothian. The LDP should provide a range and choice of marketable sites to meet anticipated requirements. The SDP acknowledges that LDPs should respond to the diverse needs and locational requirements of different sectors by ensuring that there is a generous range and choice of employment sites which are highly accessible to communities across the SESplan area (SDP para 93).

In accordance with the SDP, the spatial strategy of the proposed LDP prioritises the East Lothian Strategic Development Area / East Lothian Economic Cluster / Corridor as the location within which the majority of employment land allocations are to be directed (SDP Figure 1, 4 and 8). The proposed LDP has met and exceeded the requirements of the SDP in terms of the provision of sufficient land for employment within this strategic area. Overall, the proposed LDP makes provision for a total of 232 ha of land for employment, 89.8 ha of which is already operational, 77.3 ha of which is within the established land supply, and a further 64.9 ha of new land allocations is proposed to be allocated (In line with the spatial strategy of the proposed LDP, the distribution of the proposed new employment land allocations prioritises the west of the East Lothian Strategic Development Area / East Lothian Economic Cluster / Corridor, with smaller scale new employment land allocations also proposed further east within the SDA. This complements the distribution of housing land allocations within East Lothian.

In accordance with the SDP, North Berwick, being outwith the Strategic Development Area / East Lothian Economic Cluster / Corridor, should not be a focus for significant new housing or employment land allocations. Whilst SDP Policy 7 allows for some additional housing land allocations to be brought forward where there is a need to ensure that a five years' supply of effective housing land is available, there is no policy equivalent within the SDP in respect of the provision of employment land. Nonetheless, the proposed LDP does make provision for additional employment land at North Berwick as part of mixed use housing and employment sites, in line with SDP para 93. In the absence of a specific SDP enabling policy context for such proposals outwith the Strategic Development Area / East Lothian Economic Cluster / Corridor, the approach of providing mixed housing and employment sites is a pragmatic response to the provision of employment land at North Berwick.

At North Berwick there is an operational land supply of 2ha and new land allocations proposed by the proposed LDP identify a further 2ha of land for employment; 1ha is proposed at Tantallon Road South (Proposal NK4: Land at Tantallon Road) to extend an existing operational employment site at Tantallon Road / Mill Walk; another 1ha is identified at Mains Farm South (Proposal NK1: Mains Farm). This is part of a large mixed use site granted planning provided as part of a mixed use development and the Council has approved a further 1 hectare permission in 15/00670/PPM, Planning permission in principle for mixed use development comprising residential development and Class 4 business units, formation of vehicular and pedestrian accesses with associated infrastructure, engineering and landscaping works. These allocations are subject to Policy EMP1, which relates to proposals for the redevelopment of operational employment land as well as proposals for the development of new allocated employment sites, can provide for a wide range of employment generating uses to come forward. These could include

small business units, workshops or similar, as well as traditional and larger scale class 4, 5 and 6 uses, subject to compliance with all relevant proposed LDP policies. For the avoidance of doubt the reporter might see merit in clarifying that Policy EMP1 applies to the employment element of all LDP sites that are allocated for mixed use development that includes housing and employment use.

East Lothian Council Business Development team undertakes a business base survey every 2nd year. This quantitative research provides underpinning information on East Lothian business issues, concerns and requirements including commercial property - size, type and preferred location. (Core Doc). Its tables identify preferred requirements for locations, serviced plots, office and units and have been developed from data gathered from the Business Base Survey undertaken since 2007 by Business Development and aggregated accordingly. The 2017 survey was issued in March 2017. In addition qualitative research is developed through conversations with local businesses, trade associations and enquiries to the Council from businesses and from prospective commercial developers. North Berwick does not have a high take up of employment land but the Council considers that all larger towns should have some land available for employment therefore an additional allocation was made from those sites suggested by amendment to the draft LDP at the 17 November 2015 meeting of ELC. This is expected to satisfy demand for employment land within the LDP plan period without the need to identify further greenfield land which could end up being developed for other uses if not subsequently take up for employment land. The Council therefore submits that for this plan period there is sufficient appropriate land proposed to be allocated by the emerging LDP for employment generating uses at North Berwick and that there is no need for further employment land allocations at the town. It does not support any modification of the proposed LDP to include the additional employment sites suggested by North Berwick Community Council at North Berwick. East Lothian Council will monitor and review this in the context of the strategy and policy requirements of any replacement Strategic Development Plan for the area, and in the review of the proposed LDP. The Council has assessed each of the sites and responses to the site specific representations (representation 0003/2) are dealt with Issue 13: New Sites. **The Council submits that no modification is required.**

In-Site Property Solutions Ltd. (0262/3)

The application for a care home on the land allocated for employment is minded to be granted subject to a legal agreement that has not yet been completed. Proposal HN4 is therefore reflective of the extant planning permission (written on 1 March 2017 **The Council submits that no modification is required.**

East Lammermuir Community Council (0414/15)

The approved Strategic Development Plan requires the LDP to retain at least 76 hectares of allocated employment land. It identifies four strategic employment locations in East Lothian which the LDP is to retain. These are the allocated sites at Craighall, Musselburgh and at Blindwells, Macmerry and at Spott Road Dunbar. The LDP is to justify any mixed use proposals for the development of these important strategic sites. The Council also supports the principle of home-working, live-work units, micro-businesses and community business hubs. The Council has previously provided live-work units in a number of its rural villages including Stenton, Dirleton and Humbie. The Council also recognises how important digital connectivity is to the rural economy/employment. There remain challenges around the provision of high-speed broadband for a number of rural

communities with households and businesses having to make non-commercial arrangements that can be expensive or not provide the level of speed required. The Scottish Government's R100 initiative aims to provide 100% broadband coverage of 30 Megabits per second and above across Scotland by 2021. However, exactly how this will be implemented in East Lothian is not clear at this time (March 2017). **The Council submits that no modification is required.**

Policy EMP2: Operational Harbours

SportScotland (0367/1)

SportScotland seeks to include recreational use as a preferred use for East Lothian harbours. Of East Lothian's harbours Dunbar, Cockenzie, Port Seton and North Berwick have recognised commercial fishing activity with Fisherrow having a more limited fishing presence. North Berwick also has a recreational element with the Seabird Centre, boat trips and the Yacht Club. Port Seton and Dunbar have fishing related and other industry.

Policy EMP2 ensures that preference is given to existing fishing related uses to ensure that these uses are not squeezed out of harbour areas by uses that are potentially more lucrative; an example might be to safeguard fishermen's stores which need a harbour location for fishing use rather than allow it to be converted to restaurant or gallery use which need not necessarily be located at a harbour area. The LDP policy also encourage other industry connected to the harbour. This helps recognise not just existing industry at harbour areas but potential new industry such as the servicing of offshore windfarms. The Council submits that it cannot allow too many preferential uses in harbour areas which could lead to conflict. The Council acknowledges that recreation use may be appropriate at some of its harbours but submits that the policy is sufficiently flexible to allow a range of uses that will allow each harbour to develop in an appropriate way. The policy gives a preference for fishing and industrial use but does not preclude recreational use. **The Council submits that no modification is required.**

Table EMP1: Employment Sites and Proposals by Cluster Area

Musselburgh Conservation Society (0368/15)

The Council submits that Dolphinstone is a site that in addition to housing may also require to provide land for a new school (see para 2.36, the pre-ambles to PROP MH11) and therefore may not have sufficient capacity to additionally include land for employment purposes that would be displaced from PROP MH13 in the way that this representation suggests. **The Council submits that no modification is required.**

Inveresk Village Society (0385/7)

Dolphinstone is a site that in addition to housing may also require to provide land for a new school (see PROP MH11) and therefore may not have sufficient capacity to additionally include land for employment purposes. **The Council submits that no modification is required.**

Scottish Power Generation (0391/6)

The Council submits this approach would be inconsistent with NPF3, and should not be followed. NPF3 does not restrict the 'safeguarding' of the Cockenzie site only to the lapsed

Section 36 consent and deemed planning permission, which Scottish Power has announced it does not want to build. Nonetheless, the Scottish Government's safeguard for National Development 3 at the Cockenzie site is intended to be longer term, and linked to opportunities across Scotland and on the Forth to develop a world leading network of efficient thermal power generating stations with carbon capture and storage facilities, a network which may extend beyond national boundaries. A full explanation for the Council's interpretation of this position is provided in the main body of the Cockenzie Position Statement in the schedule 4 for Issue 22. The Cockenzie site is safeguarded for National Development 3, and is within an Area of Coordinated Action so may have potential for renewable energy related investment as well as energy-related port development. This is a specific and unique aspiration from the Scottish Government for the site, and one that should not be undermined by applying Policy EMP1 of the LDP to it. Policy EMP1 is a relatively permissive employment policy in comparison to the Scottish Government's specific aspirations for the Cockenzie site. The Council submits that the suggested changes to the plan would be inappropriate. **The Council submits that no modification is required.**

Planning for Employment Miscellaneous Issues

Musselburgh & Inveresk Community Council (0245/6)

Concerns noted. Musselburgh town centre will be subject to two new policies, Policy TC1: 'Town Centre First' Principle and Policy TC2: Town and Local Centres which aim to support town centres. Additionally the Council has approved a Musselburgh Town Centre Strategy (Core Doc) which covers the period to 2019 and also aims to support the town centre. To date this has been partially implemented with environmental improvements on the eastern part of the High Street. The Council cannot prevent shops closing nor can it bring in 'high end establishments' but it can provide a framework for the town centre to be supported. The additional population in and around the town that will arise when new development becomes occupied will provide significant new potential for additional economic activity and spend within Musselburgh that should significantly benefit the town centre and may encourage further private investment in the town centre. **The Council submits that no modification is required.**

Musselburgh Area Partnership (0291/10)

It is acknowledged that there is no specific mention of the waterfront of Musselburgh in the LDP. It is not clear whether the AP considers that the waterfront should be developed for community use or for other development. **The Council submits that no modification is required.**

Musselburgh Area Partnership (0291/14)

The Council has set out the implementation requirements for new development in the Growing Our Economy and Communities section of the LDP. Developer contributions will be sought for many of these and the associated Supplementary Guidance (SG) will provide the framework to collect contributions for the necessary supporting facilities and infrastructure. The Council considers that these provide an adequate framework to accommodate the development without unacceptable impacts on local services and infrastructure. Planned growth in the Musselburgh area will bring additional spend within the reach of Musselburgh town centre. This will bring economic opportunity to the town centre which is likely to benefit from this and lead to further investment and regeneration.

It is not expected that this level of planned growth will be harmful to the town centre. At Wallyford the developer is required to provide environmental improvements to the main street in Wallyford prior to the occupation of houses and retail and other new local centre units are to be ready for occupation by the time the 675th house is completed on the site. See core doc (14/00903 Amendments to planning permission in principle 12/00924/PPM, including an increase in number of residential units from 1050 up to a maximum of 1450, relocation and redesign of open space, development for residential purposes of areas previously proposed as open space and relocation and redesign of proposed local centre, Land to South, East and West of Wallyford, East Lothian Developments Ltd. Refer to condition 12 of Planning Application). At Whitecraig PROP MH14: Land at Whitecraig South is allocated for a mixed use development including a small local centre. Supplementary planning guidance Draft Development Briefs suggests that this may comprise shop, cafe and/or other facility. Such a facility is intended to provide a local facility rather than relying on access to large outlying retail areas, albeit they will have a place in respect of comparison goods retail. **The Council submits that no modification is required.**

East Lothian Liberal Democrat Party (0300/7)

The LDP proposes a range and choice of strategic scale (Craighall, Blindwells, Macmerry and Spott Road Dunbar) as well as local employment sites (across communities) to promote employment within East Lothian, as set out in Table EMP1 of the LDP. There is a full range and choice of employment land / sites promoted by the plan. There is support for a range of employment uses on this land through policy EMP1, which would support local office hubs or workshops. However, should the Reporter be so minded then the insertion of the word 'significant' between the words 'other' and 'employment' in the first and second sentences of the second paragraph of Policy EMP1 may have some merit in respect of this representation. The Council submits that LDP paragraph 3.20 notes that the Council supports the principle of home working, live-work units, micro businesses and community business hubs. Policy EMP2 also supports the continued use and operation of harbours within the area. Although not a matter for the Local Development Plan, the Council does support the creation of local apprenticeship schemes where possible and appropriate. **The Council submits that no modification is required.**

North Berwick Community Council – Kathryn Smith (0326/7)

Local development plan policy EMP1 takes a wide ranging view of employment on development sites. If more of such land is to be provided through the planning process at North Berwick, however, this will require further development land to be made available at the town. The plan acknowledges the role and importance of digital communications (para 1.40, 4.53 – 4.57 and Policies DCN1: Digital Communications Networks and Policy DCN2: Provision of Broadband Connectivity in New Development) and gives support in these policies. **The Council submits that no modification is required.**

Scottish Power Generation (0391/7)

The Council submits that the introduction of such a policy would be inappropriate (including in terms of SEA and HRA) as well as inconsistent with NPF3. Such an approach should not be followed for the reasons given in 0391/6 and the main body of the Schedule 4. The Council submits the future of the Cockenzie site should not be decided solely by way of a planning application. Any significant change in policy approach to the Cockenzie site should be handled by preparation of statutory Supplementary Guidance, with

associated statutory consultation and adoption procedures followed, including sign-off from Scottish Ministers prior to adoption. Once adopted, such statutory Supplementary Guidance would be used to inform and assess any proposals for the Cockenzie site. This is why the Council has included within Proposal EGT1 the provision that statutory Supplementary Guidance will be prepared to guide the future development of the site in circumstances where the national aspiration to safeguard the Cockenzie site for National Development 3 is reviewed, or if such a proposal is implemented and there is residual land remaining. The Council submits that this is the appropriate approach to follow. **The Council submits that no modification is required.**

East Lammermuir Community Council (0414/16)

A more flexible approach will be applied to community, education and healthcare facilities, for example to ensure they are appropriately located for and easily accessible to the communities that they will serve.

The Council has a history of encouraging employment infrastructure in rural areas including villages. These include provision of small workshop units in villages such as Dirleton, Humbie and Stenton and the conversion of Council owned premises at West Barns, Kingston and the former Crossroads school by Ormiston to workshops for rent. The Council also recognises how important digital connectivity is to the rural economy/employment. There remains challenges around the provision of high-speed broadband for a number of rural communities with households and businesses having to make non-commercial arrangements that can be expensive or not provide the level of speed required. The Scottish Government's R100 initiative aims to provide 100% broadband coverage of 30 Megabits per second and above across Scotland by 2021. However, exactly how this will be implemented in East Lothian is not clear at this time (February 2017). There are no further developments of this nature proposed in the LDP of the type that the representation suggests but Policy DC1 supports the principle of new business development in the countryside. **The Council submits that no modification is required.**

Tourism

Tourism Background

David Campbell (0361/11)

The LDP wording at para 3.26 is designed to ensure that all relevant LDP policies are taken into account in the assessment of all leisure and tourism proposals. This will include Policy DC5 where it is relevant. The Council does not consider that this policy needs to be highlighted in this way and considers that by doing so it may inter alia detract from other LDP policies that are relevant. **The Council submits that no modification is required.**

Policy TOUR1: Archerfield Estate, Dirleton

Scottish Natural Heritage (0280/5)

Support welcomed. Should the Reporter agree it may be helpful to amend the pre-ambule to this policy to remove the reference to Archerfield Estate being on the National Inventory of Gardens and Designed Landscapes given that Historic Environment Scotland deleted it in September 2016. The Council notes that Historic Environment Scotland also removed

the Elvingston Estate from the National Inventory of Gardens and Designed Landscapes at the same time. Should the Reporter agree it may also be helpful to consequently amend Inset Map 3 to remove the Policy CH6 from both Archerfield and Elvingston estates. (Core Document).

Support

Policy EMP1: Business and Employment locations

Lothian Park (0256/3) and (0257/3)

Support noted.

Reporter's conclusions:

Reporter's recommendations:

Issue 12	Planning for Housing	
Development plan reference:	Growing Our Communities	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<p>John Slee (0049) James Millar (Kilduff) Ltd (0204) Messrs R and A Kennedy (0208) Balfour Beatty (0209) Gladman Planning (0213) Haig Hamilton (0219) Balfour Beatty (0227) Stewart Milne Homes Ltd (0229) Stewart Milne Homes Ltd (0243) Barratt David Wilson Homes (0246) Sirius Sport and Leisure (0274) Wallace Land Investments (0281) Ashfield Commercial Properties Ltd. (0282) Wallace Land Investments (0283) Wallace Land Investments (0284) Wallace Land Investments (0285) BS&S Group (0286) The Esperance Trust Group (0303)</p>	<p>Gullane Opposed to Over Development (0309) Stewart Milne Homes (0311) Miller Homes (0340) Hargreaves Services Ltd (0349) Homes for Scotland (0353) Musselburgh Conservation Society (0368) Inveresk Village Society (0385) The Scottish Government/ / Transport Scotland (0389) Gladman (0392) CALA (0393) The Traquair and Stewart Families (0409) Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426) Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438)</p>	
Provision of the development plan to which the issue relates:	<p>Housing and Housing Land Requirement Policy HOU1: Established Housing Land Table HOU1: Housing Proposals by Cluster Area Policy HOU2: Maintaining an Adequate Effective Five-Year Housing Land Supply Table HOU2: Housing Land Requirement and Supply Planning for Housing (pgs 64-73)</p>	
Planning authority's summary of the representation(s):		
<p><u>John Slee (0049/3)</u></p> <p>The representation states that “a case can be made for a fundamental re-examination of the overall plan for 10,000 houses to be built in East Lothian”.</p> <p><u>James Millar (Kilduff) Ltd (0204/5)</u></p> <p>Para 3.32 (Page 64) highlights the Councils commitment to continuing to support the development of housing sites in the established housing land supply. This is noted, however, the emerging SESplan (Para 5.10) highlights that where sites have been carried forward from multiple plans without delivery being achieved, they should be removed from the plan in favour of more effective and deliverable sites, which could result in a reasonably significant change in the land supply during the review of the LDP and further sites may be</p>		

required earlier than envisaged, and sites will definitely be required in the medium to long term as highlighted in emerging SESplan. With the identified capacity issues surrounding some settlements where “Countryside Around Towns” designations have been identified, we believe there could be limited opportunities to meet the subsequent shortfall, and certainty needs to be provided. Para 3.37 (Page 64) states that in considering housing development post 2024, to meet the currently identified requirement, the “LDP does identify and safeguard potential opportunities”. The LDP actually only contains one safeguard (at Blindwells) and we believe there is significant merit in taking a similar approach to a Drem Expansion Area (as shown on our “Vision for Drem” document submitted with these representations) to enable a plan led approach to be taken to meeting failures in the 5 year land supply that arise, and to provide an effective and deliverable proposal to be formulated to convert the safeguarding in to an allocation through the review of the LDP. SESplan 2 indicates that all Council areas will require further housing land in the 2030-2038 period, if not before, through a review of the SDP. The preference will likely continue to be for sites within SDAs, then others, and there are limited alternative options for significant development in the east of East Lothian. Introducing an additional safeguard will allow for land to be drawn down early on identified sites, in a plan led manner, in the event of a failure in the 5 year land supply emerging which is in line with the approach advocated in SESplan (Policy 6). We note the Councils commitment to continuing support for the principle of appropriate residential development on sites of the established housing land supply as set out in the 2015 Housing Land Audit. We have not been provided with the 2016 HLA to consider the programming for individual sites, but Appendix 2 of the Councils Technical Note 1 provides a summary of this. We are not clear however whether this has been agreed with Homes for Scotland, or whether there will be change to this. Therefore we are unclear of the accuracy of the assumptions made in that document to support the achievement and maintenance of a minimum effective 5 year land supply at all times. The Councils Technical Note 1 analyses the difference between SPP 2010 and SPP 2014 and their approach to calculating the housing land requirement, and the housing land supply, as well as issues such as the margin for generosity. This was considered in detail in Issue 5 of the Edinburgh LDP Examination Report and it was concluded that the LDP must conform to the current SDP and that generosity was to be added as part of preparing the LDP as it had not been added in preparing the SDP. In that case the Examination Reporter nevertheless gave weight to the 10%-20% generosity margin contained in SPP 2014. Table 16b of the Councils Technical Note 1 seems to indicate a shortfall of housing in the 2024 to 2032 period of some 1,107 homes, and it should be borne in mind that there may be other sites which fail to deliver in the in between time which would support the identification of a safeguarding at Drem to enable the proposal to be further investigated to ensure delivery at a time when it is required as part of a plan led approach to meeting housing need and demand in the locality.

James Millar (Kilduff) Ltd (0204/6)

We do not dispute that the Plan has numerically identified sufficient housing land to meet, and slightly exceed, the Housing Land Requirement, however, when the programming of these sites is examined in detail, we believe that there would be merit in safeguarding further land (at Drem Expansion Area) for future development.

Messrs R and A Kennedy (0208/2)

The SESplan housing requirement for East Lothian equates to the need to identify land capable of delivering 10,050 homes in the period up to 2024 and 6,250 up to 2019. Blindwells is a key component of the LDP strategy and can only be relied on for a modest

percentage of new house completions within the LDP plan period. Therefore the LDP as presently proposed will fail to meet its requirements in terms of land supply and there remains an underlying requirement for the release of additional effective sites to help meet that requirement.

Balfour Beatty (0209/1)

The SESplan housing requirement for East Lothian equates to the need to identify land capable of delivering 10,050 homes in the period up to 2024 and 6,250 up to 2019. Blindwells is a key component of the LDP strategy and can only be relied on for a modest percentage of new house completions within the LDP plan period. Therefore the LDP as presently proposed will fail to meet its requirements in terms of land supply and there remains an underlying requirement for the release of additional effective sites to help meet that requirement. Therefore support the increase in the size of the site at Macmerry North TT7 to provide an additional 50 homes.

Gladman Planning (0213/4)

In accordance with para 119 of SPP; Para 3.31 should set out the Housing Land Requirement for the period of ten years from the expected year of adoption of the plan (2018-2028). Para 3.34 should be amended.

Gladman Planning (0213/5)

Question the reliance upon the established housing land supply as set out in the Housing Land Audit 2015. A much more up to date picture would be reflected in the 2016 Audit, prepared in consultation with the house building industry; which should form the starting point for the LDP figure moving forward. There is a significant existing and ongoing shortfall in the Housing Land Supply (assessed as 66%/3.32 years based on 2015 Audit). In order to pick up on this shortfall and deliver the required new homes, a significant number of additional sites need to come forward in both delivery periods of the plan. The Council has noted in the LDP that delivery is outwith its control or that of the Action Programme, but despite the Council's own Interim Planning Guidance, little or no applications for housing on unallocated sites have been approved by the Council in recent years, with many cases deferring to planning appeal for positive outcomes, thereby delaying the process, costs and ultimately delivery of housing. As well as an increased housing land allocation, safeguarded sites should be introduced as a fallback position in the event of an ongoing shortfall in the HLS.

Gladman Planning (0213/6)

In Table HOU2, the anticipated contribution from new allocations seems highly ambitious given that many sites do not yet have planning permission and are expected to deliver a significant number of units by 2019.

Gladman Planning (0213/7)

As an increased housing land allocation, safeguarded sites should be introduced as a fallback position in the event of an ongoing shortfall in the HLS. Safeguarded sites would become available for consideration in the event of a shortfall in the HLS, in order to ensure the ongoing delivery of appropriate sites at all times.

Haig Hamilton (0219/2)

Alternative sites should be identified which can help meet the housing requirements to 2019 and in the period 2019-2024, helping to maintain an effective five year housing land supply. It is considered that there are a number of sites that are identified for development that are not effective sites and may not come forward during the plan period. There is currently a land allocation within Athelstaneford at the Glebe (Site H8). The site has been designated within the Local Plan for over 18 years, and it is considered, that if this site is not coming forward to meet the Council's housing land requirements, then alternative sites should be considered.

Balfour Beatty (0227/3)

The SESplan housing requirement for East Lothian equates to the need to identify land capable of delivering 10,050 homes in the period up to 2024 and 6,250 up to 2019. Blindwells is a key component of the LDP strategy and can only be relied on for a modest percentage of new house completions within the LDP plan period. Therefore the LDP as presently proposed will fail to meet its requirements in terms of land supply and there remains an underlying requirement for the release of additional effective sites to help meet that requirement. Therefore support the allocation of land on the east side of Tranent for up to 850 units.

Stewart Milne Homes Ltd (0229/3)

The Proposed LDP does not identify enough housing sites to meet the SESplan housing requirements for East Lothian. Consequently, additional housing sites will need to be allocated, and we recommend that Phantassie is one of these. The correct approach to be taken in the LDP can therefore be summarised as follows. The identification of the two consecutive housing requirements (supply targets) established by the SESplan Supplementary Guidance for the periods 2009 – 2019 and 2019 – 2024; The identification of a third housing requirement for the period 2024 – 2028 to provide sufficient housing land to meet the requirement to year 10 from the expected year of adoption (i.e. 2018); The SESplan housing requirement (supply target) should be increased by a margin of 10 to 20% to establish the housing land requirement, in order to ensure that a generous supply of land is provided (SPP paragraph 116). The LDP should make provision for sufficient houses to be built to meet the housing land requirement in the two time periods under consideration. This is likely to include the following sources of housing:

- House completions to date
- Land contained in the established land supply
- Windfall
- New housing allocations
- Demolitions (subtract)

Table HOU2 of the Proposed LDP summarises the Council's approach to meeting the SESplan housing requirement. In our view, Table HOU2 is flawed for the following reasons: Although Table HOU2 correctly identifies the SESplan housing requirements for 2009 – 2019 and 2019 – 2024, it does not set out the requirement for the period 2024 – 2028, which would cover the remainder of the 10-year period from LDP adoption in 2018 as required by SPP paragraph 119. Instead LDP Table HOU2 identifies two columns for the period 2024 – 2032 and Beyond 2032. Interesting as this information may be, it is not a consideration required by Scottish Planning Policy. Table HOU2 does not apply a margin

of generosity to each of the SESplan housing requirements. Instead, the final line simply identifies the percentage generosity for the period 2009 – 2024 combined, based on the assumption that the figures given for contributions from the new allocations are correct. The assumptions for the programming of house completions from the new allocations are clearly over-optimistic in terms of when sites will begin to be developed. The effect of this is to produce an unrealistically high contribution to meeting the housing requirement in the period 2019 – 2024. We have therefore prepared a revised version of Table HOU2, which is contained in Appendix 1 to this document. This revised table contain two variants, the first assuming 10% generosity and the second 20%. We have numbered the lines of our Tables from 1 – 12. This is the same number of lines as the LDP version of the Table, but instead of the bottom line identifying a percentage generosity, we have inserted a new Line 3, which adds generosity for each phase of the housing requirement separately. It should also be noted that our Tables replace the two columns showing the housing requirement for the periods 2024 – 2032 and Beyond 2032, with a single column for the period 2024 – 2028, reflecting the requirements of SPP. As a consequence of this, we have retitled Line 2 (and Line 3) to refer to the SDP as well as the SDP.

Variant 1

1. PLANNING PERIODS	2009 - 19	2019 - 24	TOTAL TO 2024	2024 - 28	TOTAL
2. SDP/SPP Housing Requirement to 2028	6,250	3,800	10,050	2,232	12,282
3. SDP/SPP Housing Requirement + 10%	6,875	4,180	11,055	2,455	13,510
4. Dwelling Completions 2009 – 15	2,038	0	2,038	0	2,038
5. Contribution from Established Land Supply	2,670	2,143	4,813	0	4,813
6. Contribution from New Allocations	790	3,725	4,515	1,485	6,000
7. Contribution from Future Windfall Sites	84	105	189	110	299
8. Loss of Supply to Dwelling Demolitions	-15	-8	23	-12	-35
9. Sub-Total Housing Land Supply	5,567	5,965	11,532	1,583	13,115
10. Contribution from Blindwells	0	291	291	388	679
11. Grand Total Housing Land Supply	5,567	6,256	11,823	1,971	13,794
12. Shortfall / Surplus of Housing Land ^(H)	1,308 deficit	2,076 surplus	768 surplus	484 deficit	284 surplus

Variant 2

1. PLANNING PERIODS	2009 - 19	2019 - 24	TOTAL TO 2024	2024 - 28	TOTAL
2. SDP/SPP Housing Requirement to 2028	6,250	3,800	10,050	2,232	13,870
3. SDP/SPP Housing Requirement + 20%	7,500	4,560	12,060	2,678	14,738
4. Dwelling Completions 2009 – 15	2,038	0	2,038	0	2,038
5. Contribution from Established Land Supply	2,670	2,143	4,813	0	4,813
6. Contribution from New Allocations	790	3,725	4,515	1,485	6,000
7. Contribution from Future Windfall Sites	84	105	189	110	299
8. Loss of Supply to Dwelling Demolitions	-15	-8	23	-12	-35
9. Sub-Total Housing Land Supply	5,567	5,965	11,532	1,583	13,115
10. Contribution from Blindwells	0	291	291	388	679
11. Grand Total Housing Land Supply	5,567	6,256	11,823	1,971	13,794
12. Shortfall / Surplus of Housing Land	1,933 deficit	1,696 surplus	237 deficit	707 deficit	944 deficit

Our revised Tables are, in our view, based on the correct methodology, deriving from the content of SESplan and Scottish Planning Policy. In respect to ‘generosity’ we have produced two variant tables, one assuming 10% and the other 20%. As indicated above, we recommend that East Lothian Council undertakes additional work to assess what the appropriate level of generosity should be, between these two limits.

Stewart Milne Homes Ltd (0243/3)

The Proposed LDP does not identify enough housing sites to meet the SESplan housing requirements for East Lothian. Consequently, additional housing sites will need to be allocated, and we recommend that Port Seton links is one of these. The correct approach to be taken in the LDP can therefore be summarised as set out in the supporting information.

Barratt David Wilson Homes (0246/6)

Paragraph 3.31 – To reflect Scottish Planning Policy Paragraphs 3.32 and 3.33 - It is considered that proposed programming of LDP sites is overly optimistic and a shortfall will still remain when assessed against SDP requirements. Paragraph 3.34 - Delays to Development Plan delivery, and the East Lothian LDP in particular, have exacerbated delivery issues at a time when the market cycle is in a strong position to deliver. It should be noted that East Lothian initiated the review of the adopted Local Plan in 2011 with a Call for Sites exercise. The Main Issues Report consultation did not occur until the beginning of 2015 and a Proposed LDP is only now at consultation in late 2016 (with examination and adoption likely to be mid/late 2017). This is despite SDP Supplementary Guidance (which confirmed strategic housing land requirements) being adopted in May 2014. Given Development Plan delays, additional short term housing sites should be allocated (and supported via application) to ensure pre-2019 targets are achieved. Paragraph 3.35 – The Proposed LDP fails to meet the requirements of SDP Policy 6 in this respect; Table HOU1/HOU2 - Contribution from Proposed LDP sites is not agreed. Programming of LDP sites is not yet agreed with the development industry and the 2015 Housing Land Audit presents the most up to date assessment of supply.

Barratt David Wilson Homes (0246/7)

Paragraph 3.41 – the proposed phasing / contribution of LDP sites is not agreed. Advice Box 1 - The proposed calculation does not take into account the SPP requirement for a 10%-20% generosity allowance on top of the housing land requirement. Paragraph 3.46 The Council would suggest that it is feasible to build an unrestricted number of houses on any one site but this fails to factor in developer capacity on any one site, i.e. realistic completions per annum from a single developer and maximum number of separate developers capable of operating at any one time on a single site. Marketability, and associated phasing, is a key consideration and Paragraph 3.46 should be amended to reflect this. Paragraph 3.48 - suggests that the Council will discount the marketability criteria of PAN2/2010 when assessing effective land supply shortfall. This is contrary to national policy and should be deleted. Policy HOU2 - It is noted that the recent Edinburgh LDP examination report recommends that their similar policy should reflect SESplan Policy 7 with just the addition of effectiveness and contribution to sustainable development. This approach should be reflected in East Lothian and proposed Policy HOU2 should be amended accordingly.

Sirius Sport and Leisure (0274/4)

The submission acknowledges that the SDP and its associated Supplementary Guidance on Housing Land was prepared under SPP 2010 (para 3.6). Nonetheless, the submitter suggests that the principle of the methodology used by the Council to define the Housing Land Requirement for the LDP is incorrect. This is because the submitter considers that the methodology that should have been applied by the Council is that set out in SPP

(2014). The submitter is also of the view that an information note prepared by the Scottish Government's Planning and Architecture Division on New Homes and development plan presentation is of relevance and adds further weight to their approach. In that context, the submitter suggests that the Housing Requirement and Housing Land Requirement already set by the approved SDP should be increased further in the preparation of the LDP to add an additional margin of generosity to the already approved SDP Housing Land Requirement for East Lothian that is set out in SESplan's Supplementary Guidance on Housing Land. Reference is made to the City of Edinburgh Council's LDP Examination findings in this regard as offering support for the position set out in this representation. Submitter also points to the approach adopted for LDPs in the Clydeplan SDP area as offering support for their suggested approach. The submission suggests the LDP may need to be modified before the examination to reflect these points. The submission suggests that East Lothian Council's assumed start dates in 2017/18 for proposed allocations are too early, that the LDP does not identify a housing land requirement 10 years post adoption to 2028, and the housing land requirement to 2019 is not met in full. The submitter also suggests the Council's detailed assumptions behind calculations concerning the start date amount of housing that can be developed are too optimistic. The representation is accompanied by an 'Assessment of the Housing Land Supply'. It describes the submitter's proposed methodology and calculates an alternative Housing Land Requirement to be met by the LDP. The submitter's Housing Land Requirement is compared to the number of homes the LDP anticipates to be built during the plan period, including house completions from the established housing land supply and proposed allocations. Essentially, based on programming, the assessment suggests that there is a shortfall of land capable of delivering 1,933 homes up to 2019, a surplus of land capable of delivering 1,696 homes 2019 - 2024 and a shortfall of land capable of delivering 364 homes in the period 2024-28. Consequently, the submission suggests that additional housing land allocations (sites) capable of delivering a further 1,933 homes are needed to enable the LDP to comply with the SDP Housing Land Requirement up to 2019. Additionally, the submission notes that the 2016 Housing Land Audit is yet to be agreed with Homes for Scotland, and it should provide the basis for examination. The submission requests that the Council, in preparing schedule 4s, allocates additional housing land to meet this short term requirement.

Wallace Land Investments (0281/2)

Wallace Land Investments has commissioned an Assessment of the Housing Land Supply. The conclusion from this Assessment is that there is a significant shortfall of homes in the period to 2019.

Ashfield Commercial Properties Ltd. (0282/2)

Table HOU 2s should be amended to include a generosity allowance in the SDP requirement to 2024 of at least 12%.

Wallace Land Investments (0283/2 & 0283/3)

Wallace Land Investments makes a number of representations, including an objection in respect of the non-inclusion of a site at Drylawhill, East Linton. Representation Housing Land Supply: The submission acknowledges that the SDP and its associated Supplementary Guidance on Housing Land was prepared under SPP 2010 (para 3.6). Nonetheless, the submitter suggests that the principle of the methodology used by the Council to define the Housing Land Requirement for the LDP is incorrect. This is because

the submitter considers that the methodology that should have been applied by the Council is that set out in SPP (2014). The submitter is also of the view that an information note prepared by the Scottish Government's Planning and Architecture Division on New Homes and development plan presentation is of relevance and adds further weight to their approach. In that context, the submitter suggests that the Housing Requirement and Housing Land Requirement already set by the approved SDP should be increased further in the preparation of the LDP to add an additional margin of generosity to the already approved SDP Housing Land Requirement for East Lothian that is set out in SESplan's Supplementary Guidance on Housing Land. Reference is made to the City of Edinburgh Council's LDP Examination findings in this regard as offering support for the position set out in this representation. Submitter also points to the approach adopted for LDPs in the Clydeplan SDP area as offering support for their suggested approach. The submission suggests the LDP may need to be modified before the examination to reflect these points. The submission suggests that East Lothian Council's assumed start dates in 2017/18 for proposed allocations are too early, that the LDP does not identify a housing land requirement 10 years post adoption to 2028, and the housing land requirement to 2019 is not met in full. The submitter also suggests the Council's detailed assumptions behind calculations concerning the start date amount of housing that can be developed are too optimistic. The representation is accompanied by an 'Assessment of the Housing Land Supply'. It describes the submitter's proposed methodology and calculates an alternative Housing Land Requirement to be met by the LDP. The submitter's Housing Land Requirement is compared to the number of homes the LDP anticipates to be built during the plan period, including house completions from the established housing land supply and proposed allocations. Essentially, based on programming, the assessment suggests that there is a shortfall of land capable of delivering 1,933 homes up to 2019, a surplus of land capable of delivering 1,696 homes 2019 - 2024 and a shortfall of land capable of delivering 364 homes in the period 2024-28.

Table HOU2 Housing Land Requirement

Planning Periods	2009-2019	2019-2024	2024 - 2028
Housing Supply Target	6,250	3,800	1,910
Housing Land Requirement (20%)	7,500	4,560	2,292
Dwelling Completions (2009 to 2015)	2,038	0	0
Contribution from the Established Land Supply	2,670	2,143	0
Contribution from Future Windfall Sites	84	105	56
Loss of Supply to Dwelling Demolitions	-15	-8	-6
Contribution from Blindwells	0	291	388
Sub-Total Housing Land Supply	4,777	2,531	444
Contribution required from New Allocations	2,723	2,029	1,848
Updated Contribution from New Allocations	790	3,725	1,485
Shortfall / Surplus	-1,933	+1,696	-364

Consequently, the submission suggests that additional housing land allocations (sites) capable of delivering a further 1,933 homes are needed to enable the LDP to comply with the SDP Housing Land Requirement up to 2019. Additionally, the submission notes that the 2016 Housing Land Audit is yet to be agreed with Homes for Scotland, and it should provide the basis for examination. The submission requests that the Council, in preparing schedule 4s, allocates additional housing land to meet this short term requirement.

Wallace Land Investments (0284/2 & 0284/3)

Representation Housing Land Supply: The submission acknowledges that the SDP and its

associated Supplementary Guidance on Housing Land was prepared under SPP 2010 (para 3.6). Nonetheless, the submitter suggests that the principle of the methodology used by the Council to define the Housing Land Requirement for the LDP is incorrect. This is because the submitter considers that the methodology that should have been applied by the Council is that set out in SPP (2014). The submitter is also of the view that an information note prepared by the Scottish Government's Planning and Architecture Division on New Homes and development plan presentation is of relevance and adds further weight to their approach. In that context, the submitter suggests that the Housing Requirement and Housing Land Requirement already set by the approved SDP should be increased further in the preparation of the LDP to add an additional margin of generosity to the already approved SDP Housing Land Requirement for East Lothian that is set out in SESplan's Supplementary Guidance on Housing Land. Reference is made to the City of Edinburgh Council's LDP Examination findings in this regard as offering support for the position set out in this representation. Submitter also points to the approach adopted for LDPs in the Clydeplan SDP area as offering support for their suggested approach. The submission suggests the LDP may need to be modified before the examination to reflect these points. The submission suggests that East Lothian Council's assumed start dates in 2017/18 for proposed allocations are too early, that the LDP does not identify a housing land requirement 10 years post adoption to 2028, and the housing land requirement to 2019 is not met in full. The submitter also suggests the Council's detailed assumptions behind calculations concerning the start date amount of housing that can be developed are too optimistic. The representation is accompanied by an 'Assessment of the Housing Land Supply'. It describes the submitter's proposed methodology and calculates an alternative Housing Land Requirement to be met by the LDP. The submitter's Housing Land Requirement is compared to the number of homes the LDP anticipates to be built during the plan period, including house completions from the established housing land supply and proposed allocations. Essentially, based on programming, the assessment suggests that there is a shortfall of land capable of delivering 1,933 homes up to 2019, a surplus of land capable of delivering 1,696 homes 2019 - 2024 and a shortfall of land capable of delivering 364 homes in the period 2024-28.

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Wallace Land Investments (0285/3)(0285/4)

Representation Housing Land Supply: The submission acknowledges that the SDP and its associated Supplementary Guidance on Housing Land was prepared under SPP 2010 (para 3.6). Nonetheless, the submitter suggests that the principle of the methodology used by the Council to define the Housing Land Requirement for the LDP is incorrect. This is because the submitter considers that the methodology that should have been applied by the Council is that set out in SPP (2014). The submitter is also of the view that an information note prepared by the Scottish Government's Planning and Architecture Division on New Homes and development plan presentation is of relevance and adds further weight to their approach. In that context, the submitter suggests that the Housing Requirement and Housing Land Requirement already set by the approved SDP should be increased further in the preparation of the LDP to add an additional margin of generosity to the already approved SDP Housing Land Requirement for East Lothian that is set out in SESplan's Supplementary Guidance on Housing Land. Reference is made to the City of Edinburgh Council's LDP Examination findings in this regard as offering support for the position set out in this representation. Submitter also points to the approach adopted for LDPs in the Clydeplan SDP area as offering support for their suggested approach. The submission suggests the LDP may need to be modified before the examination to reflect these points. The submission suggests that East Lothian Council's assumed start dates in 2017/18 for proposed allocations are too early, that the LDP does not identify a housing land requirement 10 years post adoption to 2028, and the housing land requirement to 2019 is not met in full. The submitter also suggests the Council's detailed assumptions behind calculations concerning the start date amount of housing that can be developed are too optimistic. The representation is accompanied by an 'Assessment of the Housing Land Supply'. It describes the submitter's proposed methodology and calculates an alternative Housing Land Requirement to be met by the LDP. The submitter's Housing Land Requirement is compared to the number of homes the LDP anticipates to be built during the plan period, including house completions from the established housing land supply and proposed allocations. Essentially, based on programming, the assessment suggests that there is a shortfall of land capable of delivering 1,933 homes up to 2019, a surplus of land capable of delivering 1,696 homes 2019 - 2024 and a shortfall of land capable of delivering 364 homes in the period 2024-28.

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Consequently, the submission suggests that additional housing land allocations (sites) capable of delivering a further 1,933 homes are needed to enable the LDP to comply with the SDP Housing Land Requirement up to 2019. Additionally, the submission notes that the 2016 Housing Land Audit is yet to be agreed with Homes for Scotland, and it should provide the basis for examination. The submission requests that the Council, in preparing

schedule 4s, allocates additional housing land to meet this short term requirement.

BS&S Group (0286/2)

Representation Housing Land Supply: additional 10 – 20% generosity should be added to comply with SPP (2014) paragraph 116. Objection suggests that site programming is too optimistic. Objector questions the ability to achieve that rate of development considering timing for examination, and infrastructure programming. Programming of sites not agreed by home building industry. Objector suggests that ELC did not begin process of plan preparation until 2011, that the MIR consultation did not begin until 2015 and that the proposed plan is at consultation in late 2016. This is despite the Supplementary Guidance on Housing Land being adopted in May 2014. The delay in the development plan is the reason for slower build rates. To counter the real risk that further slippage will occur in implementing the proposed allocations, further sites should be allocated/approved to increase the chances of strategic targets being met. Proposed LDP fails to meet the requirements of SDP Policy 6. Objection suggests that the 2,115 completions programmed for new allocations up to 2019 would require rates of completions never achieved before. For the period 2019 – 2024 the same is true for the three year period 2019 – 2022. Reference is made to Housing Technical note table 14 and 15. Objector suggest a shortfall of effective land up to 2019 of some 2,366 – 1,665 homes (or a 2.9 or 3.3 year supply). Objector suggests that the allocation of South Gateside would help achieve the SDPs requirements.

BS&S Group (0286/3)

Representation Effective Housing Land Supply: The phasing of proposed LDP sites is not agreed. Advice Box 1 does not take into account the SPP 10-20% generosity margin and this should be added to the Housing Land Requirement of the LDP. A housing monitoring paper should not be used to used to calculate the effective supply, this should be just for housing land audits agreed with the development industry. Whilst the marketability factor can be influenced by market demand, it needs to remain a consideration in terms of realistic programming of sites. The Council would suggest that it is feasible to build an unrestricted number of units on any one site, but this fails to factor developer capacity on a site – i.e. realistic completions per annum from a single developer and a maximum number of separate developers capable of operating at any one time on a single site. Marketability, and associated phasing, is a key consideration and this must be retained. City of Edinburgh Council LDP examination report recommends inclusion of a policy that contains SESplan Policy 7 criteria plus 'effectiveness' and 'contribution to sustainable development aims', and Policy HOU2 should be amended accordingly.

The Esperance Trust Group (0303/2)

Additional 10 – 20% generosity should be added to comply with SPP (2014) paragraph 116. Objection suggests that site programming is too optimistic. Objector questions the ability to achieve that rate of development considering timing for examination, and infrastructure programming. Programming of sites not agreed by home building industry. To counter the real risk that further slippage will occur in implementing the proposed allocations, further sites should be allocated/approved to increase the chances of strategic targets being met. Proposed LDP fails to meet the requirements of SDP Policy 6. Objection suggests that the 2,115 completions programmed for new allocations up to 2019 would require rates of completions never achieved before. For the period 2019 – 2024 the same is true for the three year period 2019 – 2022. Reference is made to Housing Technical note

table 14 and 15. Objector suggest a shortfall of effective land up to 2019 of some 2,366 – 1,665 homes (or a 2.9 or 3.3 year supply). Objector suggests that the allocation of Hill view Road, Ormiston would help achieve the SDPs requirements.

The Esperance Trust Group (0303/3)

The phasing of proposed LDP sites is not agreed. Advice Box 1 does not take into account the SPP 10-20% generosity margin and this should be added to the Housing Land Requirement of the LDP. A housing monitoring paper should not be used to calculate the effective supply, this should be just for housing land audits agreed with the development industry. Marketability, and associated phasing, is a key consideration and this must be retained. City of Edinburgh Council LDP examination report recommends inclusion of a policy that contains SESplan Policy 7 criteria plus 'effectiveness' and 'contribution to sustainable development aims', and Policy HOU2 should be amended accordingly.

Gullane Opposed to Over Development (0309/1)

The Council's Housing Land Supply: Interim Planning Guidance dated 23.2.16 looks to clarify matters in relation to the issues of the non-statutory nature of the draft proposed plan stage in the process that has been introduced here, it also goes on to give some guidance on the matter of prematurity and prejudice; and where there are matters of contention. The Reporter is asked to consider that also in reviewing the housing strategy in East Lothian. What the council does not explain in any level of detail is the reason behind the shortfall in relation to effective sites within the land supply yet it readily accepts that there is a shortfall in effective sites. This should be examined by the reporter in relation to the shortfall of sites in East Lothian.

Stewart Milne Homes (0311/2)

An additional 10 – 20% generosity should be added to comply with SPP (2014) paragraph 116. Objection suggests that site programming is too optimistic. Objector questions the ability to achieve that rate of development considering timing for examination, and infrastructure programming. Programming of sites not agreed by home building industry. Objector suggests that ELC did not begin process of plan preparation until 2011, that the MIR consultation did not begin until 2015 and that the proposed plan is at consultation in late 2016. This is despite the Supplementary Guidance on Housing Land being adopted in May 2014. The delay in the development plan is the reason for slower build rates. To counter the real risk that further slippage will occur in implementing the proposed allocations, further sites should be allocated/approved to increase the chances of strategic targets being met. Proposed LDP fails to meet the requirements of SDP Policy 6. Objection suggests that the 2,115 completions programmed for new allocations up to 2019 would require rates of completions never achieved before. For the period 2019 – 2024 the same is true for the three year period 2019 – 2022. Reference is made to Housing Technical note table 14 and 15. Objector suggest a shortfall of effective land up to 2019 of some 2,366 – 1,665 homes (or a 2.9 or 3.3 year supply). Objector suggests that the allocation of the site would help achieve the SDPs requirements.

Stewart Milne Homes (0311/3)

The phasing of proposed LDP sites is not agreed. Advice Box 1 does not take into account the SPP 10-20% generosity margin and this should be added to the Housing Land

Requirement of the LDP. A housing monitoring paper should not be used to calculate the effective supply, this should be just for housing land audits agreed with the development industry. Whilst the marketability factor can be influenced by market demand, it needs to remain a consideration in terms of realistic programming of sites. The Council would suggest that it is feasible to build an unrestricted number of units on any one site, but this fails to factor developer capacity on a site – i.e. realistic completions per annum from a single developer and a maximum number of separate developers capable of operating at any one time on a single site. Marketability, and associated phasing, is a key consideration and this must be retained. City of Edinburgh Council LDP examination report recommends inclusion of a policy that contains SESplan Policy 7 criteria plus 'effectiveness' and 'contribution to sustainable development aims', and Policy HOU2 should be amended accordingly.

Miller Homes (0340/2)

The Proposed LDP does not identify enough housing sites to meet the SESplan housing requirements for East Lothian additional housing sites will need to be allocated. The reasons for this are set out in the supporting information.

Hargreaves Services Ltd (0349/6)

Hargreaves supports Policy HOU1, but requests that reference is made to the potential housing demand that additional land at Blindwells could accommodate in circumstances where this site may come forward to satiate such demand.

Hargreaves Services Ltd (0349/7)

Hargreaves supports the maintenance of an effective land supply, furthermore the effective supply should be exceeding housing land targets in the event that sites are delayed or not delivered.

Homes for Scotland (0353/1)

Homes for Scotland seeks amendment to para 3.34 of the LDP which currently suggest that the rate of delivery of housing is dependent on factors not related to the SDP requirements or the LDP or its Action Programme. Such an amendment is suggested to ensure that the LDP and its Action programme are less passive in the process of delivery.

Homes for Scotland (0353/3)

Homes for Scotland acknowledge the potential difficulty in developing homes at the rate that will be needed to meet the SDPs Housing Requirements and para 3.41 of the LDP is quoted. Policy HOU2 should be amended to ensure consistency with SESplan Policy 7 part c. Programming should be delayed to start at 2018/19 to be more realistic in terms of delivery, although this would mean an effective supply is not maintained and this would be contrary to SPP and a concern for the industry. Although Homes for Scotland recognises that the SDP1 Housing Requirement is certainly generous, further generosity has not been added to the Housing Requirement for the LDP, but an element of generosity has been added. Table HOU2 should explicitly include a generosity allowance of 10 -20% above the Housing Land Requirement of the LDP. Table HOU2 should include allocations for 10 years post plan adoption – i.e. 2028. Marketability should be included as a constraint to assessing effectiveness. Reference to a housing monitoring paper should be removed from

Advice Box 1. Policy HOU1 should make reference to the most up-to-date housing land audit.

Musselburgh Conservation Society (0368/3)

Planning for Housing – amend Tables HOU 1 and H OU 2 to reflect the allocation amendments sought as outlined in 0368/11, 0368/12, 0368/13, 0368/14, increase the contribution from windfall and reduce the percentage generosity in land supply to 2024.

Musselburgh Conservation Society (0368/4)

Maintaining an Adequate Effective Five Year Housing Land Supply – proposes that a phasing policy be introduced in the LDP to give priority to the larger strategic sites that bring specific benefits. Small sites should not be released prematurely and their release should be related to progress on larger strategic sites.

Inveresk Village Society (0385/12)

Planning for Housing – amend Tables HOU 1 and H OU 2 to reflect the allocation amendments sought in reps 0368/11, 0368/12, 0368/13, 0368/14, increase the contribution from windfall and reduce the percentage generosity in land supply to 2024 for the reasons given in the representation made by Musselburgh Conservation Society (0368/4/TABLE HOU1).

Inveresk Village Society (0385/13)

Maintaining an Adequate Effective Five Year Housing Land Supply – supports the representation made by Musselburgh Conservation Society (Submission 0368).

The Scottish Government / Transport Scotland (0389/16)

The representation seeks a change to Table 2 to ensure clarity.

The Scottish Government / Transport Scotland (0389/17)

Reference should be made in the plan as to how the additional allowance from the SESplan supplementary guidance has been taken into account in order to ensure clarity.

Gladman Planning (0392/1)

It is recognised that some matters in delivery of housing are outwith the control of the planning authority, however they are under obligation to facilitate many of the key factors of delivery including providing a generous supply of effective housing land at all times, and ensuring these sites have consent – these matters cannot be considered unrelated to the LDP or its Action Programme.

Gladman Planning (0392/2)

A more up to date picture of housing land programming will be reflected in the 2016 housing land audit and this should be used to form the starting point of the LDP figures moving forward. East Lothian Council is currently facing a recognised shortfall in the housing land supply (3.32 years) using the 2015 housing land audit, on which the

Proposed LDP is based. In that context the proposed 23% generosity does not go far enough. The focus should be on effective sites, deliverable within the plan period in order to ensure delivery in the shortest possible timeframes, as large a range and choice of these sites should be included as possible. Failing that, the Council should consider the option of providing for additional housing opportunity or a greater range of safeguarded sites, that can be brought forward for consideration in the event of a shortfall. In Table HOU2, the anticipated contribution from new allocations seems highly ambitious given that many sites do not yet have planning permission and are expected to deliver a significant number of units by 2019. These allocations need to be fully appraised and the necessary adjustments made – i.e. introduction of more allocations to make up the shortfall.

Gladman Planning (0392/3)

Additional allocations are required as per previous submissions and attachments. Safeguarded sites would become available for consideration in the event of a shortfall in the effective land supply, in order to ensure the ongoing delivery of appropriate sites at all times.

CALA Management Ltd (0393/9)

The SESplan HNDA signposts that there may be need and demand for a further 3,820 dwellings in East Lothian for the period 2024 – 2032. The SDP does not require the LDP to allocate housing land for that period. However, SPP (para. 119) requires that LDPs "allocate a range of sites which are effective or expected to become effective in the plan period to meet the housing land requirement of the strategic development plan up to year 10 from the expected year of adoption". The LDP is expected to be adopted in 2018. Therefore the LDP should allocate land up to 2028. although the Proposed Plan indicates programming of allocations beyond 2028, it does not specifically set out the requirement for the period to 2028. Table HOU2: Housing Land Requirements and Supply on Page 67 should be updated to include the allocations to 2028 to be far clearer, and to be compliant with Para 119 of SPP. The LDP does identify and safeguard potential opportunities. These include allocated sites that are not expected to be fully developed by 2024. Blindwells is intended to have such a role, which may be enhanced if a suitable comprehensive solution for development of a larger new settlement is found. A potential new development location at Drem is also safeguarded, both as a potential long-term solution to continued housing land supply pressure but also as a suitable alternative should the preferred strategy fail to deliver the requisite number of new homes. In line with representations elsewhere, we are proposing that land at Drem is safeguarded for medium-long term development and in response to SESPlan 2 and this plan that recognises the difficulty in accommodating further major growth in the west of the County. Drem would also provide a credible back-up should major developments at inter alia Musselburgh, Wallyford or Blindwells not deliver new homes within the lifetime of this LDP.

The Traquair and Stewart Families (0409/2)

Seeks amendments to Planning for Housing paras 3.31 – 3.35 Housing and Housing Land Requirement and Spatial Strategy on generosity allowance; that additional sites may be required to meet pre-2019 housing targets and maintain a 5 year housing land supply; that additional sites will be brought forward if effective supply is not maintained; a caveat to Table HOU2 to ensure the LDP site contribution is subject to agreement with the development industry/Homes for Scotland. Seeks amendments to Maintaining an Adequate Effective Five-Year Housing Land Supply paras 3.41 – 3.48 and Advice Box 1 to

refer to agreement with the development industry; generosity allowance; marketability and phasing; deletion of reference to discounting marketability criteria and amendment to Policy HOU 2.

Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426/4)

Support the recognition that in para 3.44 "if the supply of effective housing land is not enough for the next 5 years, Scottish Government planning policy would expect this plan's policies on the supply of housing land to be considered out of date, and a presumption in favour of development that contribute to sustainable development to be a material consideration". Policy HOU2 would appear to not serve any real purpose given the statement above. In that circumstance, then the SPP is to be applied in terms of the presumption in favour of sustainable development. It would appear that such a policy is redundant and we object to the policies inclusion.

Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438/3)

Support the recognition that in para 3.44 "if the supply of effective housing land is not enough for the next 5 years, Scottish Government planning policy would expect this plan's policies on the supply of housing land to be considered out of date, and a presumption in favour of development that contribute to sustainable development to be a material consideration". Policy HOU2 would appear to not serve any real purpose given the statement above. In that circumstance, then the SPP is to be applied in terms of the presumption in favour of sustainable development. It would appear that such a policy is redundant and we object to the policies inclusion.

Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426/3)

Support the identifications of HN1: Letham Mains and HN2: Letham Mains Expansion within Table HOU2, noting that the proposed allocation does not currently form part of the established supply as it, until the plan is adopted, remains a proposal. Table HOU2 outlines the Council's position in regards to the housing land supply against the requirements of the SDP. The SPP requires that in addition to the housing land requirements, as set by the SDP, that Local Authorities also add a 'generosity allowance' to the housing land requirement of between 10-20% - East Lothian do not add a generosity allowance on to each of the housing land requirement figures for each of the periods.

Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438/2)

Support the identifications of HN1: Letham Mains and HN2: Letham Mains Expansion within Table HOU2, noting that the proposed allocation does not currently form part of the established supply as it, until the plan is adopted, remains a proposal. Table HOU2 outlines the Council's position in regards to the housing land supply against the requirements of the SDP. The SPP requires that in addition to the housing land requirements, as set by the SDP, that Local Authorities also add a 'generosity allowance' to the housing land requirement of between 10-20% - East Lothian do not add a generosity allowance on to each of the housing land requirement figures for each of the periods. If higher generosity figures of 20% are utilised, the requirement to 2019 should be 7500 and from 2019-2024, 4,560. If these figures are utilised or indeed some of the allocated sites fails to be deliverable in the plan period then East Lothian Council need to look at additional sites. The subject site is one which should be utilised and could be considered by the Reporter to the Examination of the Plan if any shortfall in housing land is found.

Modifications sought by those submitting representations:

John Slee (0049/3)

No Modification sought

James Millar (Kilduff) Ltd (0204/5)

Introduce a new Para 3.37 (on Page 64) with the heading "Drem Expansion Areas Role in Meeting Housing Land Requirements" to the effect: "The vision for the Drem Expansion Area is the creation and delivery of a sustainable mixed community, within an SDA, in a sustainable location, that contributes to the Housing Land Requirements post 2019 and beyond. The SDP allows for, in circumstances where there is a failure in the 5 year land supply, the early draw down of land identified in the plan before unallocated greenfield land can be brought forward. The identification of a safeguard provides landowners and developers with the confidence to invest significant resources to resolve issues to facilitate delivery post 2019 and for the Council to bring forward the early release of this identified development opportunity, in a plan led manner, the event of a failure in the 5 year land supply". Amend the current (or re-numbered) Para 3.37 to read "Blindwells and Drem are intended..." and "...of a larger new settlement, or expansion area, is found." Renumber subsequent Paras as a result. Amend Para 3.38 (on Page 64) to read "...Housing Land Audit 2015, and safeguarded areas have been identified which will enable any changes to this to be met in a plan led manner". Amend Table HOU1: Housing Proposals by Cluster Area (on Page 66) to include in a similar manner to Blindwells a LDP Safeguard in the North Berwick Cluster as follows (unfortunately the portal does not allow for the insertion of tables); Under LDP Safeguards in the North Berwick Cluster add "NK12" under Site Ref; add "Drem Expansion Area" under LDP Safeguards and add "2,000" under Capacity with subsequent amendments to the Total columns to reflect this change.

James Millar (Kilduff) Ltd (0204/6)

Identify Drem as a development safeguard.

Messrs R and A Kennedy (0208/2)

TT1 deleted from LDP.

Balfour Beatty (0209/1)

Revise the boundary of PROP TT7 Macmerry North to deliver to 200 new homes.

Gladman Planning (0213/4)

The representation states that para 3.31 should set out the Housing Land Requirement for the period of ten years from the expected year of adoption of the plan (2018-2028). Para 3.34 should be amended to reflect this.

Gladman Planning (0213/5)

Use of 2016 HLA as a baseline. Table HOU1: Introduction of a substantial number of additional housing proposals and safeguarded sites. Table HOU1: Introduction of an increased number of safeguarded sites.

Gladman Planning (0213/6)

Table HOU2: Re-appraisal of the level and timing of delivery of new allocations.

Gladman Planning (0213/7)

Para 3.41: The Plan does not go far enough to ensure an effective five year housing land supply at all times, partly through reliance on larger scale developments that require significant investment, with associated timing implications, As such there is a need to allocation a range of short term, effective sites. The focus should be on LDP means of delivering sites rather than the challenges. Introduction of additional housing opportunity sites and safeguarded sites.

Haig Hamilton (0219/2)

The Glebe (Site H8) Athelstaneford should be replaced with an alternative site.

Balfour Beatty (0227/3)

The allocation of land on the east side of Tranent for up to 850 units and community facilities.

Stewart Milne Homes Ltd (0229/3) Stewart Milne Homes Ltd (0243/3)

LDP Table HOU2 is replaced by a new table, reflecting the correct methodology outlined in this representation.

Barratt David Wilson Homes (0246/6)

Paragraph 3.31 - reference should be added to an additional 10%-20% generosity allowance as required by Scottish Planning Policy Paragraph 116. Paragraphs 3.32 and 3.33 – should add that additional sites may be required to be brought forward to meet pre-2019 strategic housing targets and to maintain a five year effective housing land supply. Paragraph 3.35 – amend second last sentence to state that additional sites will be brought forward if effective supply is not maintained. Table HOU1 – Add new site to Dunbar Cluster: Preston Mains, East Linton, 150 unit capacity Paragraph 3.35 – amend second last sentence to state that additional sites will be brought forward if effective supply is not maintained. Table HOU2 – caveat LDP site contribution as subject to agreement with development industry / Homes for Scotland.

Barratt David Wilson Homes (0246/7)

Paragraph 3.41 – amend first sentence to state that proposed supply phasing is subject to agreement with development industry and if not agreed, additional sites may be required to be brought forward. Advice Box 1 – amend Part 2 to take into account the SPP requirement for a 10%-20% generosity allowance on top of the housing land requirement. Amend Part 4 to remove reference to housing monitoring paper. Paragraph 3.46 - Marketability, and associated phasing, is a key consideration and Paragraph 3.46 should be amended to reflect this.

Paragraph 3.48 – reference to discounting the marketability criteria of PAN2/2010 when

assessing effective land supply shortfall should be deleted.

Policy HOU2 – Criteria should be amended to be: SESplan Policy 7 criteria plus 'effectiveness' and 'contribution to sustainable development aims'.

Sirius Sport and Leisure (0274/4)

Table HOU2 should be modified as set out in the submitter's assessment of Housing Land Supply, which would suggest the LDP does not provide sufficient housing land and that additional housing land allocations are necessary.

Wallace Land Investments (0281/2)

It is recommended that the Council, in formulating its Schedule 4s for the Examination, allocates additional land to meet this short term requirement.

Ashfield Commercial Properties Ltd. (0282/2)

Table HOU 2 amended to include a generosity allowance in the SDP requirement to 2024 of at least 12%.

Wallace Land Investments (0283/2)(0283/3)

Table HOU2 should be modified as set out in the submitter's assessment of Housing Land Supply, which would suggest the LDP does not provide sufficient housing land and that additional housing land allocations are necessary.

Wallace Land Investments (0284/2)(0284/3)

Table HOU2 should be modified as set out in the submitter's assessment of Housing Land Supply, which would suggest the LDP does not provide sufficient housing land and that additional housing land allocations are necessary.

Wallace Land Investments (0285/3)(0285/4)

Table HOU2 should be modified as set out in the submitter's assessment of Housing Land Supply, which would suggest the LDP does not provide sufficient housing land and that additional housing land allocations are necessary.

BS&S Group (0286/2)

Paragraph 3.31 – reference should be made to an additional 10-20% generosity allowance. Paragraph 3.32 – 3.33 should add that additional sites may be needed to be brought forward to meet pre-2019 strategic housing targets and to maintain a five year effective housing land supply. Paragraph 3.34 – reference should be made to delays in the development plan process being a contributing factor. Paragraph 3.35 – amend second land sentence to state that additional sites will be brought forward if an effective supply is not maintained. Table HOU1: add new site. Table HOU2 – caveat that LDP site contribution as subject to agreement with development industry / Homes for Scotland.

BS&S Group (0286/3)

Paragraph 3.41 – amend first sentence to state that the proposed supply phasing is subject to agreement with development industry and if not agreed, additional sites may be required to be brought forward. Advice Box 1 – amend part 2 to take account of SPP requirement for a 10 – 20% generosity allowance on top of the Housing Land Requirement. Amend part 4 to remove reference to housing monitor paper. Paragraph 3.46 – Marketability, and associated phasing, is a key requirement and paragraph 3.46 should be amended to reflect this. Paragraph 3.48 – reference to discounting the marketability criteria of PAN 2/2010 when assessing the effective land supply should be deleted. Policy HOU2 – criteria should be amended to be: SESplan Policy 7 criteria plus ‘effectiveness’ and ‘contribution to sustainable development aims’.

The Esperance Trust Group (0303/2)

Paragraph 3.31 – reference should be made to an additional 10-20% generosity allowance. Paragraph 3.32 – 3.33 should add that additional sites may be needed to be brought forward to meet pre-2019 strategic housing targets and to maintain a five year effective housing land supply. Paragraph 3.35 – amend second land sentence to state that additional sites will be brought forward if an effective supply is not maintained. Table HOU2 – caveat that LDP site contribution as subject to agreement with development industry / Homes for Scotland.

The Esperance Trust Group (0303/3)

Paragraph 3.41 – amend first sentence to state that the proposed supply phasing is subject to agreement with development industry and if not agreed, additional sites may be required to be brought forward. Advice Box 1 – amend part 2 to take account of SPP requirement for a 10 – 20% generosity allowance on top of the Housing Land Requirement. Amend part 4 to remove reference to housing monitor paper. Paragraph 3.46 – Marketability, and associated phasing, is a key requirement and paragraph 3.46 should be amended to reflect this. Paragraph 3.48 – reference to discounting the marketability criteria of PAN 2/2010 when assessing the effective land supply should be deleted. Policy HOU2 – criteria should be amended to be: SESplan Policy 7 criteria plus ‘effectiveness’ and ‘contribution to sustainable development aims’.

Gullane Opposed to Over Development (0309/1)

No Modification sought

Stewart Milne Homes (0311/2)

Paragraph 3.31 – reference should be made to an additional 10-20% generosity allowance. Paragraph 3.32 – 3.33 should add that additional sites may be needed to be brought forward to meet pre-2019 strategic housing targets and to maintain a five year effective housing land supply. Paragraph 3.34 – reference should be made to delays in the development plan process being a contributing factor. Paragraph 3.35 – amend second land sentence to state that additional sites will be brought forward if an effective supply is not maintained. Table HOU1: add new site. Table HOU2 – caveat that LDP site contribution as subject to agreement with development industry / Homes for Scotland.

Stewart Milne Homes (0311/3)

Paragraph 3.41 – amend first sentence to state that the proposed supply phasing is

subject to agreement with development industry and if not agreed, additional sites may be required to be brought forward. Advice Box 1 – amend part 2 to take account of SPP requirement for a 10 – 205 generosity allowance on top of the Housing Land Requirement. Amend part 4 to remove reference to housing monitor paper. Paragraph 3.46 – Marketability, and associated phasing, is a key requirement and paragraph 3.46 should be amended to reflect this. Paragraph 3.48 – reference to discounting the marketability criteria of PAN 2/2010 when assessing the effective land supply should be deleted. Policy HOU2 – criteria should be amended to be: SESplan Policy 7 criteria plus ‘effectiveness’ and ‘contribution to sustainable development aims’

Miller Homes (0340/2)

LDP Table HOU2 is replaced by a new table, reflecting the correct methodology outline in this representation.

Hargreaves Services Ltd (0349/6)

Modify Policy HOU1 to reference Blindwells ability to accommodate further housing demand.

Hargreaves Services Ltd (0349/7)

No Modification sought

Homes for Scotland (0353/1)

Amend paragraph 3.34 to make clear that it is a matter for the spatial strategy to allocate land for housing in places where people want to live; sites that are marketable and deliverable, and where there is more likely to be sufficient flexibility to fund any necessary infrastructure interventions.

Homes for Scotland (0353/3)

Following Modifications Sought in relation to Effective Five Year Housing Land Supply

- a. Paragraph 3.42 should be more strongly worded to reflect the onus on the planning authority to determine applications as quickly as possible to deliver the ambitious programme set out in the plan.
- b. Programming start dates for the Local Development Plan sites should be pushed back to 2018/19 to be more realistic, reflecting current and recent past delivery rates, and reasonable programmed completions.
- c. Amend Table HOU2 to take into account generosity allowance and allocation for 10 years from plan adoption – setting out completions up to 2028 clearly within the table.
- d. Amend paras 3.46 – 3.48 to include marketability as a factor in calculating the five year effective land supply.
- e. Delete ‘and this is not due to ‘marketing constraints’ from para 3.48
- f. Amend paragraph 3.47 which is currently contradictory – development plan policies about the supply of housing land are considered out-of-date when a shortfall arises in the five-year effective supply, and ‘the presumption in favour of development that contributes to sustainable development is a significant material consideration, not the plan strategy.
- g. Delete reference to ‘or any housing monitoring paper’ within point 4 of Advice Box 1
- h. Amend Policy HOU1 to refer to the most up-to-date Housing Land Audit.

Musselburgh Conservation Society (0368/3)

(i) In Table HOU1 amend the allocations to reflect the changes contained in Section 2.(ii) In Table HOU1 accommodate increased allocations at appropriate sites following an assessment of suitability so as to make provision for 250 of the 1000 dwellings displaced from the Musselburgh cluster.(iii) In Table HOU2 reduce the figure for contributions from new allocations by 750.(iv) In Table HOU2 add 300 to the figure for contribution from future windfall sites.(v) In Table HOU2 reduce to 18.5% the percentage generosity in land supply to 2024 representing 450 fewer new dwellings being needed overall.

Musselburgh Conservation Society (0368/4)

There should be a phasing policy for the release of sites contained within this section of the Plan so that priority is given to the larger strategic sites which bring specific benefits.

Inveresk Village Society (0385/12)

(i) In Table HOU1 amend the allocations to reflect the changes contained in Section 2.(ii) In Table HOU1 accommodate increased allocations at appropriate sites following an assessment of suitability so as to make provision for 250 of the 1000 dwellings displaced from the Musselburgh cluster.(iii) In Table HOU2 reduce the figure for contributions from new allocations by 750.(iv) In Table HOU2 add 300 to the figure for contribution from future windfall sites.(v) In Table HOU2 reduce to 18.5% the percentage generosity in land supply to 2024 representing 450 fewer new dwellings being needed overall.

Inveresk Village Society (0385/13)

There should be a phasing policy for the release of sites contained within this section of the Plan so that priority is given to the larger strategic sites which bring specific benefits.

The Scottish Government / Transport Scotland (0389/16)

Table HOU2 (Page 67): demolitions and surplus should be shown as negative figures.

The Scottish Government / Transport Scotland (0389/17)

Reference should be made in the plan to how the additional allowance from the SESplan supplementary guidance has been taken into account.

Gladman Planning (0392/1)

Paragraph 3.31 should set the housing land requirement for the period of ten years from the expected year of adoption (2018/2028). Rewording of paragraph 3.34 to remove negative references to the rate of delivery of housing, or if remaining, include additional text to show how the LDP will work to overcome this potential issue in order to meet targets, preferably by allocating a larger number and range of sites.

Gladman Planning (0392/2)

Gladman seek the use of the 2016 housing land audit as the baseline. Table HOU1: Introduction of a substantial number of additional housing allocations and safeguarded

sites. Table HOU2: Introduction of additional allocations, to result in increased % generosity in the housing land supply. Table HOU2: full re-appraisal of the level and timing of delivery of new allocations.

Gladman Planning (0392/3)

Paragraph 3.41 – the plan does not go far enough to ensure an effective five year housing land supply at all times, partly through reliance on larger scale developments that require significant investment, with associated timing implications. As such there is a need to allocate a range of short term, effective sites. The focus should be on LDP means of delivering sites, rather than challenges. Introduction of additional housing opportunity sites.

CALA Management Ltd (0393/9)

The LDP should allocate land up to 2028. Table HOU2: Housing Land Requirements and Supply on Page 67 should be updated to include the allocations to 2028 to be far clearer, and to be compliant with Para 119 of SPP. A potential new development location at Drem is also safeguarded, both as a potential long-term solution to continued housing land supply pressure but also as a suitable alternative should the preferred strategy fail to deliver the requisite number of new homes.

The Traquair and Stewart Families (0409/2)

Seeks amendments to Planning for Housing paras 3.31 – 3.35 Housing and Housing Land Requirement and Spatial Strategy on generosity allowance; that additional sites may be required to meet pre-2019 housing targets and maintain a 5 year housing land supply; that additional sites will be brought forward if effective supply is not maintained; a caveat to Table HOU2 to ensure the LDP site contribution is subject to agreement with the development industry/Homes for Scotland. Seeks amendments to Maintaining an Adequate Effective Five-Year Housing Land Supply paras 3.41 – 3.48 to refer to agreement with the development industry; generosity allowance; marketability and phasing; deletion of reference to discounting marketability criteria and a mendment to Policy HOU 2.

Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426/4); Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438/3)

Para 3.34 should be amended and policy HOU2 deleted.

Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426/3); Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438/2)

East Lothian should add a generosity allowance on t o each of the housing land requirement figures for each of the periods.

Summary of responses (including reasons) by planning authority:

The Council has responded in the normal way within this Schedule 4 form to each of the representations raised. However, the Council has also prepared a Planning for Housing Position Statement, which it has lodged to the Examination as a Core Document (Core Doc ??). The Planning for Housing Position Statement should be

read together with this Schedule 4 form as well as Technical Note 1. Together they set out the LDP approach to Planning for Housing. The Position Statement allows relevant considerations to be drawn together in a way not possible within the format of the Schedule 4 form itself. It sets the Council's answers to the representations within the wider context that is necessary to understand how and why the Council's policy position has developed in respect of this issue.

John Slee (0049/3); James Millar (Kilduff) Ltd (0204/5); Messrs R and A Kennedy (0208/2); Balfour Beatty (0209/1); Gladman Planning (0213/4); Gladman Planning (0213/5); Gladman Planning (0213/6); Gladman Planning (0213/7); Haig Hamilton (0219/2); Balfour Beatty (0227/3); Stewart Milne Homes Ltd (0229/3); Stewart Milne Homes Ltd (0243/3); Barratt David Wilson Homes (0246/6); Barratt David Wilson Homes (0246/7); Sirius Sport and Leisure (0274/4); Wallace Land Investments (0281/2); Ashfield Commercial Properties Ltd. (0282/2); Wallace Land Investments (0283/2 & 0283/3); Wallace Land Investments (0284/2 & 0284/3); Wallace Land Investments (0285/3 & 0285/4); BS&S Group (0286/2); BS&S Group (0286/3); The Esperance Trust Group (0303/2); The Esperance Trust Group (0303/3); Gullane Opposed to Over Development (0309/1); Stewart Milne Homes (0311/2); Stewart Milne Homes (0311/3); Miller Homes (0340/2); Homes for Scotland (0353/3); Gladman (0392/1); Gladman (0392/2); Gladman (0392/3); CALA (0393/9); The Traquair and Stewart Families (0409/2); Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426/3); Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438/2).

The Council considers that the drafting of paragraph 3.42 is appropriate and acknowledges that the efficient handling and determination of planning applications is one of many important factors in the delivery of new homes. The Council's position on programming, marketability and anticipating the start dates and rates of programming for sites is set out in Technical Note 1 and in its wider Planning for Housing Position Statement.

The Council submits that paragraph 32 of SPP (2014) is clear that 'the presumption' (SPP paragraph 28 - 29) does not outweigh the statutory status of the development plan as the starting point for decision-making, as set out at Section 25 of the Town and Country Planning Scotland Act 1997 (as amended). SPP does state that the policies of the plan will be considered out-of-date where there is not enough effective housing land (SPP 2014 paragraphs 125 and 32 – 35). However, it does not state that out-of-date policies cannot be significant material considerations in their own right, or that they should carry less weight than SPP (2014). The Council therefore submits that it is legitimate for the LDP to identify the range of relevant material considerations set out in paragraph 3.47 – i.e. not just the plan strategy or sites – and that these can be significant in decision making too. The degree of weight to be attached to the development plan and other relevant material considerations, irrespective of their 'significance', will be a matter for the decision-maker (see LDP paragraph 1.8).

The Council submits that the principles of the approach it has followed to setting the Housing Land Requirement for the LDP is the correct and only one that should be followed in the preparation of the Local Development Plan for the area. The Planning for Housing Technical Note sets out in detail the approach the LDP has taken to setting Housing Land Requirement. A key consideration is whether or not the methodology and approach to planning for housing between SPP (2010) and SPP (2014) is the same – i.e. are the policy principles of the old and new SPP interchangeable. Importantly, under SPP (2010) the Housing Supply Target, Housing Requirement and Housing Land Requirement were to be the same figures. This is because the estimates of housing need and demand from the

HNDA were to be 'the' evidence base for setting them – i.e. the Housing Supply Target, Housing Requirement and Housing Land Requirement were to be equal to the HNDA estimates for housing need and demand. A generous housing land supply would be available if an effective five-year housing land supply could be maintained at all times – i.e. demonstrated at the point of plan adoption, and when the plan is operative, based on the principles of a calculation approach for this implied by PAN 2/2010. PAN 2/2010 was published to complement the policy principles and approach of SPP (2010).

The Council submits that the approach to planning for housing set out in SPP (2014) should not be selectively and retrospectively applied to increase the SDPs approved Housing Land Requirements by 10-20% in the preparation of the LDP for East Lothian. This is because SPP (2014) should not carry greater weight than the approved SDP, which was prepared and approved under SPP (2010) and with which the LDP must, by law, be consistent. Additionally, SPP (2010) and SPP (2014) are clear that in city regions SDPs set LDP Housing Land Requirements. For the avoidance of doubt, SPP (2014) (footnote 22 page 11) is clear that the SDP is not out-of-date solely because it was approved before SPP (2014) was published.

The Council further submits that it is the intention of SPP (2010) and SPP (2014) that an LDP is to plan to meet the SDP Housing Land Requirements for a period up to 10 years following the 'anticipated' year of LDP adoption. The Council submits that this must be read in the context that it stems from an expectation that the SDP Housing Land Requirement is set for a period of 12 years following its anticipated year of approval. This should also be read in the context of the parallel expectation that LDPs should be adopted within two years of SDP approval. Accordingly, these provisions of SPP can be met if the LDP allocates sufficient land to equal the SDPs Housing Land Requirements for year 12 (i.e. the original anticipated LDP year 10). In SESplan's case this would be the periods up to 2019 and 2019 to 2024 only. There is no need to introduce to the LDP an additional Housing Land Requirement for the period beyond 2024, even if LDP adoption is delayed. The LDP period is intended to be the same as the SDP period, as both plans are to be taken together as the Development Plan for a local area and so should have concurrent timescales and development requirements.

In line with the Scottish Government's current national planning policy and advice, if there is not 'enough' effective housing land in East Lothian for the next five years, a presumption in favour of development that contributes to sustainable development will be a significant material consideration in the determination of proposals for housing development on land not identified by the LDP as suitable in principle for that purpose. Any such proposals will be assessed against all relevant policies of the development plan, including SDP Policy 7, not SESplan Policy 7 only, as well as other relevant material considerations.

The matter of 'generosity' being included within the effective housing land supply calculation is covered within the Council's wider Planning for Housing Position Statement (Core Doc?). However, the thrust of representations seeking the application of higher Housing Land Requirements, further housing allocations and a significantly more challenging basis for calculating whether the amount of effective housing land is adequate in the context of current levels of house building activity underscores why the correct interpretation and application of SPP (2010) and SPP (2014) is important. The Council submits that it is appropriate to prepare a housing monitoring paper, as the housing land audit does not take into account other sources of housing land including future windfall projections when considering how much of the housing land requirement may remain to be delivered.

The Council acknowledges the issues associated with considering 'marketability' and site programming as a reliable indicator of the amount of land that can be counted as effective. The Council will take into account site programming in determining whether there is 'enough' effective land available for the next five years. It will also take into account the amount of land that, were it not for a marketing constraint, is 'unconstrained' and available for the construction of homes. The Council submits that it is important to consider this point in the context of the rates of development that would need to be achieved to deliver the SDPs requirements, and that no matter how much land is made available that rate of development and thus the SDPs requirements are unlikely to be achieved.

The Council submits that the 2015 Housing Land Audit is the audit year that the LDP is based on, and that this should remain. The Council has, with its interim policy approach during the development of the LDP, and by the scale of housing land release proposed to be made by the LDP, provided a sufficient supply of appropriate sites that could allow the SDP requirements to be met if it were and is possible to achieve the necessary rates of completions. In that context, the Council submits that any further housing land releases would be inappropriate and unjustified through this LDP.

The Council submits that Policy HOU2 is consistent with SDP Policy 7, that it is a reasonable policy position to take, and that it provides further clarity on how SDP Policy 7 should be interpreted and applied at local level. The Council submits that the criterion of Policy HOU2 set out an appropriate basis to determine relevant applications and are justified as follows:

- **Location** – SDP Policy 7 requires proposals to be in keeping with the character of the settlement and local area so Policy HOU2 clarifies the meaning of this in the context of the LDP;
- **Effectiveness** – site must be demonstrated as able to be made effective to justify its consideration under the policy, and should also be able to be substantially completed within five years to a) ensure that the site will maximise its contribution to the effective supply and b) to ensure that larger sites which would continue to be developed beyond the 5 year period are dealt with through a review of the LDP, as they should be, rather than by way of application;
- **Scale** – to assist with the interpretation of those matters relevant to the effectiveness criterion, namely if the scale of the proposal means that more housing on the site would be delivered beyond five years than within five years this should outweigh the short term contribution to the supply which is a justification for considering the sites development in the first instance;
- **Timing** – to ensure there is as reasonable a prospect as possible of the site starting and not being land banked;
- **Development Plan Strategy** – to ensure that any such windfall proposals do not undermine the ability to deliver the adopted LDP when it is operative (consistent with the SDP paragraph 18 'The Spatial Strategy') , or are dependent on the provision of infrastructure from sites that are not being developed and where that infrastructure has not been provided;
- **Any Additional Infrastructure** – as per SESplan Policy 7. Furthermore, in relation to SESplan Policy 7 part b - it should be noted that the proposed LDP identifies within the text of its spatial strategy locations which are important to retaining green belt objectives.

In respect of safeguarding sites for potential future development, the Council has made its

settled view clear in respect of potential future development locations that may be considered in to the longer term. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP. For this LDP period, the only site that the Council chose to safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian.

More generally, the SDP allows consideration to be given to potential housing development locations beyond 2024, but it anticipates that the majority of any longer term housing land requirements would be satisfied from planned and committed sites to the extent that they are not developed by 2024. Whilst the SDP acknowledges (paragraph 112) that in the preparation of LDPs it may be possible to identify other opportunities for housing growth, it is also clear that confirmation of these will be subject to the conclusions of a future review of the SDP itself. The matter of land safeguarding has also been addressed in respect of specific relevant sites at Issue 13.

The Council's wider position is set out within the Planning for Housing Position Statement (Core Doc ??) and Technical Note 1. **The Council submits that no modification of the plan is necessary.**

Policy HOU1: Established Housing Land

John Slee (0049/3)

The LDP must by law be consistent with SESplan's SDP1 and its Supplementary Guidance on Housing Land, which sets the Housing Land Requirement for East Lothian at 10,050. This cannot be re-distributed to other local authority areas, must be accommodated within East Lothian.

Hargreaves Services Ltd (0349/6)

The Council submits that the sentiment is addressed throughout the LDP, and in particular at paragraphs 3.36 - 3.37 of the Planning for Housing chapter. The Council submits that the suggested modification to Policy HOU1 would be unnecessary and inappropriate. **The Council submits that no modification of the plan is necessary.**

Table HOU1: Housing Proposals by Cluster Area

Homes for Scotland (0353/1)

The Council submits that LDP paragraphs 1.21, 2.3 – 2.5 and 3.35, taken together, describe the approach that the spatial strategy has taken to respond to the housing market characteristics within the area and the need for infrastructure provision to support development in sustainable and marketable locations. The Council notes that Homes for Scotland does not suggest that any part of East Lothian is not a marketable location.

In terms of programming, the Council submits that the proposed LDP sets out the infrastructure interventions that are needed to deliver the scale of growth proposed, including their costs and apportionment to and among developers, consistent with Circular 3/2012, within the necessary timescales. For example, the Council submits that it has found temporary education capacity solutions that would allow development to proceed

prior to the provision of permanent education capacity to allow proposals to come forward within the planned timescales. The Council has also made clear that it is willing to consider phased payment of obligations to assist cash flow and viable development proposals (para 8.10). The Council also submits that it has concluded the necessary Schools Consultations to support the emerging LDP, and that as far as possible the Council has dealt with the procedural implications of its strategy and created the context for proposals to come forward within the planned timescales.

There are very few strategic actions on the Council that it needs to conclude in order to deliver the plan. Such extensive up-front work has been done before LDP adoption to give landowners and developers clear and early sight of the necessary interventions, and their costs. The Council submits that this should be taken into account in development appraisals and in negotiations for land assembly / acquisition, acknowledging that it is the 'key' requirements that can be identified at this stage, not all requirements. The Council submits that in a strategic sense it has done all that it can to do deliver the LDP. The Council submits that project level solutions will be required, and the necessary consent will need to be secured. These actions will be developer led, although the Council also acknowledges its role in this at para 3.42. The Council's wider position is set out within the Planning for Housing Position Statement (Core Doc ??). **The Council submits that no modification of the plan is necessary.**

Musselburgh Conservation Society (0368/3)

The Council submits that the principles of the approach it has followed to setting the Housing Land Requirement for the LDP is the correct and only one that should be followed in the preparation of the Local Development Plan for the area (see also response to 0049/3). The Planning for Housing Position Statement (Core Doc ??) and Technical Note 1 sets out in detail the approach the LDP has taken to setting Housing Land Requirement. **The Council submits that no modification of the plan is necessary.**

Inveresk Village Society (0385/12)

Noted. See response to representation 0368/3. **The Council submits that no modification of the plan is necessary.**

Table HOU2: Housing Land Requirements and Supply

The Scottish Government / Transport Scotland (0389/16) (0389/17)

Comments noted. The Planning for Housing Technical Note sets out in detail the approach the LDP has taken to setting Housing Land Requirement and the calculation set out in Table HOU2. **The Council submits that no modification of the plan is necessary.**

Policy HOU2: Maintaining an Adequate 5-year Effective Housing Land Supply

James Millar (Kilduff) Ltd (0204/6)

The Council notes and welcome the acknowledgement that the LDP has identified in overall numerical terms sufficient land to meet, and exceed, the SDP Housing Land Requirement. The Council's wider position is set out within the Planning for Housing Position Statement (Core Doc ??). **The Council submits that no modification of the plan is necessary.**

Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0426/4); Taylor Wimpey UK Ltd and MacTaggart & Mickel Homes Ltd (0438/3)

In line with the Scottish Government's current national planning policy and advice, if there is not 'enough' effective housing land in East Lothian for the next five years, a presumption in favour of development that contributes to sustainable development will be a significant material consideration in the determination of proposals for housing development on land not identified by this Plan as suitable in principle for that purpose. Any such proposals will be assessed against all relevant policies of the development plan, including SDP Policy 7, Policy HOU2 and any other relevant material considerations, including SPP. The Council submits that Policy HOU2 is consistent with SDP Policy 7 and that it provides further clarity on how SDP Policy 7 should be interpreted and applied at local level. The Council submits that the criterion of Policy HOU2 set out an appropriate basis to determine relevant applications and are justified as follows:

- **Location** – SDP Policy 7 requires proposals to be in keeping with the character of the settlement and local area so Policy HOU2 clarifies the meaning of this in the context of the LDP;
- **Effectiveness** – site must be demonstrated as able to be made effective to justify its consideration under the policy, and should also be able to be substantially completed within five years to a) ensure that the site will maximise its contribution to the effective supply and b) to ensure that larger sites which would continue to be developed beyond the 5 year period are dealt with through a review of the LDP, as they should be, rather than by way of application;
- **Scale** – to assist with the interpretation of those matters relevant to the effectiveness criterion, namely if the scale of the proposal means that more housing on the site would be delivered beyond five years than within five years this should outweigh the short term contribution to the supply which is a justification for considering the sites development in the first instance;
- **Timing** – to ensure there is as reasonable a prospect as possible of the site starting and not being land banked;
- **Development Plan Strategy** – to ensure that any such windfall proposals do not undermine the ability to deliver the adopted LDP when it is operative (consistent with the SDP paragraph 18 'The Spatial Strategy') , or are dependent on the provision of infrastructure from sites that are not being developed and where that infrastructure has not been provided;
- **Any Additional Infrastructure** – as per SESplan Policy 7. Furthermore, in relation to SESplan Policy 7 part b - it should be noted that the proposed LDP identifies within the text of its spatial strategy locations which are important to retaining green belt objectives.

The Council submits that no modification of the plan is necessary.

Hargreaves Services Ltd (0349/7)

Noted. **The Council submits that no modification of the plan is necessary.**

Musselburgh Conservation Society (0368/4)

The Council submits that the SDP policy 6 essentially already provides a 'phasing' preference, which would need to be considered in the assessment of relevant housing

proposals. However, the Council submits that it is not possible to control the start date or rate of development on housing land allocations, even if they have planning permission, or housing land safeguards. The Council further submits that it could not require the submission of planning applications, for allocated sites or for sites that may be safeguarded. As such, the introduction of a phasing policy would not achieve the objectives sought by the representation. If it is considered that there is not enough effective housing land for the next five years, every planning application would need to be assessed on its own merits against the development plan and other relevant material considerations, including SPP. The Council submits that Policy HOU2 is consistent with SDP Policy 7 and that it provides further clarity on how SDP Policy 7 should be interpreted and applied at local level. The Council submits that the criterion of Policy HOU2 set out an appropriate and reasonable basis to determine relevant applications. **The Council submits that no modification of the plan is necessary.**

Inveresk Village Society (0385/13)

Noted. See response to 0368/4 to Musselburgh Conservation Society. **The Council submits that no modification of the plan is necessary.**

Reporter's conclusions:

Reporter's recommendations:

East Lothian Council

Proposed Local Development Plan 2016

Planning for Housing Position Statement

Core Document Number XX

28th March 2017

PREFACE

The Council has prepared this Planning for Housing Position Statement, which is lodged to the Examination as a Core Document (Core Doc No. ??).

This Position Statement should be read together with the relevant Schedule 4 form in respect of Issue 12 as well as Technical Note 1. Together they set out the LDP approach to Planning for Housing.

The Position Statement allows relevant considerations to be drawn together in a way not possible within the format of the Schedule 4 form itself.

The position statement therefore sets the Council's answers to representations within the wider context that is necessary to understand how and why the Council's policy position has developed in respect of this issue.

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INTRODUCTION

The unresolved representations in respect of Issue 12 broadly raise the following issues:

1. Whether the Housing Land Requirements for East Lothian's LDP1 already prescribed by SDP1 and its associated Supplementary Guidance on Housing Land should be increased to add an additional generosity margin of between 10 – 20%. This would be to take account of SPP (2014), which was published after SDP1 was approved. SDP1 was prepared under SPP (2010);
2. Whether, in the context of the answer to Point 1, the proposed LDP would make available an appropriate and sufficient overall quantity of housing land 'to meet' the SDP1 Housing Land Requirements up to 2019 and 2024, or if more land allocations are justified;
3. Whether, in the context of the answer to Point 1 and 2, the proposed LDP would provide an adequate supply of housing land which is effective or can be made effective to satisfy the SDPs Housing Requirements, considering the rate and volume of house completions that have been and that may be achieved during the SDP1 periods, or if more land allocations are justified;
4. Whether an additional Housing Land Requirement should be introduced to the LDP for the four year period 2024/25 to 2027/28 (to reflect that LDP adoption will likely be at the start of 2018/19) and, if one ought to be introduced, whether it should be based on the housing need and demand figures for East Lothian for that period or if alternative figures should be derived.

Whilst these issues can be separated from one another, they have strong linear and inter-relationships. They have been addressed together in this Position Statement so these connections can be discussed in a single response. Key considerations are whether adding new or increasing the SDPs approved Housing Land Requirement in the preparation of the LDP is necessary, and if it is appropriate and reasonable to release more housing sites when consideration is given to whether it is realistic to expect the associated rate and volume of dwelling completions to be delivered.

BACKGROUND

East Lothian's LDP1 must '*be consistent*' with SESplan's SDP1¹, which pre-dates SPP (2014) and was prepared under SPP (2010). However, representations to this LDP suggest the approach to planning for housing set out in SPP (2014) should be selectively and retrospectively applied when preparing LDP1 to increase the approved SDP1 Housing Land Requirements.

The Council accepts that SPP (2014) is a material consideration in plan-making². Yet SPP (2014) is also clear that it should be read and applied as a whole when preparing development plans and taking planning decisions³, which is particularly relevant in city regions where the development plan compromises two parts. This point is also particularly relevant in respect of these representations because they expect LDP1 to be modified in order to incorrectly apply the policy approach of SPP (2014) relating to how the next generation of Strategic Development Plans should plan for housing.

¹ Town and Country Planning (Scotland) Act (as amended): Section 16 (6) – requirement for LDP to be consistent with SDP

² Scottish Government: Scottish Planning Policy (2014), page 2 paragraph iii

³ Scottish Government: Scottish Planning Policy (2014), page 3 paragraph V

The representations suggest that the Housing Land Requirements already set by SDP1 for LDP1 should be increased by a further 10 – 20% to reflect SPP (2014) (para 116). If these representations are accepted, this would have significant implications for the scale of the overall housing land release, the basis against which the adequacy of the five-year effective housing land supply is measured for LDP adoption (further impacting on the scale of land release) and when the LDP is operative and therefore also the weight that may be given to the LDP as soon as it is adopted and when it is operative.

However, the Council submits that LDP1 must '*be consistent*' with SDP1, which is not out-of-date solely because it was approved before SPP (2014) was published⁴. The Council submits that SPP (2014) can only be applied 'as a whole' in the preparation of the next development plan for East Lothian.

IMPORTANT CONTEXTUAL CONSIDERATIONS

Planning authorities are to provide a range and choice of housing site types and sizes in marketable locations that are effective or that can be made effective 'to meet' a plan's Housing Land Requirement. The Scottish Government's planning advice PAN 2/2010: Affordable Housing and Housing Land Audits, advises that the amount of effective housing land available should be based on information from the latest Housing Land Audit.

Planning authorities are also to ensure that there is 'enough' effective housing land available for at least five years. However, the Scottish Government does not stipulate how the adequacy of the five-year effective housing land supply must be calculated to assess if there is 'enough' effective housing land for the next five years. A calculation approach for this is implied by PAN 2/2010: Affordable Housing and Housing Land Audits, advice which is currently under review. Importantly, if a shortfall of effective housing land emerges, the weight of the plan in decision making is reduced. This is because in these situations SPP (2014) expects the policies of the development plan on the supply of housing land to be considered out-of-date, which means they may carry less weight in decision making. A recent Court of Appeal decision⁵ suggests this provision of SPP (2014) relates to all policies of a plan that 'create or constrain' the supply of housing land.

When plan policies are considered out-of-date, SPP (2014) also presumes in favour of development that contributes to sustainable development. This 'presumption' takes effect as a significant material consideration. If a proposal can demonstrate compliance with SPP (2014), including 'the presumption', this may be given more weight than the plan in the determination of such planning applications. In these circumstances, planning authorities may need to consider whether there is sufficient justification to release additional sites for house building even where the principle of this is not supported by the development plan.

As such, the basis for and calculation method for assessing the adequacy of the five-year effective housing land supply can significantly influence whether the policies of the development plan can be considered up-to-date, and thus the weight that can be given to the development plan in a plan-led system.

⁴ Scottish Government: Scottish Planning Policy (2014), page 11 footnote 22.

⁵ <http://www.no5.com/cms/documents/Hopkins%20Homes%20and%20Richborough%20Estates%20Judgment%2017%20March%202016.pdf>

Definition of Relevant Terms

The Council submits that before the unresolved representations can be addressed, it is first necessary to explain the meaning of the terms 'Housing Requirement', 'Housing Land Requirement' and 'Established Housing Land Supply'. The glossary of PAN 2/2010 provides the following definitions for these terms:

1. **Housing Requirement** means *'the total amount and type of housing necessary to accommodate a given or projected population at minimum standards. This includes housing need and demand.'* This term refers to **the total amount of homes that should be built;**
2. **Housing Land Requirement** means **the amount of land required to be allocated** for housing to meet the identified housing requirement.'
3. **Established Housing Land Supply** means the total housing land supply that the plan provides in response to the Housing Land Requirement, comprising:
 - **Unconstrained Housing Land:** effective sites that are programmed to be built within five years and the remaining parts of effective sites to be developed beyond five years, including the remaining capacity of sites already under construction, as well as sites that can become effective after five years to contribute to the Housing Land Requirement;
 - **Effective Housing Land:** all unconstrained sites (or parts of unconstrained sites) free of the constraints listed in paragraph 55 of PAN 2/2010 and that are programmed to be developed in the next five years - i.e the number of homes programmed to be built;
 - **Windfall Sites:** unplanned developments which only count towards meeting the housing land requirement once planning permission has been approved, although an allowance for such sites coming forward can be anticipated in plan-making;
 - **Sites with Agreed Residential Development Potential:** such sites can include proposed LDP housing land allocations or sites identified within an urban capacity study;
 - **Constrained Sites:** sites which are non-effective and not able to contribute to the Housing Land Requirement because their development is inhibited by any or all of the constraints listed in paragraph 55 of PAN 2/2010.

A key difference between the terms **Housing Requirement** and **Housing Land Requirement** is that:

- **The term Housing Requirement** defines the overall number of dwelling completions that are to be accommodated and should be delivered within the plan area during the plan period;
- **The term Housing Land Requirement** defines the overall amount of land in quantitative terms that should be provided by the plan.

A plan can only allocate sites that are being or can be developed for housing so enough homes can be built to meet the Housing Requirement; a plan can't build houses at the rate and in the volume necessary to meet the Housing Requirement - delivering house completions is for housing providers.

Application of Relevant Terms

A key point of principle in plan-making is deciding whether the overall capacity of the **Established Housing Land Supply** should **'equal'** (i.e. only make new allocations to address the 'shortfall' of land in the supply when it is compared to the Housing Land Requirement) or whether the overall capacity of the **Established Housing Land Supply** should **'exceed'** the overall **Housing Land Requirement**.

By way of explanation, the supply of effective housing land is monitored to assess the amount of land that is likely to be free of constraints and immediately available for the construction of homes / developed in the next five years. This assessment is based on the Housing Land Audit. The assessment is normally carried out in the preparation of a local development plan for the point of plan adoption. This assessment also takes place on an ongoing basis when a plan is operative to monitor whether there is likely to be enough effective housing land / enough homes anticipated to be built over each subsequent five year period to meet the Housing Land Requirement for the whole plan period.

Currently, PAN 2/2010: Affordable Housing and Housing Land Audits provides the national planning advice on housing land audits and effective housing land. It states that a site can only be counted as effective if it is, or within the next five years it will be, free of the constraints to site 'effectiveness' defined by PAN 2/2010 (paragraph 55) and it can be developed for housing. The amount of effective housing land available is monitored annually through the housing land audit process. PAN 2/2010 further explains that not all of an 'effective' housing site may be counted as part of the effective land supply if homes are programmed to be built on only a portion of the site in the next five years – e.g. any part of a site that is under construction but not programmed to be built in the next five years does not count towards the 'effective' supply. The adequacy of the effective land supply is monitored on an on-going basis when plans are operative as the housing land audit looks to a 5 year horizon but the Housing Land Requirement is set for the whole plan period (SDP year 12 / LDP year 10).

Consequently, assumptions on the start date for and rate of housing development influence whether a site (or part of a site) can be counted as 'effective' in a housing land audit, thus how much 'effective' housing land is available at a point in time. When deciding how to interpret and use such information / assessments in plan-making, the Council submits that there is a key distinction to be made between:

- 1) the overall amount of 'unconstrained' housing land that is available to meet the Housing Land Requirement; and
- 2) Whether housing providers have built and are anticipated in future years to build homes at the rate and in the volumes necessary on these 'unconstrained' sites (i.e. make them 'effective') to meet the Housing Requirement of the plan.

The current PAN 2/2010 approach to monitoring the amount of 'effective' land that is available only measures the number of homes that are programmed to be built, it does not measure the overall amount of 'unconstrained' land that is available for the construction of homes beyond five years or that could otherwise be counted as 'effective' if homes were programmed to be built faster.

Additionally, the current 'effectiveness' criteria set out in PAN 2/2010 are technical or factual in nature, focusing on factors that could prevent a site from being developed for housing. However, they are also variable factors that can change over time, for example due to housing market conditions. The ability to categorise a site as 'effective' at a point in time can be influenced by the willingness of

landowners to sell land at the current market value (ownership), or the ability of developers to fund or access finance to overcome normal pre-development issues (physical / contamination / deficit funding / fund infrastructure etc) to make development happen. Fluctuations in economic conditions and the strength of the housing market can directly affect the will and ability of landowners / developers to overcome constraints to site 'effectiveness'. However, those who promote their land (or land they have control of) for development assert that these issues can be overcome and that their land is effective or will become so (i.e. developed) during the plan period.

Yet over time the will and ability to make development happen is linked to many variable factors, such as the availability of development finance or mortgages, variations in the residual value of land, and the willingness to sell or ability to pay for land and to overcome constraints to timeously develop homes while securing a return on investment with acceptable levels of risk and profit. There is also a link between levels of development activity and the capacity in the construction sector. Such variable factors can and do have a direct and dynamic effects on the rate and volume of house building that can take place, irrespective of estimated levels of housing 'need and demand' or the scale of a development plan's Housing Requirement(s).

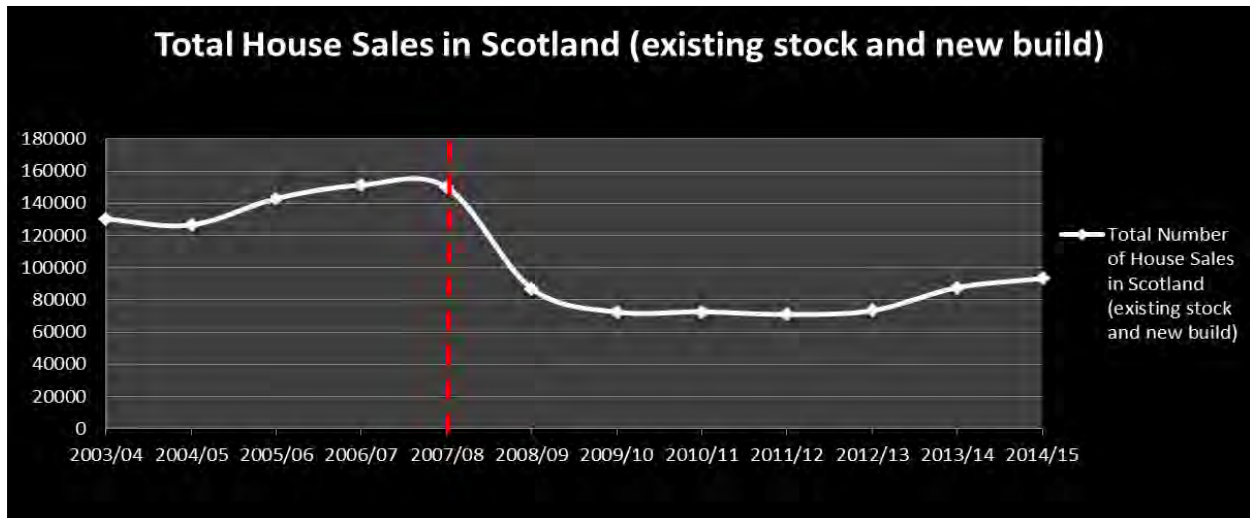
Additionally, these variable factors must align to support land values and to enable and sustain viable development projects, yet many are outwith the control of the planning system. Even if such factors are not acting as constraints, the business plans of housing providers themselves can dictate that some sites will be developed and that others will not even if they can be developed. This can have significant implications for the planning system in local areas if national housing providers, on the basis of their business planning decisions, choose to develop homes in one area and not in another, or if they choose for their own reasons to develop homes more slowly than they originally anticipated during plan-making.

Based on the approach implied by PAN 2/2010 to assessing the adequacy of the effective housing land supply, any or all of the above factors can lead to a **perceived** shortfall of 'effective' housing land emerging, because there is an unwillingness or inability to build homes on otherwise 'unconstrained' land at the rate required to meet the Housing Requirement. Yet there may be situations where sites are genuinely 'constrained' and cannot be developed at all for technical reasons. However, the Council submits that it would be inappropriate if the policies of a development plan were to be considered out-of-date because wider economic conditions affect the business plans or investment decisions of individuals, companies or institutions such that Housing Requirements cannot be satisfied by the necessary levels of house completions.

The impact of post 2007/8 economic conditions is an example of how changes in wider economic conditions / investment decisions can directly affect the strength of the housing market and thus significantly delay / reduce the rate of housing development. These 'market constraints' reduced the amount of housing land that could be counted as 'effective', even though housing land remained serviced or serviceable and available for the construction of homes – i.e. 'unconstrained'. This point is illustrated in the graphs below.

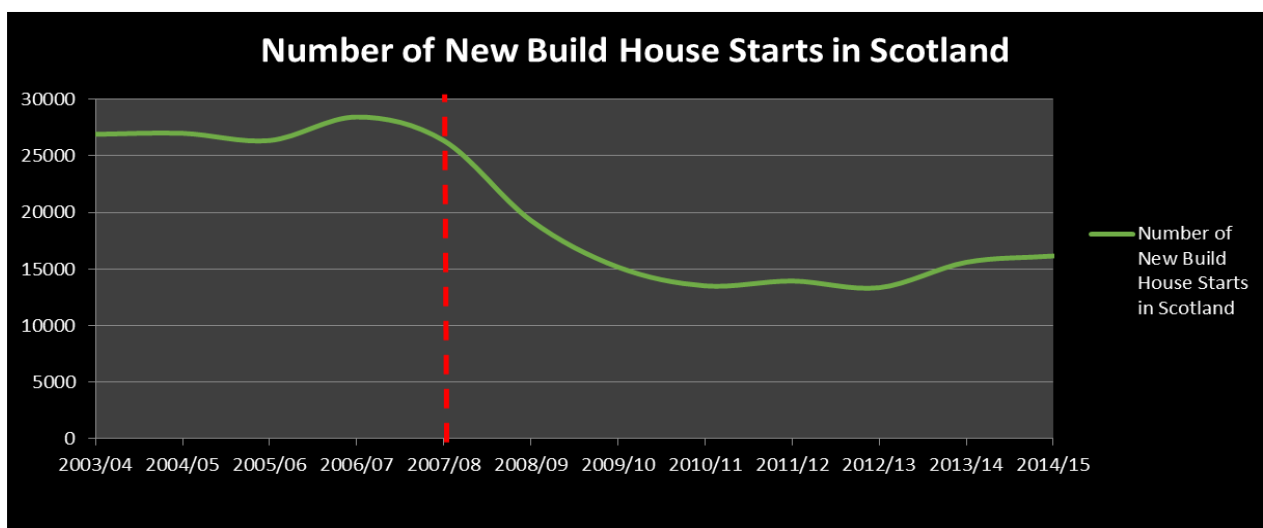
Graph 1 is based on information from the Land Register, and sets out the total number of house sales achieved in Scotland each year since 2003/4⁶. It shows the extent to which the 2008 recession directly and significantly impacted on and influenced the rate and volume of house sales achieved (existing stock and new build), with a high of around 150,000 sales completions achieved in 2007/08 compared to around 72,500 sales completions achieved in 2009/10. This reduction by half of the number of house sales demonstrates the direct and dynamic inter-relationship between economic conditions and the strength of the housing market.

Graph 1



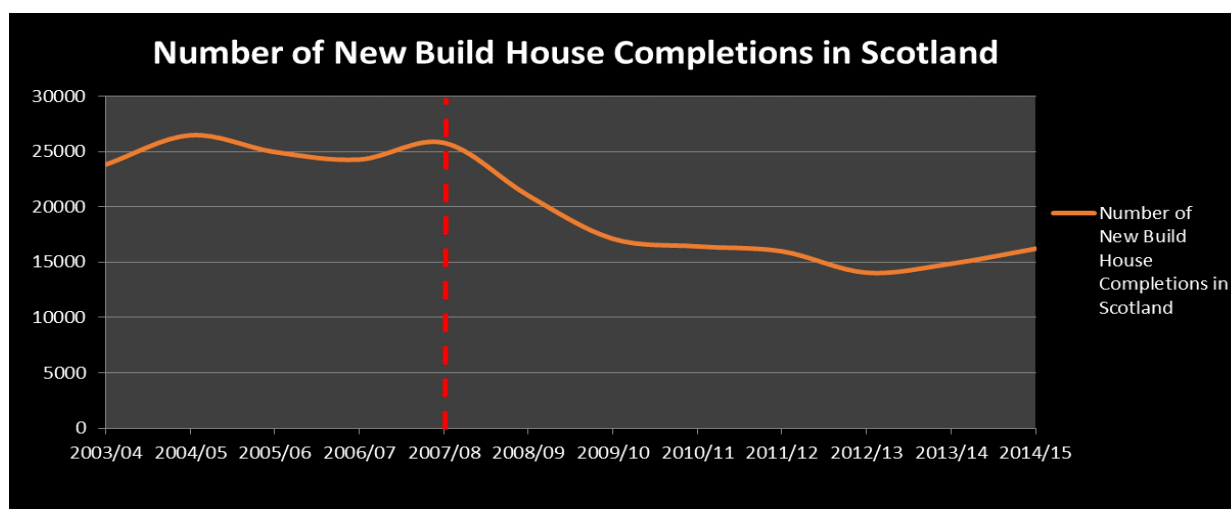
The following graphs are based on Scottish Government ‘NB1 and NB2’ combined private and affordable sector new build data for the same period. The downturn in the economy and house sales shown in Graph1, and thus reduced strength of the housing market, is also reflected in reduced new build house starts / completions.

Graph 2



⁶ This is the time period over which all of Scotland’s local authority areas contribute information to the dataset.

Graph 3



This reduction in the level of house building activity occurred notwithstanding the fact that at the point of adopting plans, and following their Examination in Public, land promoted as effective or able to be made effective by site owners / developers during the life of the plan to meet requirements was assessed as appropriate and sufficient, taking account of PAN 2/2010 'effectiveness' criterion.

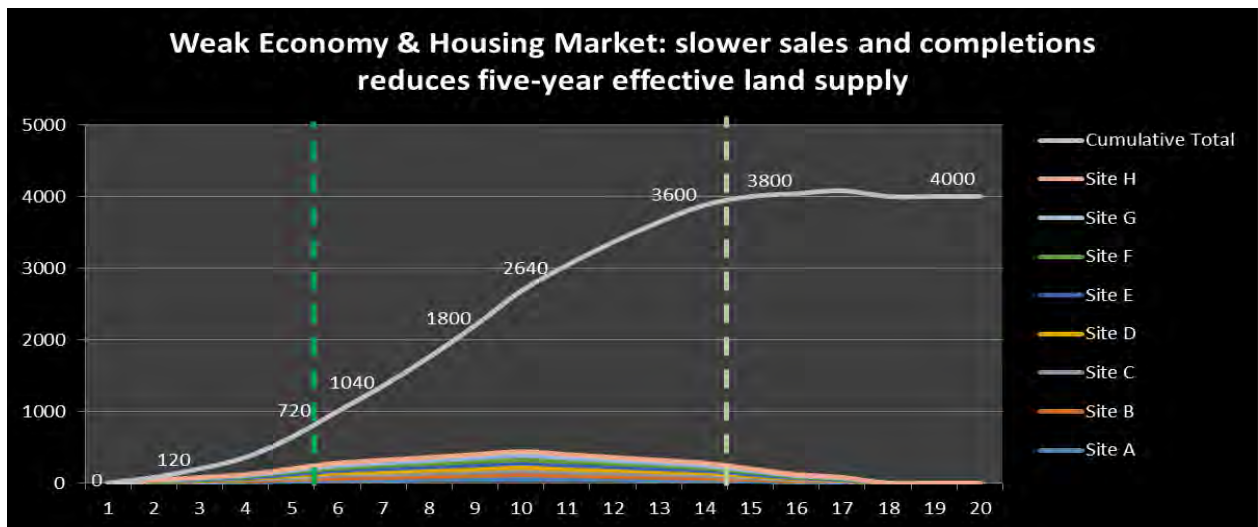
Importantly, under PAN 2/2010, a key factor in estimating site programming is the 'marketability' effectiveness criteria. It is a variable factor that is taken into account when determining if any site (or part of a site) can / will be built during the period under consideration, and the rate of development (thus contribution to the effective land supply) that a site can be programmed to make. For example, 'market constraints' and thus reduced 'marketability' can delay site starts and / or reduce the rates of programming for house sales and completions that can be anticipated. When this is applied to the land supply overall, the cumulative impact of lower levels of completions due to market constraints can significantly reduce the amount of 'land' that can be counted as 'effective'.

When the 'marketability' constraint is taken together with the approach implied by PAN 2/2010 for calculating the adequacy of the five year effective housing land supply (discussed below), the result can be a perceived numerical shortfall of effective housing land. However, this may not be due to an undersupply of 'unconstrained' land that, were it not for a 'market constraint', would otherwise be 'effective' or 'able to become effective'. The current 'marketability' criteria of PAN 2/2010 is causing land to be categorised as not-effective only because homes are not programmed to be built on it fast enough. Graph 4 and 5 illustrate using notional examples how the current method implied by PAN 2/2010 for assessing the amount of effective housing land applies in different economic scenarios.

In Graph 4, Sites A – H are programmed for development as might be expected in weak economic and housing market conditions. Overall, the sites provide land for the construction of around 4,000 homes. Each site has a capacity for around 500 homes. In the weak economic scenario the cumulative output from the development of all eight sites in the first five year period is only 720 homes, with land for 3,280 homes categorised as 'unconstrained' but not 'effective'. Although parts of all eight sites are 'effective', only those parts of them programmed to be built in the next five years can count towards the effective land supply – i.e. land for 720 homes. This is because the current approach to measuring

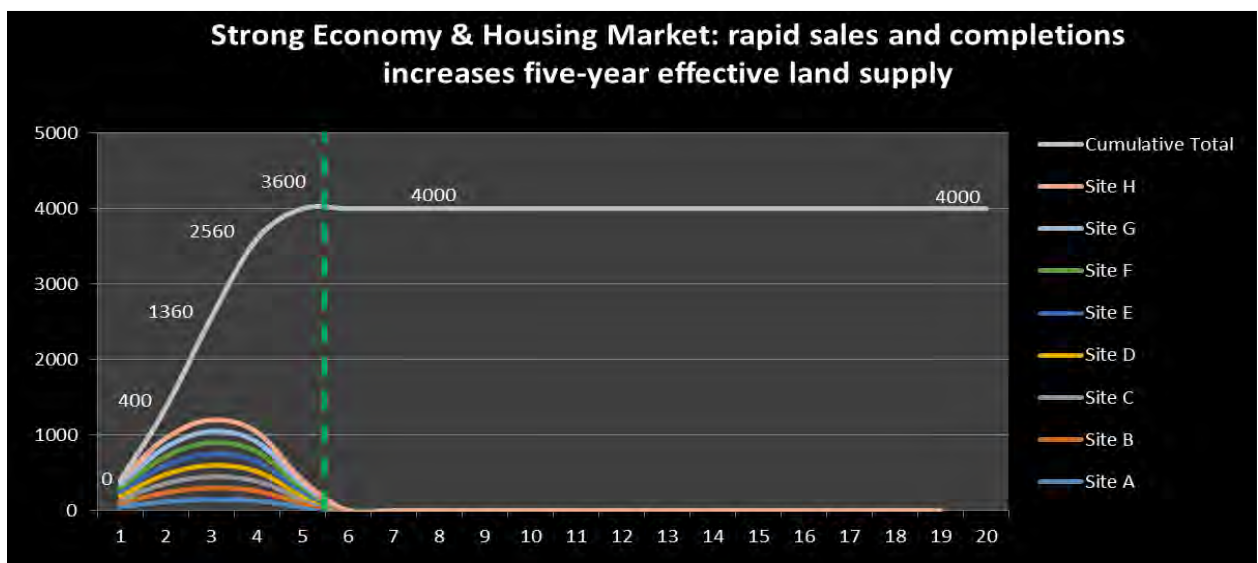
how much land can be counted as 'effective' is predicated on how many homes are programmed to be built in the next five years, not the overall capacity of the effective / unconstrained land supply.

Graph 4



Graph 5 illustrates a different notional programming assumption for the same eight sites, but this time in better economic and housing market conditions. In these improved circumstances, the anticipated number of house completions that might be programmed for delivery on each site in each year could be more optimistic than shown in Graph 4. Importantly, because more homes (3,600 instead of 760) are anticipated to be built (albeit from the same supply of 'unconstrained' land) much more of the land supply can be counted as 'effective' than in Graph 4, even though it is only the rate and volume of anticipated house building that has changed due to improved economic and housing market conditions / outlook.

Graph 5



The Council submits that Graph 1 - 5 illustrate that prevailing housing market conditions can determine the amount of land that can be categorised as 'effective and not effective / constrained', and that this is directly affected by the rate and volume of house sales / completions that can be programmed at a point in time and over time.

When the above considerations are taken together with the method implied by PAN 2/2010 for calculating the adequacy of the five year effective housing land supply, as well as with the SPP (2014) 'presumption in favour of development that contributes to sustainable development', this can lead to speculative unplanned housing proposals seeking to exploit a perceived numerical shortfall of effective housing land as a justification for supporting housing development on land not identified by a plan as suitable in principle for this purpose, even though the arithmetic situation could have arisen due to a weak housing market and low levels of demand, rather than a lack of otherwise 'unconstrained' land.

SETTING HOUSING LAND REQUIREMENTS: THE COUNCIL'S APPROACH

The Housing Land Requirements set out for East Lothian within SESplan's approved statutory Supplementary Guidance on Housing Land have been applied in the preparation of East Lothian's LDP. The Council submits that it has applied these Housing Land Requirements appropriately in the preparation of its LDP – i.e. used the same Housing Land Requirements as those set by the SDP.

The Council further submits that the principles of the approach it has followed to setting Housing Land Requirements for the LDP should be the only one that is followed. The reasons for this are fully explained in Technical Note 1: Planning for Housing, Housing Requirements, Housing Land Requirements and Housing Land Supply.

The Council submits that the approach to planning for housing set out in SPP (2014) should not be selectively and retrospectively applied in order to increase the approved SDPs Housing Land Requirements by a further 10 – 20% in the preparation of this LDP. The basis for the Council's position on this is fully explained in Technical Note 1: Planning for Housing, Housing Requirements, Housing Land Requirements and Housing Land Supply.

Technical Note 1 was published with the proposed LDP during its consultation period. It should be read together with this Position Statement and the Schedule 4 in respect of Issue 12, which together provide the Council's response to associated representations.

Summary of Relevant Changes in Scottish Planning Policy and Emerging Advice

SPP (2010)

Under SPP (2010) the Housing Supply Target (intended for the Local Housing Strategy), and Housing Requirement and Housing Land Requirement (for the Development Plan) were to be the same figures. This is because the ***overall*** estimates of housing need and demand from the HNDA were to be '**the**' evidence base for such figures – i.e. the overall Housing Requirement and Housing Land Requirement for the SDP area was to ***equal*** the HNDA estimates for housing need and demand for the SDP area.

Within city regions some redistribution of housing need and demand from one LDP area to others in the same SDP area could be justified on policy grounds, but this was on the proviso that the overall HNDA estimates would still be met in the SDP area as a whole – i.e. there was no scope to reduce the overall figures on policy grounds. Importantly, SDPs were to set Housing Requirements and Housing Land Requirements for their associated LDPs; such LDPs were not to set their own requirements.

To accord with SPP (2010) SESplan's SDP1 is based on HNDA1s estimates of housing need and demand. However, to deliver the number of homes needed to satisfy these estimates would require rates of housing completions significantly higher than those that may be capable of delivery in the SDP area, and for these to be sustained during the SDP1 periods (up to 2019 and 2019- 2024). This is particularly so because the first SDP1 period included the period of significant economic recession post 2008, which has delayed the ability to deliver homes in the first part of the SDP1 period. Nonetheless, the HNDA1 estimates of housing need and demand are the basis against which SDP1 was approved.

In this regard, the Council notes the Reporter's conclusions set out in respect of Issue 15 of the SESplan SDP1 examination report. He notes that SESplan questioned the house building industry's ability to achieve the very high rate of house building necessary within the SDP1 plan periods to meet the HNDA1 estimates of housing need and demand, and that SESplan's view on this may be pessimistic or realistic. Notwithstanding this, the Reporter's view was that to accord with SPP (2010) there was a need to set overall Housing Requirements and Housing Land Requirements for the SDP area to meet the overall HNDA estimates for housing need and demand during the SDP periods.

Within this, some degree of redistribution of the SESplan HNDAs estimated housing need and demand was to be facilitated from the City of Edinburgh to other LDP areas through the preparation of Supplementary Guidance on Housing Land, which was to confirm the Housing Land Requirements for each LDP area. The Reporter was also of the view that a land supply with higher overall capacity than the Housing Land Requirement set for each of LDP area may need to be allocated by respective LDPs to compensate for sites that may not deliver homes within the SDP periods – e.g. because they are constrained. This would minimise any need to grant planning permission for housing on sites where the principle of this is not supported by the development plan because of a shortfall of effective housing land. However, the Reporter did not indicate how much more capacity each LDP should provide in their housing land supply.

The Council further submits that the Reporter also accepted that there is uncertainty about the scale and rate of economic recovery, and that SESplan's doubts were legitimate as to whether the house building industry could deliver new house completions at the rate and in the volumes required to reach the levels by 2019 or 2024 necessary to satisfy the HNDAs assessed levels of housing need and demand. The Reporter goes on to say at paragraph 14 that failure either to identify the scale of the Housing Land Requirements for each planning authority for the periods to 2019 and 2024 or ensure sufficient housing land allocations are made by LDPs, will not assist recovery.

Accordingly, the Council submits that the SESplan examination accepted legitimate doubts about the ability to deliver sufficient house completions to satisfy the Housing Requirements of the SDP within the SDP period. The Council further submits that the Reporter's principal aim in modifying the SDP was to ensure that LDPs make available an appropriate and sufficient supply of housing land in the context of the Housing Land Requirements set for them by the SDP and the associated Supplementary Guidance on Housing Land.

In respect of this LDP examination, the Council would like the Reporter to note the representation made to the proposed LDP by Homes for Scotland (0353/3), and in particular the acute point where Homes for Scotland notes that *"East Lothian Council has not explicitly added generosity to the SDP Housing Requirement. However, in the case of this SDP, we acknowledge that an element of generosity has certainly been added within the Plan."* The Council submits that SDP1 sets very challenging Housing Requirements, and that these and the associated Housing Land Requirements should not (and cannot) be increased any further in the preparation of this LDP.

The intention of SPP (2010) was that in the process of preparing an LDP there would be an assessment of whether the overall amount of land to be allocated would be appropriate and sufficient to meet the SDP Housing Land Requirement set for the end of SDP year 12 (LDP year 10). Within this, SPP (2010)

expected planning authorities to maintain enough effective housing land for at least the next five years so the Housing Land Requirement can be met.

SPP (2010) also expected the SDP to identify how much land should be capable of development by the end of SDP Year 7 (LDP year 5), but this was **not** to be set as an 'interim' Housing Land Requirement for that period (in SESplan's case up to 2019). This 'interim' figure was only intended to act as a guide for how much land should be effective or able to be made effective within the five year period from LDP adoption. It was not the intention of SPP (2010) that the adequacy of the effective land supply be assessed against this 'interim' figure on an ongoing basis when an LDP becomes operative. The adequacy of the effective supply should only be measured against the overall SDP Housing Land Requirement – i.e. set for the end of SDP year 12 (LDP year 10).

Under SPP (2010) Housing Requirements and Housing Land Requirements were to be set by the SDP for a 12 year period following their anticipated date of approval (in SESplan's case up to 2024). This approach builds in two years to prepare LDP following approval of SDPs. LDPs are then to plan to meet the SDP requirements set for the 10 year period following their anticipated point of adoption. Importantly, the LDP plan period is to be the same timescale as the SDP plan period, as both plans are to be taken together as the Development Plan for a local area and so should have concurrent timescales and development requirements.

Under SPP (2010) SDPs or LDPs were **not** to add an additional 10-20% margin of 'generosity' to their Housing Requirements or Housing Land Requirements; the provision of a sufficient supply of effective housing land would ensure a 'generous' supply of land for house building. This assessment is to be based on whether there is enough effective land / if sufficient homes are programmed to be built to satisfy the Housing Land Requirement for the overall plan period – i.e. up to SDP year 12 / LDP year 10.

As such, the Council submits that the Housing Land Requirements already set for East Lothian's LDP by SESplan's Supplementary Guidance on Housing Land are the correct ones to apply in the preparation of LDP1. The Council further submits that it has applied these Housing Land Requirements correctly in the preparation of the LDP1 – i.e. it has used the same Housing Land Requirements as those set by the SDP and its Supplementary Guidance on Housing Land, with which LDP1 must be consistent.

The Council further submits that the overall capacity of the LDP housing land supply **meets (equals) as well as exceeds** the Housing Land Requirements set for East Lothian by the SDP and its Supplementary Guidance on Housing Land. As such, the Council submits that its proposed LDP1 will make available an appropriate and sufficient amount of housing land as well as a full range and choice of site types and sizes in marketable locations that are effective or that can be made effective.

Effective Housing Land: Maintaining a Generous Supply of Land for House Building

PAN 2/2010 was published to complement the policy principles and approach of SPP (2010) under which SDP1 was prepared and with which LDP1 must 'be consistent'. PAN 2/2010 is in the process of being replaced by a new draft PAN: Housing and Infrastructure Delivery, but until PAN 2/2010 is replaced it remains the published national advice on housing land audits and effective housing land. Yet the fact that the advice provided within PAN 2/2010 is being updated should be considered a material factor when deciding how much weight to give the terms of PAN 2/2010.

PAN 2/2010 seems to imply that the adequacy of the five year effective housing land supply should be assessed by calculating if enough homes have been built and are programmed to be built to meet the Housing Land Requirement of the plan. This assessment normally takes places annually when the plan is operative. As part of this on-going assessment the Housing Land Requirement may be recalculated for each five-year period under consideration, to take account of house completions achieved. Such a 'recalculation' would redistribute the remaining Housing Land Requirement over the balance of the plan period on a pro-rata basis. Consequently, this can significantly increase the annualised Housing Land Requirement, and thus the total Housing Land Requirement for the next five years, if fewer homes than expected by the plan were built up to the point the re-calculation takes place. The Council has interpreted this position by reading together the following statements from PAN 2/2010:

- The '*need to maintain an ongoing five year effective housing land supply to meet the housing land requirement (para 41)*'
- The use of the housing land audit to provide '*relevant information about the established and effective housing land supply, allowing for monitoring and comparison with the housing land requirement (para 51)*';
- and '*if the audit is to provide an accurate picture of housing land supply, it will be necessary to ensure that annual completions are recorded accurately and shown in the audit (para 53)*'.

The 'recalculation' approach is the historic method used by all planning authorities in the former Edinburgh and the Lothian's Structure Plan area. It has been used by East Lothian Council in recent planning appeal situations within East Lothian.

However, notwithstanding the Council's current approach to this assessment, it is aware of different approaches to this calculation currently being used elsewhere in Scotland that have also been accepted as normal practice, including at planning appeal. The approach used within the Aberdeen City and Shire SDP area⁷ is in line with that set out within the published draft PAN: Housing and Infrastructure Delivery, which is discussed further below. This draft PAN suggests an annual recalculation of the Housing Land Requirement, taking into account dwelling completions, may not be an explicit requirement of PAN 2/2010.

However, based on the 'recalculation' method for assessing the adequacy of the five-year effective housing land supply, the recalculated Housing Land Requirement can increase the number of homes that would need to be built annually (and over the next five years) over and above the amount that can actually be delivered annually and in any five year period within a plan area (i.e. when compared to recent and historic delivery rates).

This is the situation that now exists for East Lothian's proposed LDP. It is exacerbated by the scale of the Housing Requirements and Housing Land Requirements set by the approved SDP as distributed to each LDP area by its associated Supplementary Guidance on Housing Land, and because an 'interim' housing land requirement has been introduced to the SDP. It has also been further compounded due

⁷ Appeal Decision: PPA -110-2309 Land at Braehead, Auchattie, Banchory.
Appeal Decision: PPA-110-2317 Land at Mains of Cowie, Stonehaven.
Aberdeenshire Local Development Plan Examination Report (pg 67-93).

to economic and housing market conditions post 2008 and the ongoing low levels of house completions achieved by the development industry so far in the first SDP1 period up to 2019 compared to the level that would be needed to satisfy the SDP Housing Requirement.

As such, when considering whether the effective land supply that would be provided by the proposed LDP is sufficient at the point of adoption, the Council submits that following considerations should be taken into account:

1. The scale of the Housing Requirement and Housing Land Requirements for the SDP area and for East Lothian is unprecedented; and
2. The amount of land that can be counted as effective under PAN 2/2010 is essentially a measure of how many homes are programmed to be built by housing providers, not the amount of 'unconstrained' land available within the area; and
3. Because the SDP1 base date is 2009/10, the SDP has been operative during the period of significant economic recession evident since 2008 during which levels of house completions have been at a historic low; and
4. whilst economic and housing market conditions are gradually improving, the annual rate of house sales, starts and completions has still not reached or exceeded pre-recession levels, averages or highs in East Lothian, which is one of the most marketable places within Scotland (or within Scotland as whole – See Graphs 1 – 5 above); and
5. based on the 'recalculation' approach to calculating the adequacy of the five-year effective housing land supply implied by PAN 2/2010, to counteract the low levels of delivery in the early part of the SDP1 plan period (due to weak economic and housing market conditions) **completion rates of around quadruple the historical annual average and more than double the historic annual highs would need to be achieved and generally sustained during the rest of the plan period if the rate of housing delivery needed to satisfy the SDPs Housing Requirement is to be delivered** within the SDP plan periods.

The Council submits that it will very likely be for these reasons that a (perceived) numerical shortfall of effective housing land will arise throughout the SDP1 periods up to 2024, and particularly up to 2019, if the method implied by PAN 2/2010 for assessing this is used.

The Council submits that homes have not been and cannot now be built at the rate and in the volumes needed to 'catch up' in order that the SDP1 Housing Requirement can be satisfied by a sufficient rate and volume of house completions.

The Council further submits that this is not because there has been or will be an insufficient or inappropriate amount of housing land available that is effective or can be made effective (i.e. developed); rather, this will be the case no matter how much housing land is released in plan-making, or through the planning application or planning appeal processes.

In this context, the Council therefore submits that an appropriate and sufficient amount of housing land that is effective or that can be made effective is made available by LDP1 for the SDP1 period.

SPP (2014)

SPP (2014) significantly changes the methodology and national policy approach to planning for housing for the next generation of development plans.

The HNDA is now only to be '**part**' of the evidence base for setting the **overall** Housing Supply Target, which is to be included within next generation development plans and not just within Local Housing Strategies. The overall Housing Supply Target can be set lower than HNDA estimates of need and demand, provided market demand is met in full. Reasons for setting the Housing Supply Target lower than HNDA estimates of need and demand could be because such estimates are too high to be delivered in the plan area and period, considering economic conditions and recent localised annual delivery rates etc.

Importantly, Housing Requirements are not to be set by next generation plans, because if a Housing Requirement were to be set it would need to equal HNDA estimates of need and demand to align with the meaning of this term set out within the Glossary of PAN 2/2010. As such, there is no mention of this term within SPP (2014), because the inclusion of it would undermine the policy principles of SPP (2014) – i.e. the **overall** HST for an SDP area is now to be a 'policy view' and this can be lower than HNDA estimated of need and demand, rather than a transposition of HNDA 'estimates'.

SPP (2014) does not expect SDPs to indicate how much land should be capable of development by the end of SDP year 7 (LDP year 5). SPP (2014) also decouples the notion that **plans** will 'provide a generous' land supply by ensuring the on-going 'maintenance of an effective five-year housing land supply' – i.e. by assessing this against the rate and volume of development achieved and anticipated to be achieved. These are very important differences between SPP (2010) and SPP (2014).

Instead of setting Housing Requirements, SPP (2014) expects the next generation of SDPs to define for LDPs '**how many homes the authority preparing the plan has agreed will be built during the plan period**' – i.e. set the **overall** Housing Supply Target **as well as individual** LDP Housing Supply Targets based on a 'policy view' of the number of homes that will be built across the plan area during the plan period. As such, whilst SDPs must set the HST for the whole SDP area as well as separate HSTs for each LDP area, any HST can be lower than the respective HNDA estimates of need and demand.

To provide a generous land supply, the next generation of SDPs are to set the overall Housing Land Requirement for the SDP area as well as Housing Land Requirements for each LDP area by adding a margin of 'generosity' that is between 10% and 20% (justified as appropriate) higher than the relevant Housing Supply Target. LDPs are then to allocate sufficient and appropriate sites which are effective or capable of becoming effective '**to meet**' the Housing Land Requirement set for them by the SDP. However, SPP (2014) is not clear how it expects LDPs to allocate enough land 'to meet' their Housing Land Requirement – it could be by either:

- a. providing land that has an overall capacity which is **equal** to the Housing Land Requirement (i.e. 10% - 20% more capacity than the HST for the LDP area 12 years post SDP approval), using a range and choice of sites of different types and sizes to cater for different sectors of the market; or

- b. if it implies that the amount of land provided should be able to deliver enough house completions 'to meet' the LDP Housing Land Requirement based on an approach similar to PAN 2/2010 – i.e. using variable programming assumptions for the development of sites (start dates and rates of programming, on a site-by-site as well as cumulative basis over time), whilst also considering if the full capacity of sites will be built within the plan periods.

This would mean that 10% - 20% more 'programming' capacity than the HST would be needed from sites, and thus that the overall capacity of the land supply could be significantly greater than the Housing Land Requirement, particularly if all sites are not programmed to be fully developed within the plan period due to 'market conditions / constraints'.

It also means that the overall amount of land needed (the shortfall) may increase significantly as a plan is being prepared, for example if the site-by-site start dates are delayed and cumulative programming assumptions change over time.

The Council submits that the reason SPP (2014) seeks to provide generosity within the Housing Land Requirement from the outset is to provide clarity on the overall amount of land that needs to be provided by a plan.

A generous Housing Land Requirement, if equalled in quantitative terms by the overall capacity of the housing land supply made up of different types and sizes of unconstrained sites in marketable locations that are being or can be developed will provide appropriate and sufficient flexibility in the land supply so the HST for the plan period can be met, even if some sites become 'constrained' when a plan is operative – i.e. not able to developed at all.

This simplified approach would represent a move away from a focus on 'housing numbers' when preparing plans. In these circumstances there would be less debate over, and reliance on, variable and subjective site-by-site programming assumptions through time to estimate the contribution from sites, or parts of sites, that may be counted towards meeting Housing Land Requirements on a site by site and cumulative basis over time. Such programming assumptions are a snapshot in time and are widely acknowledged as difficult to predict and can vary significantly⁸, and may be linked to the business plans or investment decisions of individuals, companies or institutions that change over time.

The Council submits that it would be clearer if early in plan-making the amount of land that needs to be provided is unambiguous, rather than there being a perceived artificial and continual 'need' for additional land / sites due to low levels of housing delivery consequent on 'market constraints'. This greater certainty would allow development plans to identify and bring forward with more confidence solutions for matching infrastructure provision earlier in the plan-making process, providing all stakeholders a clearer picture of the nature of and proportional costs for the interventions necessary to deliver the development plan strategy effectively: without this there can less certainty around infrastructure requirements and proportional costs in plan making.

The Council submits that this would mean that SPP (2014) should be applied as set out at point a) above. This interpretation of SPP (2014) seems to be supported by a Reporter's interpretation of the

⁸ See PAN 2/2010 para 57

draft SPP (2013) during the Inverclyde Local Development Plan Examination (see Issue 5, Reporter's Conclusions, Paragraph 15).

The implication of this would be that if, in quantitative terms, the overall capacity of the housing land supply (made up of different types and sizes of sites in marketable locations that are being or can be developed) *equals* the Housing Land Requirement, the amount of land provided should be deemed to be appropriate and sufficient. If lower levels of housing completions on that land occur when a plan is operative this is simply reflective of the strength of the housing market (or other factors, such as the landowner or developer's will or ability to make development happen) and not a matter that should be remedied by releasing more land or sites.

This approach would reinforce the primacy of plans when they are operative, ensuring they remain focused on delivery of the planned strategy. To be effective, the Council submits that the method for how the adequacy of the five-year effective housing supply is calculated should be brought in line with the policy intentions of SPP (2014), as set out in the draft PAN: Housing and Infrastructure Delivery.

Draft PAN: Housing and Infrastructure Delivery: Providing 'enough' Effective Housing Land

The emerging draft PAN: Housing and Infrastructure Delivery, sets out a proposal for a nationally prescribed method for calculating the adequacy of the five year effective housing land supply. Key changes from the approach to this implied by PAN 2/2010 are that:

- less emphasis is placed on 'marketability' as a measure of the possible rate of development and as a basis for assessing the overall quantity of the land supply which can be counted as 'effective' – the marketability and potential marketability of locations is to be the focus, as was the case with PAN 38 before it was replaced by PAN 2/2010;
- In line with SPP (2014) the adequacy of the effective land supply is to be assessed against the Housing Supply Target (not the more 'generous' Housing Land Requirement figure); and
- there is no need to recalculate the Housing Supply Target when a plan is operative by taking account of dwelling completions achieved since the base date of the plan.

The implication of this would be that if, at the point of adopting a plan the overall capacity in the supply of housing land (made up of different types and sizes of sites in marketable locations that are being or can be developed) *equals* the Housing Land Requirement (with generosity included from the outset), then if low levels of take up / completions occur when a plan is operative this will be reflective of the strength of the housing market (or other such factors) rather than be a matter to be addressed by releasing additional land or sites.

The Council submits that it would be wholly inappropriate if the method implied by PAN 2/2010 for assessing the adequacy of the five year effective housing land supply is conflated with SPP (2014). This would result in the misalignment of out-of-date national advice with up-to-date national policy. This might occur by incorrectly assuming that the terms Housing Supply Target, Housing Requirement and Housing Land Requirement all have the same meaning (and are figures that are derived in the same

way) under SPP (2010) and SPP (2014) when calculating the adequacy of the five year effective housing land supply, for example by:

1. basing the assessment of the adequacy of the five year effective housing land supply against a Housing Land Requirement figure (transposed from already very high HNDA estimates of need and demand in comparison to the number of homes that can be delivered, as per SPP 2010) that is then made even more 'generous' by adding a further margin of generosity of between 10 – 20% (as per SPP (2014)); rather than
2. basing this assessment on a 'Housing Supply Target' (as defined by SPP (2014)) that is an evidence based policy view of the number of homes that could be built in the plan area during the plan period, which could be lower than the HNDA estimated of housing need and demand (and therefore also lower than the Housing Requirement or Housing Land Requirement would have been derived under SPP (2010)).

By way of example, the different numerical outcomes in terms of the five-year effective housing land target that would be generated by the two approaches are set out in the tables below:

Table 1: SDP1/SGHL/SPP2010/PAN2010	2009 - 2019	2019 - 2024	5-year target
LDP Housing Requirement / Housing Land Requirement	6250	3800	
Annual without recalculation	625	760	
<i>Completions 2009 - 2015</i>	2038		
Remaining Requirement to 2015 - 2019	4212		
Recalculated 5 year HLR	1053	760	4972

Table 2: SDP1/SGHL/SPP2014/PAN2010	2009 - 2019	2019 - 2024	5-year target
LDP Housing Supply Target	6250	3800	
Housing Land Requirement with 20% added	7500	4650	
Annual without recalculation	750	930	
<i>Completions 2009 - 2015</i>	2038		
Remaining Requirement to 2019	5462		
Recalculated 5 year HLR	1366	930	6392

If such an inappropriate conflated approach were followed, the Council submits that this would further increase the likelihood of the plan-led system being undermined at the point of LDP adoption and when the LDP becomes operative because:

- Paragraphs 125 and 32 – 35 of SPP (2014) would be more likely to immediately take effect;
- The policies of the LDP that create or constrain the supply of housing land would more likely be considered out-of-date as soon as they are adopted;
- the 'presumption in favour of development that contributes to sustainable development' set out at paragraph 28 – 29 of SPP (2014) would more likely immediately take effect at the point of LDP adoption as well as continue to apply over the lifetime of the LDP.

The practical application of the emerging PANs prescribed method for calculating the adequacy of the five year effective housing land supply is discussed further in the relevant section below.

Relevant Considerations from other Development Plan Examinations

General

The Council submits that, before considering in broad terms the relevance of findings from other SDP and LDP examinations, it is important to note that paragraph 117 of Circular 6/2013: Development Planning states the following:

“Regulation 21 is also intended to prevent the scope of the examination spreading to become a wider test of the soundness of the plan. Scottish Ministers intend the reporter within the bounds of the issues raised in representations, primarily to examine the appropriateness and sufficiency of the content of the Proposed Plan. Only if the Proposed Plan is insufficient or inappropriate should they consider other sites or approaches. They are not tasked with making the plan as good as it can be, but with modifying those parts that are clearly inappropriate or insufficient.”

This statement is important when considering whether the outcomes from other development plan examinations are relevant to this one. For example, a Reporter may not wish to modify a plan which could be improved since there is no representation (or information provided by the planning authority in response to it) that would elicit this. It may also be that some misinterpretation of a higher tier plan, policy or strategy has occurred, but this need not be remedied at examination of the lower tier plan because, notwithstanding this, if the lower tier plan were adopted in the format proposed it would not contradict (i.e. still be consistent with) the aims or objectives of the higher tier plan, policy or strategy.

City of Edinburgh Council LDP Examination

In respect of the findings from the City of Edinburgh Council’s Local Development Plan examination, a relevant point at debate was whether the SDP Housing Land Requirement (as defined by SPP2010) should be applied as if it were a Housing Supply Target (as defined by SPP (2014)), and therefore if the Housing Land Requirement already set by SESplan’s Supplementary Guidance on Housing Land should be increased by a further 10 – 20% – i.e. if an additional margin of ‘generosity’ should be added to the Housing Land Requirement.

East Lothian Council notes the following statement from the Reporter in her conclusions (at paragraph 8) of Issue 5: Housing and Community Facilities General:

*“The Housing Supply Target is based on the HNDA but is a policy view of the number of homes that are needed by local authority area. SESplan predates current Scottish Planning Policy so does not use the word target but refers to housing requirements and housing land requirements. **However, for the purposes of the examination there is nothing to suggest to me that the figures in SESplan should not be interpreted as the target.** Paragraph 108 of the strategic plan clarifies the plan’s role to ensure that the area’s overall assessed housing requirements can be met by new house completions. SESplan clarifies that some of the housing demand generated by the city will be accommodated in the wider city region. The local development plan is to demonstrate consistency with the Strategic Development Plan. The housing target as set through SESplan and its associated supplementary guidance is already approved and not a matter for this examination.”*

East Lothian Council notes that the City of Edinburgh Council in the preparation of its LDP ***chose to add an additional 10% to the Housing Land Requirement*** set for its LDP by the SDP Supplementary Guidance on Housing Land (see examination report Issue 5: Housing and Community Facilities General, response of planning authority to Housing Land Supply Target, bullet point two). East Lothian Council further notes that there did not seem to be any unresolved representations to the principle of increasing the Housing Land Requirement; unresolved representations seem only to have sought a further increase to these figures, for example from 10% up to 20% etc.

In the circumstances of that case, and in the absence of any unresolved representations highlighting the issue (i.e. that the Housing Land Requirement for the LDP need not be increased), it may be that the Reporter at that examination considered that, if the City of Edinburgh Council's proposed approach was followed, the LDP would neither be insufficient or inappropriate in respect of that narrow point of principle. This may be because the Housing Land Requirement of SESplan for the City of Edinburgh's LDP could still be met by the LDP since the Council's proposal was to increase not reduce the SDPs Housing Land Requirement for the LDP area.

As such, in view of the different approaches adopted by the respective Councils in the preparation of their LDPs, East Lothian Council submits that the findings of the examination of the City of Edinburgh Council's proposed LDP should be given very little weight in this examination.

Clydeplan Area LDP Examinations

In respect of plans brought forward in the Clydeplan area, the Council notes that the Clydeplan SDP was approved in May 2012, and that it pre-dates SPP (2014). As with SESplan, Clydeplan was prepared and approved under SPP (2010). Notwithstanding these similarities in the plan preparation context, the handling of HNDA outputs underpinning the Clydeplan SDP was very different to the SESplan SDP.

East Lothian Council notes that a common theme in the examination of LDPs in the Clydeplan area was the need for LDPs to 'be consistent' with the SDP, notwithstanding the fact that some LDPs were prepared and adopted before, during the preparation of, and after the publication of SPP (2014).

For Clydeplan there was concern about the reliability of the HNDA outputs that informed its SDP, owing to the use of different methodologies in the calculation of private housing demand and affordable housing need. Consequently, the Clydeplan SDP set 'indicative Housing Requirements' and made provision for LDPs to vary from these, if justified, when setting their own Housing Requirements (*see East Dunbartonshire LDP Examination Report, Issue 6: Reporter's Conclusions paragraph 5; East Renfrewshire LDP Examination Report, Issue 9.1: Reporter's Conclusions paragraph 6; Glasgow City LDP Examination Report, Issue 17: Reporter's Conclusions paragraph 18; Inverclyde LDP Examination Report, Issue 5: Reporter's Conclusions paragraph 6 -7; North Lanarkshire has not yet reached examination stage; Renfrewshire LDP Examination Report, Issue 17: Reporter's Conclusions paragraph 7; West Dunbartonshire LDP Examination Report, Issue 15: Reporter's Conclusions paragraph 9; South Lanarkshire LDP Examination Report, Issue ST13: Reporter's Conclusions paragraph 11 and 18*).

As such, the Clydeplan SDP did not confirm Housing Requirements and so it could not complete the task of confirming Housing Land Requirements for its LDPs. This was to be done by the LDPs once the SDPs 'indicative' Housing Requirements were reassessed at local level: these LDPs were required to set their own Housing Requirements, and Housing Land Requirements. Whilst this approach was not fully

consistent with SPP (2010), the key point is the SDP did not prescribe Housing Land Requirements, and so the manner in which these were to be set was still open to some degree of interpretation after the SDP had been approved – i.e. LDPs in the Clydeplan area could still be consistent with the SDP if they set different Housing Requirement and Housing Land Requirements than the SDPs ‘indicative’ ones.

Consequently, the approach to planning for housing in the Clydeplan area does not set a precedent for the approach that should be followed in the SESplan area. Unlike Clydeplan, the HNDA figures for SESplan were set through the SDP examination by Scottish Ministers who confirmed the overall Housing Requirements, and thus the overall Housing Land Requirements, for the SDP area. SESplan’s Supplementary Guidance on Housing Land has since distributed these overall figures to the associated LDP areas and set LDP Housing Land Requirements. Nonetheless, for completeness, East Lothian Council notes the following in respect of the Clydeplan LDP examination reports / various LDP approaches:

- East Dunbartonshire Council **chose** to add 10% generosity to the Housing Land Requirement of its proposed LDP (see Issue 6: Reporter’s Conclusions paragraph 38);
- East Renfrewshire Council justified a reduction from the SDPs overall ‘all tenure’ indicative housing requirement by demonstrating that the affordable housing requirement for its area should be less. Around a 30% increase in the market housing requirement was provided for by the proposed LDP, in part to provide for more affordable housing, but the SDPs indicative all tenure requirements would still not be satisfied. Notwithstanding this, there were calls to increase the all tenure requirement by a margin of 10% – 20%, but the Reporter found that the proposed LDP approach would provide a generous supply of land for private house building in accordance with SPP (see Issue 9.1: Reporter’s Conclusions paragraph 8, and 11);
- Glasgow City Council did not propose to add 10% generosity to the SDPs ‘indicative’ Housing Requirement to set Housing Land Requirement for its proposed LDP, as it considered there was already an oversupply of land in its area (para 28). However, through the examination the reporter recommended that a 10% margin of generosity should be added to the SDPs indicative requirements to set the LDPs Housing Land Requirement;
- Inverclyde LDP Examination was conducted when SPP (2014) was in consultative draft form. A generous supply was demonstrated by comparing different anticipated completion rates to the amount of land proposed to be allocated and determining if a more rapid development of that land would result in higher rates of generosity or if slower rates of development would reduce this. No additional margin of generosity was added to the LDP, by the Council or Reporter (see Issue 5: Reporter’s Conclusions paragraph 5, 11 and 15).
- North Lanarkshire’s LDP has not reached examination stage yet, but the Council’s MIR (following the Clydeplan SDP) proposes to add 10% the Housing Supply Target to reach the Housing Land Requirement (Section 2.6);
- Renfrewshire’s LDP did not add 10 – 20% generosity to the Housing Land Requirement, but did include some generosity in the land supply (circa 8.5%), which the reporter accepted as adequate in the context of SPP (2010) (see Examination Report, Issue 17: Reporter’s Conclusions paragraph 13);

- West Dunbartonshire’s LDP has been through examination, but it has not been adopted by the Council yet. The reporter there found that there was no need to increase the Housing Requirement by a margin of 10% - 20% to set the Housing Land Requirement; rather the key issue was whether the housing land supply provided by the LDP would be enough to meet the SDPs housing requirement with sufficient flexibility to enable delivery (West Dunbartonshire LDP Examination Report, Issue 15: Reporter’s Conclusions paragraph 28 – 35). The reporter found that the plan did provide a generous all tenure housing land supply (paragraph 35). However, uncertainties around the rate of development that might be achieved, largely due to delays in the delivery of large brownfield sites, meant that some additional housing site allocations were recommended, and that a policy to help manage the availability of sufficient effective land was also recommended for inclusion within the LDP;
- South Lanarkshire LDP Examination Report, Issue ST13: Reporter’s Conclusions (paragraph 11 and 18) is clear that it is for an SDP to add generosity, but in the circumstances of the case, and since no compelling evidence was provided as to how much additional land might be needed, the reporter’s view was that it was reasonable to consider a range of between 10% - 20%. However, whilst the amount of land that the LDP made available, either through allocations or potential ‘urban capacity sites’ etc, was in excess of the SDP remaining requirement, the Reporter came to the view that the rate of house building needed to ensure enough land could be counted as effective was unlikely to be delivered, particularly in the short term, and so chose to allocate only one additional site (para 46 - 49).

Given the different SDP context, and the range of approaches to setting Housing Requirements and Housing Land Requirements by these other planning authorities and LDP examinations, East Lothian Council submits that in this respect the findings of the development plan examinations within the Clydeplan area should be given very little weight in this examination.

Synthesis

In respect of the findings from other local development plan examinations within the SESplan area, and others outwith the SESplan area, East Lothian Council submits that they be given very little weight in this examination.

Overall Synthesis: Housing Land Requirements

East Lothian Council submits that the Housing Land Requirements set for East Lothian’s LDP within SESplan’s approved Supplementary Guidance on Housing Land are the correct ones to apply in the preparation of this LDP. The Council submits that it has applied these Housing Land Requirements properly in the preparation of its LDP – i.e. used the same Housing Land Requirements as those set by the SDP and its associated Supplementary Guidance on Housing Land. The Council’s approach is fully explained in Technical Note 1: Planning for Housing, Housing Requirements, Housing Land Requirements and Housing Land Supply.

The Council submits that SPP (2014) cannot carry more weight in the preparation of LDP1 than the approved SDP1. SDP1 was prepared and approved under SPP (2010) and LDP1 must, by law, be

consistent⁹ with SDP1. SPP (2014) is clear that SDP1 is not out-of-date solely because it was approved before SPP (2014) was published¹⁰. SPP (2014) must be read and applied as a whole¹¹ in plan-making, and in respect of this matter this can only be done in the preparation of SDP2 and LDP2.

The Council submits that the process, method, terminology, policy principles and timescales for how development plans should plan for housing under SPP (2014) are different to those of SPP (2010). The approaches to planning for housing set out in each document are not therefore interchangeable.

There is no basis to assert that the new policy principles of SPP (2014) **must** be selectively and retrospectively applied in the preparation of a LDP that must, by law, be consistent with an SDP prepared under SPP (2010). Doing so would unnecessarily and unreasonably increase the overall Housing Land Requirement and in quantitative terms the overall amount of land that should be allocated. Most significantly it could unnecessarily and unreasonably increase the amount of house completions that may need to be programmed to be built.

The approach to planning for housing set out in SPP (2014) can only be applied in the preparation of the next Development Plan for East Lothian. As such, the Housing Land Requirements set by SDP1 for LDP1 should remain as set by the SDP and its associated Supplementary Guidance on Housing Land, and not increased further to include an additional 10 – 20% generosity. Importantly, SPP (2010) and SPP (2014) are clear that SDPs are to set Housing Land Requirements, not LDPs.

The Council submits that the very low levels of house completions in the early part of the SDP1 plan period as a result of weak economic and housing market conditions since 2008 will very likely prevent SDP1s Housing Requirements being satisfied by the necessary level of house completions within East Lothian during the plan period, and particularly up to 2019, no matter how much housing land is released through the plan-making, planning application or planning appeal processes.

This is notwithstanding the range and choice of sites that have been made available within East Lothian by the East Lothian Local Plan since 2008, and that have been released during the preparation of the emerging LDP, and that are now proposed to be made available by the LDP.

The Council submits that its proposed LDP will make available an appropriate and sufficient amount of housing land, which in overall quantitative terms **meets and exceeds** the SDPs Housing Land Requirement.

The Council further submits that the proposed LDP would also provide an appropriate and sufficient range and choice of site types and sizes in marketable locations that are effective or able to be made effective during the plan period.

An appropriate and sufficient amount of housing land that is effective or that can be made effective will be made available by LDP1 for the SDP1 period.

The Council submits that the release of any further housing land over and above that set out within the proposed LDP cannot be reasonably justified and would be unnecessary and inappropriate.

⁹ Town and Country Planning (Scotland) Act (as amended): Section 16 (6) – requirement for LDP to be consistent with SDP

¹⁰ Scottish Government: Scottish Planning Policy (2014), page 11 footnote 22.

¹¹ Scottish Government: Scottish Planning Policy (2014), page 3 paragraph V

CALCULATING THE ADEQUACY OF THE 5-YEAR EFFECTIVE LAND SUPPLY

The Approach Implied by PAN 2/2010

In the preparation of the proposed LDP, the Council has calculated the adequacy of the five-year effective housing land supply that the proposed LDP would provide based on the (re)calculation method for this implied by PAN 2/2010.

The approach implied by PAN 2/2010 takes into account completions achieved since the 2009 base date of the SDP by subtracting these from the overall Housing Land Requirements for the plan period. It recalculates the Housing Land Requirement for the next five years by taking the net Housing Land Requirement and spreading this equally across the remaining years of the plan period. The resultant five year total is compared to the total number of homes programmed to be built in the next five years set out in the housing land audit to assess if there is likely to be enough homes to be built / effective housing land available for the next five years.

The approach to this calculation is fully explained in the worked example provided in Table 16 of the Council's Technical Note 1: Planning for Housing, Housing Requirements, Housing Land Requirements and Housing Land Supply (the method is also explained in Advice Box 1 of the proposed LDP). This takes into account the 'interim' housing requirement of SDP1 up to 2019. For convenience, the key figures from that Table are provided in Table 1 below:

Table 1: PAN 2/2010 Approach: Effective Land Supply Calculation Worked Example

5-year effective land supply	6,412	
(years) =	—————	X 5
	4,972	

Proposed LDP Effective Land Supply: 6.45 years*

*Based on HLA 2015 and Table 16 of Technical Note 1

Approach of Draft PAN: Housing and Infrastructure Delivery

The Scottish Government is in the process of reviewing PAN 2/2010, as highlighted in Technical Note 1: Planning for Housing, Housing Requirements, Housing Land Requirements and Housing Land Supply.

This review is to bring national advice on planning for housing and infrastructure up-to-date with SPP (2014). The draft replacement PAN: Housing and Infrastructure Delivery was published for consultation by the Scottish Government between on 17th February 2016 and 31st March 2016. The finalised PAN: Housing & Infrastructure Delivery may be published during the examination, before the LDP is adopted or when the LDP is operative.

Importantly, the replacement draft PAN sets out a clear nationally prescribed method for calculating the adequacy of the five-year effective housing land supply. The first point to note is that the draft PAN is clear that the agreed Housing Supply Target is to be the basis for this calculation, not the Housing Land Requirement (as is currently the case with PAN 2/2010). In the case of SDP1 these figures are the same as one another and the HNDA1 estimates of housing need and demand, but for a

plan wholly prepared under SPP (2014) the agreed Housing Supply Target could be lower than the HNDAs estimates of need and demand to be more aligned with a rate and volume of house building that could realistically be delivered within a plan area over time within the plan period.

This change in the national approach is important because the new draft PAN would not seek to measure the adequacy of the effective housing land supply against a Housing Land Requirement with additional generosity built in above the agreed Housing Supply Target. The Council submits that this is for the reasons set out at paragraph 2.26 - of 2.32 Technical Note 1: Planning for Housing, Housing Requirements, Housing Land Requirements and Housing Land Supply.

At this point the Council would reiterate the terms of Homes for Scotland Representation (0353/3) to this proposed LDP, and in particular the acute point where it notes that *“East Lothian Council has not explicitly added generosity to the SDP Housing Requirement. However, in the case of this SDP, we acknowledge that an element of generosity has certainly been added within the Plan.”*

As noted previously, the calculation method specified by the draft PAN: Housing and Infrastructure Delivery is the same as the approach currently applied as normal practice in the Aberdeen City and Shire SDP area; this is therefore also normal established practice under PAN 2/2010, which does not prescribe an approach to the calculation. Importantly, the emerging nationally prescribed approach does not take into account dwelling completions achieved since the base date of a plan, or require a recalculation of the Housing Supply Target to take place when a plan is operative.

The implication of this emerging prescribed approach would be that, provided a plan makes available a sufficient and appropriate range and choice of site types and sizes in marketable locations that are being developed or can be developed that in overall quantitative terms have a capacity that is equal to the ‘generous’ Housing Land Requirement, if lower levels of completions occur during the lifetime of the plan this will be reflective of the strength of the housing market (or other such factors) rather than be a matter to be addressed by releasing additional land / sites. The principles for the calculation method set out in the draft PAN: Housing and Infrastructure Delivery are set out in Table 2 below:

Table 2: Draft PAN Housing & Infrastructure Delivery: Effective Land Supply Calculation Approach

$$\begin{array}{rcc}
 & \text{Five year effective housing land} & \\
 & \text{supply units} & \\
 \text{5-year effective land supply} & & \\
 \text{(years) =} & \frac{\text{Five year housing land supply}}{\text{target (units)}} & \text{X 5}
 \end{array}$$

For East Lothian Council’s proposed LDP, the principles of the calculation method set out within the draft PAN: Housing and Infrastructure Delivery would be applied as follows:

1. There is fifteen years between the 2009/10 base date of the SDP1 and the end of the SDP1 plan period at 2024 (SPP (2010) did not expect an ‘interim’ requirement to be set);
2. For East Lothian, the Housing Land Requirement for the plan period is 10,050 homes (under SPP (2010) this figure would be the same as the Housing Supply Target);

3. The annualised target would be 670 homes per year;
4. For the life of the SDP, the on-going five-year effective land supply target is 3,350 homes.

The actual calculation for the adequacy of East Lothian’s five-year effective housing land supply, based on the Draft PAN: Housing and Infrastructure Delivery method and the programming for the proposed LDP, would be as set out in Table 3 below:

Table 3: Draft PAN: Housing & Infrastructure Delivery: Effective Land Supply Calculation Workings

5-year effective land supply	6,412	
(years) =	3,350	X 5

Proposed LDP Effective Land Supply: 9.6 years*

**Based on HLA 2015 and Table 16 of Technical Note 1*

The Council acknowledges that the replacement PAN does not take effect until it has been finalised, and that PAN 2/2010 will continue to apply until then. Nonetheless, the Council submits that a nationally prescribed method for calculating the adequacy of the five year effective housing land supply emerge, either prior to adoption of the LDP or when the LDP is operative. In this context the Council wants to reserve the opportunity to review its position on the calculation method for assessing the adequacy of the five-year effective land supply.

If the calculation method set out in the draft PAN is confirmed, the Council submits that the wording of the proposed LDP is sufficiently flexible to allow a different calculation method to be applied than the one set out in proposed LDP Advice Box 1. This would be an operational matter following adoption of the LDP, and Advice Box 1 would be superseded* in those circumstances by an updated PAN.

Under SPP (2010) the figure for Housing Requirement and Housing Land Requirement for the plan area was to be equal to the Housing Supply Target for the Local Housing Strategy and HNDA estimates of Housing Need and Demand. As such, the Council could continue to use the SDP1 Housing Land Requirements as the basis for calculating the adequacy of the on-going five-year effective land supply under any new PAN, but completions achieved would not be taken into account and a recalculation of the Housing Land Requirement would not take place.

The Council submits that no modification of LDP would be necessary to apply a different calculation method if and when one is specified by any new PAN. Yet it may be that this examination provides an opportunity to change the LDP should the new PAN be published during the Examination.

Synthesis

Based on the programming set out in the Council’s Technical Note 1, the Council submits that an appropriate and sufficient housing land supply – i.e. ‘enough’¹² - effective housing land would be provided by the proposed LDP at the point of adoption, whether this is assessed on the implied PAN 2/2010 methodology, or if it is assessed in line with the methodology specified by draft PAN: Housing and Infrastructure Delivery.

¹² Scottish Government SPP (2014) paragraph 123

RESPONSE TO REPRESENTATIONS ON LDP TIME PERIODS

Introduction

The unresolved representations in respect of this issue seek to extend the period for the LDP Housing Land Requirement beyond 2024, even though this is set by the SDP and its associated Supplementary Guidance on Housing Land for the period to 2024. The representations submit that this is to take account of the anticipated adoption date of the LDP, following examination, in spring 2017/18. The Council submits that the key determining factors in respect of these representations is whether:

- the Housing Land Requirements of the SDP should remain as set – i.e. if it is the task of LDP to plan only for the period prescribed by the SDP in order to ‘be consistent with the SDP’; or if
- the timescale for SDPs Housing Land Requirements can and should be extended by introducing an additional Housing Land Requirement to take account of the passage of time between the anticipated point of LDP adoption when the SDP was being prepared and the point the LDP is now anticipated to be adopted; and
- if an additional Housing Land Requirement is to be introduced for East Lothian for the period post 2024, whether this should be based on the HNDA estimated need and demand figures for East Lothian for that period, or if some alternative figures should be derived for this purpose.

The unresolved representations submit that the Housing Land Requirements already set by the SDP for East Lothian for the periods up to 2019 and for the period 2019 to 2024 should continue to apply (but should be modified to include additional generosity), and that an additional new Housing Land Requirement should be introduced for the 4 year period 2023/24 – 2027/28.

Circular 6 /2013: Development Planning

The Council submits that the Scottish Government’s expectations in this regard, as expressed through SPP (2010) and SPP (2014), should be read in the context of paragraph 58 and Figure 2: Normal Local Development Plan Process, of Circular 6 /2013: Development Planning and (and Circular 1/2009: Development Planning paragraph 33 and Figure 2).

In terms of the expected ‘typical’ timings for LDP preparation, Figure 2 of Circular 6/2013 suggests that all stages can be completed within around two years (25 months), and that some overlap between the SDP and LDP processes within city regions is expected to minimise these timescales. Accordingly, the typical timings for LDP preparation set out in Circular 6/2013 are reflected in the approach to planning for housing expected by SPP (2010) and SPP (2014) – i.e. the Housing Land Requirements set by the SDP up to year 12 for the SDP area overall and for each LDP area are the same Housing Land Requirements to be planned for by LDPs up to their year 10.

The LDP period is therefore intended to be the same as the SDP period, as both plans are to be taken together as the Development Plan for a local area and so should have concurrent timescales and development requirements. Importantly, the Council notes and submits that Circular 6/2013, SPP (2010) and SPP (2014) do not expect the SDPs prescribed Housing Land Requirements to be changed during LDP preparation, including if LDP preparation takes more than two years to complete.

SPP (2010) and SPP (2014)

The Council notes that paragraph 72 of SPP (2010) expected SDPs to identify the Housing Land Requirement for the SDP area and to indicate where land should be allocated in LDPs to meet these requirements up to year 12 beyond the predicted year of SDP approval, and also to identify how much of the Housing Land Requirement should be met by site allocations in the LDP that are capable of development by the end of year 7 – i.e. no ‘requirement’ was to be set for that period. Local Development Plans are to allocate land to meet the housing land requirement up to year 10 from the predicted year of adoption. This approach builds in up to two years for the adoption of LDPs following approval of SDPs.

Accordingly, the intentions of SPP (2010) were that SDPs provide a guide as to how much land should be categorised as effective for the first five year period of the LDP at the point of LDP adoption. LDPs were also expected to allocate land that is effective or capable of becoming effective to meet the SDP Housing Land Requirement up to SDP year 12 from their predicted year of approval. This specifies the overall amount of land that LDPs should allocate and defines the basis for monitoring of the five year effective land supply.

The Council notes that SPP (2014) expects SDPs to set Housing Land Requirements up to year 12 beyond their expected year of approval, and that LDPs are to allocate land which is effective or able to be made effective to meet the SDP Housing Land Requirement up to year 10 from the expected year of LDP adoption (para 119). Again, this approach builds in up to two years for the adoption of LDPs following approval of SDPs. However, the inclusion of any figure within the SDP identifying how much land should be capable of development by the end of year 7 is removed from SPP (2014).

The Council submits that SPP and Circular 6/2013 do not expect LDPs to introduce additional new Housing Land Requirements other than those prescribed by the relevant SDP.

Other Relevant Considerations

The Council also submits that Scottish Ministers acknowledged that the preparation of SESplan’s Supplementary Guidance on Housing Land would have a knock-on effect in terms of delaying the programme for the preparation of Local Development Plans. An extract from the SDP1 approval letter to SESplan sent from the Scottish Government’s Planning and Architecture Division is set out below:

“Of particular importance are the modifications requiring the preparation of supplementary guidance to identify the individual housing requirements for each LDP area. In order to ensure that delays to LDPs are as short as possible, work on the supplementary guidance and any necessary accompanying assessments must be progressed timeously. The work also needs to be allocated sufficient resource by both the SESplan team and the constituent authorities. It is essential that the full range of stakeholders is involved in the preparation of the guidance, including the Scottish Government, its executive and non-executive agencies, the other key agencies and the development industry. The public must also be given sufficient opportunities to input their views. The Scottish Ministers expect the supplementary guidance to be adopted within 12 months from the date of this letter. LDPs in the SESplan area should not be submitted to Ministers until after the supplementary guidance has been adopted.”

The reality of the situation for East Lothian Council was that there was a need for a complete understanding of the scale of the Housing Land Requirement to be planned for within it area during the SDP plan periods before publishing documents that would formally initiate the LDP preparation process. This was the case for the following key reasons:

1. Governance – it would be inappropriate and premature for the local planning authority to plan for Housing Land Requirements that East Lothian Council had not ratified;
2. the scale of the Housing Land Requirement would very likely trigger a step change in the nature of supporting infrastructure and facilities provision (e.g. education and transport) within East Lothian, and the Council needed clarity on the relationship between development planning, the spatial distribution of growth and infrastructure and financial planning;
3. the Council needed to publish and consider responses from a Main Issues Report that explained as best it could the options for addressing the scale of the challenge the authority is facing consequent on the need to accommodate the SDPs development requirements, and the opportunities and constraints associated with this, including the need to consider and consult on potential development locations and associated mitigating interventions;
4. The Council did not want to publish a proposed LDP that may require notifiable modifications or an entirely new proposed LDP to be prepared and published if, for example, SESplan’s Supplementary Guidance on Housing Land was substantially modified as it was developed.

The Council further submits that the preparation of the SDP and its Supplementary Guidance on Housing Land had significant resource implications, as officers were redirected from LDP1 to conclude SDP1 preparation, including the production of Supplementary Guidance on Housing Land. Table 4 sets out how this impacted on LDP1 timescales.

Table 4: Impact of SDP and Supplementary Guidance on LDP Preparation in East Lothian																							
	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30		
Intended SDP1 Prog	MIR	PSDP	EXAM	SDP1 Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12								
Actual SDP1 Prog	MIR		PSDP	EXAM	SDP Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12							
ELC Introduce IPG:HLS*				Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6														
Known SDP1 Hsg Reqs						SGHL Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12						
Actual LDP1 Prog		Call for Sites				MIR	DPLDP	FPLDP	EXAM	LDP1 Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10				
Intended SDP2 Prog								PSDP2	EXAM	SDP2 Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12		
Intended LDP2 Prog									MIR2 / PLDP2	PLDP2 / EXAM	LDP2 Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10			

*East Lothian Council’s Interim Planning Guidance: Housing Land Supply

In this context Table 4 also demonstrates the timeous introduction of the Council’s Interim Planning Guidance: Housing Land Supply. This guidance sets out how the Council may support the principle of housing development on appropriate non-allocated sites (within the East Lothian Local Plan 2008) with capacity for up to 200 homes (later reviewed up to 300 homes) when there is a shortfall in the five-year effective land supply in East Lothian.

The Council accepts that delay in the preparation of LDPs within SDP areas can reduce the period within which the SDPs Housing Requirements can be met, unless a planning authority is willing to accept the principle of granting planning permission for residential development on appropriate sites where this is not supported by the adopted development plan. This sentiment was expressed clearly in exchange of correspondence between the then Scottish Minister for Planning, Derek Mackay, and chair of the SESplan Joint Committee, Cathy Muldoon, when SDP1 was approved.

The Council submits that it has sought to actively manage the transition between SDP1 approval and LDP1 adoption by adopting Interim Planning Guidance: Housing Land Supply. The first iteration of this guidance was approved at a Cabinet meeting of East Lothian Council on 10th December 2013, following its decision on 22nd October to ratify SESplan's Draft SG on Housing Land – i.e. once the Council 'settled' on East Lothian's Consultative Draft Housing Land Requirement. Subsequent revisions of the interim guidance were approved on the 16th December 2014, following approval of SESplan's SG on Housing Land at the 28th October meeting of East Lothian Council; and on the 23rd February 2016, following approval of the draft proposed LDP on 17th November 2015 when the Council's 'settled view' was reached on the strategy and sites it wanted to adopt for the finalised Proposed LDP.

The Council chose to take these early steps as SESplan's Supplementary Guidance on Housing Land was being developed in acknowledgement of the ambitious 'typical' timescales for LDP preparation and the likely scale of emerging SDPs Housing Land Requirements for East Lothian for the periods up to 2019 and 2019 – 2024. The Council accepted this position before its Housing Land Requirements were confirmed by Scottish Ministers in any approved Supplementary Guidance on Housing Land.

The Council justified this early action on the basis that the HNDA estimates of housing need and demand for its area would be increased when setting the Housing Land Requirements for East Lothian, taking account of SESplan's examination report. When taking these decisions, the Council treated the prescribed SDP plan periods as the basis for meeting the SDPs Housing Land Requirements. The Council did not seek to modify, delay or extend the relevant timescales or increase or reduce the Housing Land Requirements for East Lothian because of delays originating from the SDP processes.

As such, since approval of the SDP, the Council has been open to actively managing the housing land supply in East Lothian prior to the adoption of its LDP. The reasons for this were to allow sufficient appropriate sites to be brought forward by developers so the SDPs Housing Requirements could be satisfied by a sufficient level of house completions within the SDPs prescribed timescales. At project level the Council has also applied an appropriate degree of weight to the emerging LDP as it has been developed in support of those sites it wants to allocate, following extensive consultation through the Main Issues Report consultation and proposed LDP consultation.

However, the Council submits that, notwithstanding this early and ongoing engagement and action, it is still very unlikely that the SDPs Housing Requirements can be met by the unprecedented rate and volume of house completions that would be required to achieve this, no matter how much housing land is released through the plan-making, planning application or planning appeal processes.

In respect of safeguarding sites for potential future development post 2024, the Council has made its settled view clear in respect of potential future development locations that may be considered in to the longer term. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132

and 2.154 of the LDP. For this LDP period, the only site that the Council chose to safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian.

More generally, the SDP allows consideration to be given to potential housing development locations beyond 2024, but it anticipates that the majority of any longer term housing land requirements would be satisfied from planned and committed sites to the extent that they are not developed by 2024. Whilst the SDP acknowledges (paragraph 112) that in the preparation of LDPs it may be possible to identify other opportunities for housing growth, it is also clear that confirmation of these will be subject to the conclusions of a future review of the SDP itself. The matter of land safeguarding has also been addressed in respect of specific relevant sites at Issue 13.

The Council submits that its proposed LDP will make available an appropriate and sufficient amount of housing land, which in quantitative terms meets and exceeds the SDPs Housing Land Requirement.

A Numerical Basis for Introducing and additional Housing Land Requirements

Notwithstanding the comments above, should the Reporter be minded to modify the LDP in light of these unresolved representations, the Council notes that there are broadly two possible approaches suggested in representations to set such an additional longer term Housing Land Requirement, and these are as follows:

1. East Lothian has accommodated 9.3% of the overall SDP Housing Land Requirement so should accommodate 9.3% of SDP HNDA need and demand for period 2024/25-2027/28. This calculates as follows: $47,999/100 = 480$; $x 9.3 = 4,464$; $4,464/8 = 558$; $x 4 = \mathbf{2,232 \text{ homes}}$
 - a. In addition, representations suggest 10-20% generosity should be added to a longer term Housing Land Requirement, therefore $2,232 \text{ homes} x 1.2 = 2,678 \text{ homes}$
2. East Lothian's Housing Need and Demand figures = $3,820/8 = 477.5$; $x 4 = \mathbf{1,910 \text{ homes}}$
 - a. In addition, representations suggest 10-20% generosity should be added to a longer term Housing Land Requirement, therefore $1,910 \text{ homes} x 1.2 = 2,292$

The Council submits that confirmation of any longer term Housing Supply Targets and Housing Land Requirements is a matter for a review of SDP1, which will take into account updated HNDA estimates of housing need and demand. The agreed HST for SDP2 may also reduce the overall number of homes to be planned for in comparison to SDP1, including for the period post 2024.

A review of the basis against which any future redistribution of housing need and demand from the City of Edinburgh to other LDP areas also ought to take place. For example, a review of the environmental and infrastructure opportunities and constraints as well as the contribution that might be expected from urban brownfield sites within the city. It would be inappropriate to assume that in the case of a development plan wholly prepared under SPP (2014) that any future Housing Land Requirements for the SDP area or East Lothian would be derived on the same or similar basis as was the case under SDP1. Whilst SDP1 expects the broad locations of future growth beyond 2024 to follow that of SDP1 (para 112), this on the basis that sites allocated to meet the requirements of SDP1 continue to be developed – i.e. if more land is required its distribution may not emulate the locational

strategy of SDP1. The Council submits that predetermining such a strategic policy decision locally in the preparation of LDP1 would be premature and inappropriate.

In relation to approach 2, as mentioned above there is no guarantee that the continued application of HNDA1 estimates of need and demand would provide a sound basis to derive longer term Housing Land Requirements. The basis for setting these would be the subject of updated assessments as well as refreshed national and regional policy and strategy approaches. Notwithstanding this, if the Reporter is of the view that there is a need to settle on a figure to set a Housing Land Requirement for the period 2024/25 – 2027/28, at this stage the HNDA1 figures for East Lothian are the only ones that have been assessed as robust and credible as pertaining to the area's housing need and demand.

As a point of principle the Council does not accept that any additional margin of generosity need be added to any Housing Land Requirement of a plan prepared under SPP (2010), as explained elsewhere in this response.

Synthesis

The Council submits that it is the intention of SPP (2010) and SPP (2014) that an LDP is to plan to meet the SDP Housing Land Requirements for a period up to 10 years following the anticipated year of LDP adoption. The Council submits that this must be read in the context that it stems from an expectation that the SDP Housing Land Requirement is set for a period of 12 years following its anticipated year of approval. This should also be read in the context of the parallel expectation that LDPs should be adopted within two years of SDP approval.

Accordingly, these provisions of SPP can be met if the LDP allocates sufficient land to equal the SDPs Housing Land Requirements for year 12 (i.e. the original anticipated LDP year 10). In SESplan's case this would be the periods up to 2019 and 2019 to 2024 only. There is no need to introduce to the LDP an additional Housing Land Requirement for the period beyond 2024, even if LDP adoption is delayed. The Council has actively sought to manage the housing land supply as the LDP has been developed.

However, should the Reporter be minded to make modifications to the proposed LDP in light of these representations, at this stage the HNDA1 figures for East Lothian applied pro-rata for this four year period are the only ones that have been assessed as robust and credible as pertaining to the area's housing need and demand – i.e. 1,910 homes for the period 2024/25 – 2027/28. The Council submits that the proposed LDP would provide a sufficient land supply overall to equal and exceed (and therefore meet) this need and demand.

As a point of principle the Council does not accept that any additional margin of generosity need be added to any Housing Land Requirement of a plan prepared under SPP (2010), as explained elsewhere in this response.

OVERALL CONCLUSION: LDP APPROACH TO PLANNING FOR HOUSING

SPP (2010), SESplan's SDP1 and SESplan's Supplementary Guidance on Housing Land all require East Lothian Council's LDP1 'to meet' the Housing Land Requirement prescribed for it by SESplan's SDP1.

In the circumstances of this case, it is important to note that in the preparation of the proposed LDP East Lothian Council chose to increase the housing land supply in overall quantitative terms that the LDP provides for each of the SDP plan periods beyond SESplan's Housing Land Requirements. This is in recognition of the Reporter's view expressed through the SESplan SDP1 examination report.

The Council's approach to this, when preparing the proposed LDP, was to use reasonable programming estimates for completions that could be anticipated through time for each plan period from each site. This was based on the 2015 Housing Land Audit. Additional sites were selected and added to the proposed LDP housing land supply until the cumulative completions from them met SESplan's Housing Requirement / Housing Land Requirement for each plan period. Additional sites were selected and added until the requirement for each plan period was exceeded by 10% - 20%.

When the proposed LDP was being prepared, the programming assumptions for each site individually could, in theory, be delivered within the periods under consideration. However, when taken together, achieving this overall rate of development would have required annual completion rates that have never been achieved within East Lothian. The Council was expected to go through this arithmetic and academic exercise to demonstrate that sufficient land and appropriate sites were proposed to be allocated by the proposed LDP.

Providing a land supply that can be developed at a rate that could deliver 10 – 20% more completions than the Housing Requirement / Housing Land Requirement set by SDP1 is not expected by SPP (2010), SDP1 or SESplan's Supplementary Guidance on Housing Land. However, the Council chose to do this in the preparation of its proposed LDP in recognition of the SESplan examination findings, to provide 'generosity' in the housing land supply and to ensure that the primacy of its development plan could be upheld, including when the LDP is operative. It also avoids a situation where the adequacy of the effective land supply may need to be measured against a Housing Land Requirement with additional generosity built-in.

The Council's overall intention with this approach was to help enable housing delivery to occur at the rate and in the volumes necessary to allow SESplan's Housing Requirements to be satisfied by the necessary number of house completions, despite the very low levels of house building that has been achieved since 2008 within East Lothian (and across Scotland).

This willingness on the Council's part is further demonstrated by the adoption and application of its Housing Land Supply: Interim Planning Guidance in December 2013. It is further reflected in the Council's publically stated willingness in November 2015 (when approving the draft proposed LDP) to engage in technical discussions on sites that it wants to allocate in its proposed LDP prior to adoption of the plan to help ensure early delivery of homes on those sites.

Importantly, the new housing site allocations being brought forward by the proposed LDP are in addition to the substantial amount of land already allocated within East Lothian in the Established Housing Land supply. This land has been available for development since 2008 – i.e. before the base

date of the SDP - and as the proposed LDP was being prepared. It has however not been developed during a period of significant economic recession with a significantly weakened housing market.

Within East Lothian there is currently¹³ around 4,800 homes that already have planning permission, 800 homes that have minded to grant status, 3,300 homes that are subject to a planning application and 530 homes that are subject to PAN notices (in total there are around 9,430 homes that are subject to project level activity). There are only 19 sites not yet subject to project level activity. However, housing continues not to be built on this land supply at the rate that it could be delivered, and at the rate necessary to satisfy the SDPs Housing Requirements.

The Council submits that the situation has now deteriorated to the point where the SDP Housing Requirements cannot be satisfied by the necessary level of house completions, particularly in the short term up to 2019, no matter how much housing land is released through the plan-making, planning application or planning appeal processes. The rates of completions now needed to achieve this exceeds 2,000 homes per annum¹⁴ in some years, which is in excess of four times the annual average achieved in East Lothian since 2001, and more than double the historic recorded annual highs. The Council submits that to expect such a rate and volume of development to be delivered is not realistic.

Importantly, if the assumptions made by the Council in the preparation of its proposed LDP were to be continued in order to justify the allocation / release of any additional housing land, then the following assumptions or similar would need to be justified in the LDP as a reasonable, realistic, proportionate as well as an appropriate response:

- To augment the circa 2,000 house completion shortfall up to 2019, an additional 80 sites over and above those proposed to be allocated by the LDP would need to be added to the LDP through this examination, if it is assumed (as representations suggest) that each site is only able to deliver circa 25 homes between adoption of the plan (audit year 2017/18) and the end of the first SDP period at 2018/19;
- By extension, even if every one of those sites had a capacity for only 50 homes, because only part of those sites could be programmed to be developed before 2019, sites with an overall capacity for circa 4,000 additional homes would need to be added to East Lothian's housing land supply. This would result in a total land supply for circa 20,000 homes 'to meet' a Housing Land Requirement of 10,050 homes;
- It should be noted that the 'additional allowances' for East Lothian referred to in SESplan's Supplementary Guidance on Housing Land (to provide guidance on the shortfall of housing land, albeit subject to reassessment in the preparation of LDPs) is for circa 3,560 homes not circa 13,000 homes.

The Council submits that despite the existence of a substantial Established Housing Land Supply, the early action taken by it in terms of adopting Interim Planning Guidance: Housing Land Supply since December 2013, and the early engagement it encouraged from house builders in relation to sites it

¹³ At time of writing: January 2017

¹⁴ Proposed Local Development Plan Technical Note 1: Planning for Housing, Housing Requirements, Housing Land Requirements and housing Land supply (para 6.12, pg 29).

wants to allocate for housing in its LDP, the scale of the ongoing shortfall in house completions within East Lothian means there is now a consequent inability to meet the SDPs Housing Requirements, irrespective of the amount of housing land allocated or released for housing development in the area.

This is because since 2009/10 homes have not been (and now cannot be) delivered at the rate and in the volumes needed to 'catch up' so the SDP Housing Requirements can be satisfied by a sufficient rate of annual house completions. Importantly, the out-of-date national advice set out in PAN 2/2010 creates this situation because:

- a) The basis for the measurement of whether there is an adequate effective housing land supply is determined by the rate of programming developers have been and want to build new homes at, not the overall amount of 'unconstrained' land that is available and that could be 'counted as effective' if developers were to build homes on it faster;
- b) the implied 'recalculation' method implied by PAN 2/2010 may suggest that the Housing Land Requirement should be increased year on year because low levels of house completions have been achieved in previous years;
- c) if such low levels of completions are also anticipated over the next five years, and this level of development activity will not meet the recalculated (increased) housing land requirement, this suggests there might be a case to undermine an emerging or operative plan and to allocate or release more housing land even if there is a sufficient amount of 'unconstrained' housing land available that could be developed faster but, because developers do not intend to build homes on it quickly enough, it cannot be counted as 'effective'.

The Council submits that this situation illustrates the clear mythological weakness of relying only on out-of-date advice in PAN 2/2010 as a reliable indicator of the amount of land that is or could be available for the construction of homes. In the circumstances of this case, it would be unreasonable to continue to follow out-of-date advice on a quantitative and automated approach to planning for housing without consideration for how wider qualitative factors have and will continue to influence the rate and volume of housing delivery. Doing so could wholly undermine the plan-led system and could promote or, as a minimum facilitate, a generally laissez-faire approach to planning for housing and the allocation / release of housing land ad-indefinitum.

The Council further submits that it has taken challenging, responsible as well as sustainable decisions in the development of its proposed LDP and in deciding where and how its Housing Land Requirement should be met. In that context, it has settled on an integrated land use and infrastructure strategy that meets its aspirations for the future planning of its area.

In this context the Council submits that the proposed LDP seeks to allocate an appropriate, sufficient as well as generous amount of housing land. The Council submits that, in overall quantitative terms, the LDP meets and exceeds the SDPs Housing Land Requirements and so is consistent with the SDP.

The Council further submits that the proposed LDP would provide an appropriate and sufficient range and choice of site types and sizes in marketable locations that are effective or can be made effective during the plan period.

In this context, the Council submits that the release of any further housing land over and above that set out within the proposed LDP cannot be reasonably justified and would be unnecessary and inappropriate. The Council submits that modification of the LDP in light of the associated representations would be unnecessary.

However, if during the course of the examination the Reporter is of the view that the proposed release of housing land set out within the LDP is not sufficient, the Council would submit that:

- The preparation of statutory Supplementary Guidance associated with LDP1 to bring forward additional housing sites not currently proposed to be allocated or safeguarded by the plan would not be an appropriate approach to follow since SESplan's proposed SDP2 has emerged and it is due to be approved by June 2018. In that context resources would be best directed to an early review of LDP1 (see Table 4 above);
- In the event of a shortfall in the five-year effective housing land supply emerging when LDP1 is operative, Policy HOU2: Maintaining and Adequate 5-year Effective Housing Land Supply would apply;

The Council notes that the draft PAN: Housing and Infrastructure Delivery may change the way the 'adequacy' of the effective land supply is measured, and that the current drafting of the LDP would allow for a change in approach to be adopted by the Council in its monitoring of the plan, and when considering if Policy HOU2 should be applied. Yet this examination provides an opportunity to change Advice Box 1, for example should the emerging PAN be published before or during the examination; and

- An early review of LDP1, in light of any new SDPs Housing Supply Target and Housing Land Requirement, would be the most appropriate way to address associated issues.

In this context, the Council would submit that the allocation of any further housing land through this LDP would be inappropriate, either through the examination or in the preparation of any statutory Supplementary Guidance not already identified within the proposed LDP.

Issue 13	New Sites	
Development plan reference:	A Spatial Strategy for East Lothian (pg 11-56)	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
North Berwick Community Council (0003) Hew Balfour (0057) Muir Homes (0165) Messrs R and A Kennedy (0188) Muir Homes (0189) James Millar (Kilduff) Ltd (0204) Messrs R and A Kennedy (0208) Gladman Planning (0213) Omnivale Ltd (0217) Omnivale Ltd (0218) Haig Hamilton (0219) Messrs R and A Kennedy & Omnivale (0227) Stewart Milne Homes Ltd (0229) CALA Management Ltd (0231) CALA Management Ltd (0233) John Gray (0242) Mr A P Dale and Mr R F Dale (0243)	Barratt David Wilson Homes (0246) Omnivale Ltd (0268) Lord Wemyss Trust (0277) Wallace Land and Investments (0281) Ashfield Commercial Properties Ltd (0282) Wallace Land and Investments (0283) Wallace Land Investments (0284) The BS&S Group (0286) Stewart Milne Ltd (0297) The Esperance Trust Group (0303) Stewart Milne Homes (0311) Taylor Wimpey (0330) Miller Homes (0340) Karting Indoors Ltd (0342) Lawrie Main (0370) CALA Management Limited (0393) Taylor Wimpey UK Ltd and M actaggart & Mickel Homes Ltd (0438)	
Provision of the development plan to which the issue relates:	All proposed Local Development Plan	
Planning authority's summary of the representation(s):		
<p>Musselburgh Cluster</p> <p>Land at Pinkiehill, Inveresk</p> <p><u>CALA Management Ltd (0231)</u></p> <p>Land at Pinkiehill, Inveresk should be allocated for residential development (capacity 45 units over 2.6ha of a 4.4ha site). The site lies within the Edinburgh Green Belt and Inveresk Village Conservation Area. The site meets the effective criteria in Planning Advice Note 2/2010, is effective and available pre-2019, in a sustainable location that can accommodate development. The Council must consider a range of housing allocations including those on smaller sites and in the upper market range.</p> <p>Land at Goshen, Musselburgh</p> <p><u>Ashfield Commercial Properties Ltd (0282/1)</u></p>		

Objects to the inclusion of Goshen in the Green Belt and the exclusion of Goshen as an allocated site in the LDP as the allocation of Goshen was supported by Council officers at Main Issues Report and draft Proposed Plan stages; the site is suitable from a planning, environmental, cultural heritage, transport and other infrastructure perspective and Ashfield is committed to the delivery of the necessary infrastructure requirements in accordance with Policy DEL1; statutory consultees including SNH, Transport Scotland, Historic Environment Scotland and SEPA supported the inclusion of the Goshen site at Main Issues Report and draft Proposed Plan stages (see Masterplan Report accompanying this representation); following recent archaeological trenching work no evidence of the battlefield site was discovered and an alteration to the Battlefield National Inventory is being sought from Historic Environment Scotland; the LDP Musselburgh cluster relies on the Wallyford site to meet housing need yet there is no evidence of contractual terms having been concluded with any house builder (see submitted housing Land and New Sites Assessment report accompanying this representation); the LDP PROP MH9: Land at Wallyford and PROP MH10: Land at Dolphingstone are in the same ownership and 1,000 additional houses are allocated there; 1,500 houses are allocated at Craighall therefore 67% of the housing land supply new sites in Table HOU1 are in the control of just two parties; 350-400 houses in PROP MH9 and MH10 are undeliverable due to landscape constraints and the need to provide land for a secondary school; two of the sites that replaced Goshen, PROP MH10 and MH13, were the subject of objection from SNH and Historic Environment Scotland on landscape impact and cultural heritage grounds (see Housing Land and New Sites Assessment report accompanying this representation); although no longer promoted by East Lothian Council a formal missive remains in place between East Lothian Council and Ashfield to facilitate a secondary school at Goshen, and the Masterplan can accommodate it.

Land at Galt Terrace, Musselburgh

Stewart Milne Homes (0311/1)

The site at Galt Terrace Musselburgh is effective and should be allocated for a residential development of 190 homes, with associated amendments to Table HOU1, Proposal Map and Action Programme. Site is within the SDP SDA. The site could compensate for low levels of delivery so far towards SDP housing requirement. Site (MIR/MH/HSG133) assessed at MIR stage but not selected for inclusion within the MIR or proposed LDP. Representation notes that Musselburgh has coalesced with neighbouring settlements to the west, and also 'essentially' does with Wallyford to the east. Objection notes that the proposed LDP modifies green belt boundaries to accommodate strategic development requirements already proposed, and suggests that such boundaries should be further modified to accommodate this site. The site's accessible location outweighs its retention within the green belt. The development of the site would have minor impacts on green belt objectives; mitigation could be provided through careful design with green network opportunities included. Reference is made to East Lothian Council's MIR preferred policy approach to green belt boundary modification (MIR Table 9 page 61), and it is suggested that it conforms to that position. Coalescence of Musselburgh and Wallyford has already occurred with the introduction of Wallyford Park and Choose. Objector notes the landscape impact of other proposed sites within the LDP and considers their site to be appropriate for development in the context of those decisions.

Prestonpans Cluster

Land at Port Seton Links

Mr A P Dale and Mr R F Dale (0243/1)

Port Seton is within the East Coast Strategic Development Area identified in SESplan, and is therefore considered in general terms to be a sustainable location for new housing development, relatively close to Edinburgh and a good strategic transport network. In respect to Housing Supply & Demand, it is concluded that the Proposed LDP does not identify enough housing sites to meet the SESplan housing requirements for East Lothian. Consequently, additional housing sites will need to be allocated, and we recommend that Port Seton Links is one of these.

Land at Meadowmill, Prestonpans

John Gray (0242)

The representor submits 4 acres of derelict land at Meadowmill which is within DC1. Has been advised by ELC to seek a policy review for the land to allow development for houses and units. This was thought to be supported by Councillors and then rejected. Denied a democratic right to engage in the process to promote development.

Land at Fishergate Road, Port Seton

Wallace Land Investments (0284/1)

The Fishergate Road site has capacity for around 150 homes, and substantial open space. It is within the East Lothian SDA. Representations made elsewhere seek to demonstrate that there is an insufficient amount of housing land allocated for the short term up to 2019, and therefore additional land allocations are needed if the LDP is to enable the SDPs Housing Requirement to be met. East Lothian is a prime housing market area, the Fishergate Road is effective in line with PAN 2/2010 and viable and can be developed within the LDP period, over a four year period, starting in 2018. A statement of effectiveness explains this. Representation acknowledges that Port Seton is accessible in regional terms compared to many other settlements in East Lothian. The site is nearby existing active travel and public transport routes as well as local amenities, including Cockenzie Primary School. Secondary school pupils would attend Preston Lodge High School. Representation suggests there is the ability to expand the schools. New development at the site could help sustain and enhance these facilities. Notwithstanding the number and variety of cultural and natural heritage assets here, including listed buildings and a conservation area nearby the site, and that the site is within the Prestonpans Battlefield (although the core of this is to the west and it is contended that the site is unrelated to the battle and it has a negligible contribution towards the interpretation of the battle: a heritage assessment will be undertaken to demonstrate this), the submission suggests that there is environmental and landscape capacity (including mitigation measures that could be provided) to accommodate the proposed scale of development, as explained in the development framework report. Countryside Around Town designation here unnecessary. Affordable housing will be provided as part of the proposals as will SUDs. Jobs will be created from construction. Development here will consolidate the landscape setting of the settlement. Design will be dealt with at project level, but will complement the character of the area.

Tranent Cluster

Land at Humbie

Hew Balfour (0057/3)

Proposes a small extension of the Humbie settlement boundary to the west to include the residential properties at Upper Keith Farm and the area of land between Upper Keith and the existing settlement boundary.

Land east of Tranent

Messrs R and A Kennedy (0208/3)

Land at Tranent East (Refer to Supporting Documentation 2) should be allocated for development of up to 200 residential units with associated uses (primary school site, community facilities/uses, public park/open space, and related infrastructure).

Messrs R and A Kennedy & Omnivale (0227/2)

Seek allocation of land on the east side of Tranent for residential purposes for up to 850 units and community facilities.

Omnivale Ltd (0268/1)

Objects to the non allocation of land for residential, education and eastern relief road on the north and east sides of Tranent - Support the allocation of land at East Tranent in the LDP for the strategic expansion of Tranent Eastwards.

Land west of Tranent Cemetery

Omnivale Ltd (0217); Omnivale Ltd (0218)

Seek allocation of land on the west side of Tranent Cemetery for residential purposes.

Land at Hillview Road, Ormiston

The Esperance Trust Group (0303/1)

The land at Hillview Road, Ormiston is an effective site that can contribute to East Lothian's 5 year supply of housing land. It should be allocated for a specialist retirement housing site to complement existing mainstream housing proposals in the village, with associated amendments to Table HOU1 and inset map 30. The capacity of the site is to be confirmed. This site underwent SEA at MIR stage (SEA ref: MIR/TT/HSG132). A mix of tenure solutions could be provided with a combination of affordable rent, discounted sale or other tenures to be agreed. Discussions have taken place with Places for People, an RSL, who would act as developer for the site, or an agreed governance structure would be put in place by the landowner to allow for funding via the Rural Housing Fund for all or part of the site. The objector suggests ELCs HNDA points to a need for this type of housing, particularly in this area when compared to the rest of East Lothian. The site is no longer part of a viable agricultural holding. Landscaping of boundaries could be achieved. Site capacity to be agreed following further technical and design work. A planning application is to be prepared in early 2017.

Land to the north of the A1 Gladsmuir junction

Karting Indoors Ltd (0342/5)

Land to the north of the A1 Gladsmuir junction currently occupied by Raceland Karting is identified as a specific development proposal for roadside services within the Tranent Cluster.

Haddington Cluster

Monkrigg Road, Haddington

Messrs R and A Kennedy (0188/1)

The subject site at Monkrigg Road, Haddington should be allocated for retirement development to include housing exclusively for the over 55 age group and related facilities to serve this specialist housing provision. There is presently confirmed development/operator interest in the provision of retirement development/village in Haddington and no availability of land within the present land allocations to accommodate this both for practical and financial reasons. The lack of any positive provision for retirement style development is a fundamental failing in the emerging DP, one that can be readily addressed by a pragmatic allocation followed by a tailored solution in conjunction with the developer and the relevant stakeholders.

Land at OTH-H8, West Letham

Taylor Wimpey UK Ltd and Mactaggart & Mickel Homes Ltd (0438/26)

In addition to the existing sites identified for development in Haddington, the land at OTH-H8 should be allocated as a deliverable, viable housing opportunity. Supporting information shows that the site can be developed in response to issues raised in the MIR regarding landscape and open nature of the site.

Land at OTH-H6, Amisfield

Lord Wemyss Trust (0277/1)

Allocation of a site for housing which was proposed (and rejected) at an earlier stage of the LDP process. (OTH-H6 Amisfield). The subject land forms an integral part of the area of land referred to in Para 2.16 of the LDP which is considered unremarkable in landscape terms. The land proposed is not remarkable and therefore not covered by a specific landscape designation. The Lord Wemyss Trust acknowledges the role to be played by Haddington as the 'County Town' of East Lothian and, as such, is seeking to help facilitate a high quality, residential-led mixed-use development in a very accessible location next to the A1 and, within close proximity of Haddington's town centre with its extensive range of services and facilities. In this regard, the site provides for a logical, sustainable extension to the east of the settlement in the short, medium or longer term, balancing the recent pattern of growth in the town as detailed in the Proposed Plan which has principally focussed on land to the west of Letham Mains and Gateside. The proposed site will be developed on higher ground avoiding the floodplain and access issues can be overcome. Additionally, it is not considered that development on the subject land would adversely

impact on the character and wider landscape setting of Haddington.

Land at South Gateside

The BS&S Group (0286/1)

Representation on the Non-inclusion of land at South Gateside, north of the A6093, Haddington. The South Gateside land is effective and should be allocated for a mixed use proposal comprising housing and community uses, with associated amendments to Table HOU1, Proposal Map and Action Programme. Site is within the SDP SDA. It has capacity for around 480 homes, and could compensate for low levels of delivery and provide a dual approach to development and programming if allocated with HN2. Site comprises site of Proposal HN2 and an extension of a smaller site (MIR/HN/HSG125) assessed at MIR stage but not selected for inclusion within the MIR or proposed LDP. Representation suggests the expansion would compare well to Letham Mains in terms of site assessment. Objects to text of the LDP that suggests that any further significant expansion of Haddington may only in the wider Dovecot area. The proposed site would continue the westward expansion of Haddington. Landscape character of existing small holdings could be retained by appropriate structural landscape treatment. Additional housing land is required and phase 1 of this site could contribute towards short term requirements. Site effectiveness discussed and no known constraints identified. Intention is that this site would contribute towards delivery of Letham Mains Primary School. Object to phasing of site HN2 being linked to HN1, and following HN1. Representation suggests that table HOU1 be modified to include new site in the Haddington Cluster: HN9a (300 units) and HN9b (180 units). It may be that the representation seeks to allocate South Gateside for 480 homes with Proposal HN2 for 755 homes.

Dunbar Cluster

Land at Newtonlees Farm, Dunbar

Gladman Planning (0213/3)

Introduction of a further housing proposal to the Dunbar Cluster for 115 homes as an extension to the south west of the town, as a continuation phase of the recently approved DR5 development for 240 units. Whilst the site has not previously been promoted during this LDP review, it is a sustainable site within the urban envelope, with scope to deliver much needed housing development commencing in 2018, whilst also facilitating an immediate community benefit in the form of a cemetery extension. Timing of the planning application and associated delivery of new housing (within 5-6 years), means that the case in support of the proposal is assisted by the recognised shortfall in the Council's five-year housing land supply. Allocating this site for housing linked to the provision of a cemetery extension in the adopted LDP would add an additional effective site to be factored in to the housing land supply.

Land at Phantassie, East Linton

Stewart Milne Homes Ltd (0229/2)

Land at Phantassie, East Linton, to the east of the village, should be allocated for residential development and open space. A significant part of the site is identified as a public park, to the north of approximately 100 new homes. The site itself can be developed

in a manner that will not detract from the character of the area. The supporting information sets out issues relating to the following: Landscape and conservation, Transport, Flooding, Design, Site Effectiveness. The representation demonstrates 'Housing Supply and Demand' has a significant shortfall in the amount of housing land allocated in the Proposed LDP relative to SESplan requirements. Additional housing sites therefore require to be identified, and this particular site is ideally suited. Physically, the site is well suited for accommodating housing. It represents a relatively small and logical extension to East Linton, and as demonstrated by the LVIA and Conceptual Masterplan can be appropriately accommodated within the existing landscape structure of the area. The site is effective. The Transport Appraisal shows that East Linton is an accessible location, located as it is with good access onto the trunk road network. The prospect of a new rail halt in the town is increasing likely, which will further improve the opportunity for sustainable travel. The site itself is easily connected into the existing road network.

Land at Preston Mains, East Linton

Barratt David Wilson Homes (0246/4)

The Preston Mains site at East Linton is an effective and deliverable site which can provide a development of approximately 100-150 houses in an accessible location and will not adversely impact the settlements character or landscape qualities. The supporting planning, landscape, transport and heritage statements submitted with the representation for Preston Mains demonstrates the deliverability and suitability of the site for the development of approximately 100-150 new homes. BDW Homes object to the non-inclusion of Preston Mains as a proposed site within the Dunbar Spatial Strategy.

Land at Drylawhill, East Linton

Wallace Land and Investments (0283/1)

The Drylawhill site has capacity for around 215 homes, and substantial open space. It is within the East Lothian SDA, and an area of search identified through the Council's MIR. Representations made elsewhere seek to demonstrate that there is an insufficient amount of housing land allocated for the short term up to 2019, and therefore additional land allocations are needed if the LDP is to enable the SDPs Housing Requirement to be met. East Lothian is a prime housing market area, the Drylawhill site is effective in line with PAN 2/2010 and viable and can be developed within the LDP period, over a six year period, starting in 2018. A statement of effectiveness explains this.

Land at Eweford, Dunbar

Taylor Wimpey (0330/3)

Allocate the Eweford land for residential led mixed use development through inclusion of a new proposal and identification of the site on the Proposals Map. If East Lothian Council and/or the Examination reporter do not consider this to be necessary, then we propose that the site is safeguarded for development. This latter would simply reflect the terms of LDP paragraph 2.132, which states that the site may be considered suitable in the longer term as a mixed used expansion area.

North Berwick Cluster

Employment Sites, North Berwick

North Berwick Community Council (0003/2)

Representation relates to the approved amendments regarding sites for employment uses in North Berwick. The representation is intended to build on a previous North Berwick Community Council response of 7th June 2016. The representation makes a general point that with increasing population there should be additional employment opportunities provided within North Berwick. Working from home is also expected to increase in future and provision should also be made for mixed business units locally. Five sites are suggested by North Berwick Community Council as employment land allocations to be included within the LDP, and these are: 1) Tantallon Road: site on the south site of Tantallon Road (A198) which is a triangular area of land; 2) Former ELC Depot at Lime Grove; 3) Land at Williamston access via Gasworks Lane; 4) Old Gasworks; 5) Fenton Barns.

Foreshot Terrace, Dirleton

Muir Homes (0189/2); Muir Homes (0165/1)

Informed by a Landscape and Visual Appraisal of Development Capacity in Dirleton and the range of sensitivities at Dirleton and in particular those related to the proposed development at Castlemains it is clear that an alternative site at Foreshot Terrace is a more appropriate location for new development in Dirleton.

Lawrie Main (0370/2)

Objects to the omission of Foreshot Terrace from the LDP and promotes the designation of the site at Foreshot Terrace as an allocation for housing. The site is relatively self contained, has a committed developer and plans for development which demonstrate that the site could be developed with less harm to the conservation area than Castlemains Place.

Drem

James Millar (Kilduff) Ltd (0204/9)

Drem should be safeguarded as a future development site and sets out the areas in which it appeases the plan. There is supporting information in the form of a development framework.

CALA Management Limited (0393/3)

Safeguard Drem as a site for future development.

Land East of Athelstaneford

Haig Hamilton (0219/1)

The Land to the East of Athelstaneford should be allocated for the delivery of the site for a residential development of approximately 30 units as it is in line with SPP. SESplan

locates Athelstaneford within the East Coast Strategic Development Area and the site would contribute towards the required housing land supply figures and can be developed within the plan period. The site represents an excellent opportunity to provide much needed family housing within an area already suited to this type of development.

Bickerton Fields, Aberlady

CALA Management Ltd (0233)

It is acknowledged that the Proposed Plan allocates sufficient land to meet the overall housing land requirement to 2024. The programming for new allocations in the LDP is very ambitious. Greater flexibility in the supply may be necessary to ensure the ongoing maintenance of a 5 year effective housing land supply. The LDP should identify additional allocations which can be delivered without the requirement for significant infrastructure interventions, prioritising sites which have already undergone assessment by ELC and represent locations where the principle of development can be accommodated. Bickerton Fields, Aberlady which has been comprehensively assessed by ELC and previously identified in part as an alternative development option in the MIR, must be reconsidered to ensure that the Council's housing programme can be delivered. Supporting information addresses concerns raised in the SEA and the site is suitable for allocation through the Examination process if the Reporter determines that additional allocations required. ELC have incorrectly identified the northern field within HES's Inventory of Historic Battlefields.

Fenton Barns

Stewart Milne Ltd (0297)

The land surrounding the existing employment areas at Fenton Barns, as identified in the supporting information, is allocated as a new settlement with capacity for up to 6000 homes and appropriate commercial uses along with a policy to guide its future development through a master planning brief. Notwithstanding that, the flexibility contained within the Main Issues Report (MIR) would allow an initial settlement of up to 1,000 homes. The SESplan Proposed Plan recognises that initially sites around existing East Lothian settlements will provide a significant amount of land to meet the housing requirements of the council area. Notwithstanding, in the future it suggests there may be a need for a second new settlement in the east of East Lothian (Para 3.13). A new settlement at Fenton Barns sits well with this requirement and for new housing within sustainable locations. Blindwells has an existing allocation in the current East Lothian Local Development Plan for 1,600 houses. Despite no housing having been built to date, the Council has safeguarded further land to the east to expand to a size of 6,000. Whilst housing may eventually come forward here, the Council must diversify the options for significant housing growth by ensuring that there are a range of opportunities identified in its forthcoming LDP. Only then will East Lothian have a credible and effective 5 year housing land supply as required by Scottish Planning Policy (SPP). The MIR noted potential constraints in respect to Potential Drem Expansion Area of Search (Site reference OTH-N11). These included a main Pink Footed Geese feeding area, flood risk and a nearby gas pipeline. None of these relate to the subject land to the west of Fenton Barns. The submitted supporting information addresses all the key considerations required for a new settlement at Fenton Barns, concluding that the site is suitable for the new settlement.

Wallace Land and Investments (0281/1)

Designation of Fenton Barns as a settlement would initially allow appropriate infill development associated with a village use, complementing and supporting existing businesses. Designation as a settlement would benefit the broad range of existing businesses at Fenton Barns. The Development Framework Report submitted as part of this representation explains in more detail the case for designating the area known as Fenton Barns as a settlement. The supporting information also shows the settlement area to designate as well as the settlement boundary. The scale of growth which could be accommodated at Fenton Barns is set out in the Development Framework Report submitted in support of this representation. The proposal is for around 1,000 private and affordable homes, a new community primary school, and associated facilities and infrastructure.

Modifications sought by those submitting representations:

Musselburgh Cluster

Land at Pinkiehill, Inveresk

CALA Management Ltd (0231)

Allocation of 4.4 ha of land at Pinkiehill, Inveresk for residential development of circa 45 units in the Musselburgh development proposals and reconsideration of the site assessment.

Land at Goshen, Musselburgh

Ashfield Commercial Properties Ltd (0282/1)

Land at Goshen should be allocated for 900 houses, local centre and if necessary a primary school; PROP MH10 should revert to a strategic reserve; PROP MH13: Land at Howe Mire should be deleted; the proposed secondary school should be allocated at Goshen and site PROP MH11: New Secondary School Establishment deleted, if Reporters agree with the East Lothian Council Depute Chief Executive's report of November 2015; spatial strategy for Musselburgh (page 15), the proposals map; the development brief supplementary guidance and the developer contributions Framework supplementary guidance should be amended accordingly.

Land at Galt Terrace, Musselburgh

Stewart Milne Homes (0311/1)

Allocate new site in the Musselburgh Cluster at Galt Terrace for 190 homes. Modify green belt boundary on the proposals map to include site as shown in Development Framework Report.

Prestonpans Cluster

Land at Port Seton Links

Mr A P Dale and Mr R F Dale (0243/1)

Land at Port Seton Links to be allocated for housing development in the LDP.

Land at Meadowmills, Prestonpans

John Gray (0242)

Allocation of land in the LDP for proposed development of houses and units.

Land at Fishergate Road, Port Seton

Wallace Land Investments (0284/1)

If the Council agrees that it needs to allocate further land to meet an identified housing shortfall in the development strategy to meet SESplan's housing land target as explained in the Assessment of Housing Land Supply, then residential land should be allocated at Fishergate Road, Port Seton as shown on the plan (section 5 of the Development Framework report). Delete reference to DC8 designation and replace with DC1. Delete paras 5.20 – 5.22 of the written statement.

Tranent Cluster

Land at Humbie

Hew Balfour (0057/3)

Proposes a small extension of the Humbie settlement boundary to the west to include the residential properties at Upper Keith Farm and the area of land between Upper Keith and the existing settlement boundary.

Land east of Tranent

Messrs R and A Kennedy (0208/3)

Land at Tranent East should be allocated for development of up to 200 residential units with associated uses (primary school site, community facilities/uses, public park/open space, and related infrastructure).

Messrs R and A Kennedy & Omnivale (0227/2)

TT1 deleted from LDP and allocation of land on the east side of Tranent for up to 850 units.

Omnivale Ltd (0268/1)

Allocation of land at East Tranent in the LDP for the strategic expansion of Tranent Eastwards.

Land west of Tranent Cemetery

Omnivale Ltd (0217); Omnivale Ltd (0218)

The representation seeks the removal of the site from the Proposed Plan as a potential cemetery extension and its designation as a housing site.

Land at Hillview Road, Ormiston

The Esperance Trust Group (0303/1)

Allocate new site in the Tranent Cluster at Hillview Road for retirement accommodation. Include site boundary on the proposals map as shown in Development Framework Report. Amend Table HOU1.

Land to the north of the A1 Gladsmuir junction

Karting Indoors Ltd (0342/5)

Identification of land to the north of the A1 Gladsmuir junction currently occupied by Raceland Karting is identified as a specific development proposal for roadside services within the Tranent Cluster.

Haddington Cluster

Monkrigg Road, Haddington

Messrs R and A Kennedy (0188/1)

The site at Monkrigg Road, Haddington should be allocated for retirement development to include housing exclusively for the over 55 age group and related facilities to serve this specialist housing provision.

Land at OTH-H8, West Letham

Taylor Wimpey UK Ltd and Mactaggart & Mickel Homes Ltd (0438/26)

The land at OTH-H8 (Haddington) should be allocated for housing in the plan.

Land at OTH-H6, Amisfield

Lord Wemyss Trust (0277/1)

Allocation of a site for housing which was proposed (and rejected) at an earlier stage of the LDP process. (OTH-H6 Amisfield).

Land at South Gateside

The BS&S Group (0286/1)

Allocate new site in the Haddington Cluster: HN9a (300 units) and HN9b (180 units). It may be that the representation seeks to allocate South Gateside for 480 homes with Proposal HN2 for 755 homes, but this is not clear. Modify site boundary on the proposals map to include site as shown in Development Framework Report.

Dunbar Cluster

Land at Newtonlees Farm, Dunbar

Gladman Planning (0213/3)

Introduction of further housing proposal to the Dunbar Cluster. Land at Newtonlees Farm is allocated for a housing development incorporating a cemetery, access, infrastructure, open space and landscaping. Policy OS5 applies.

Land at Phantassie, East Linton

Stewart Milne Homes Ltd (0229/2)

Land at Phantassie, East Linton to be allocated for housing development in the LDP.

Land at Preston Mains, East Linton

Barratt David Wilson Homes (0246/4)

Request a specific development Proposal for Preston Mains is included in the LDP which states: - "PROP DR12: Preston Mains, East Linton - Land is allocated for a residential development of circa 100 -150 homes. Any development proposals for the site must include a comprehensive masterplan for the entire allocated site that integrates development with the surroundings. Any development here is subject to the mitigation of any development related impacts, including on a proportionate basis for any cumulative impacts with other proposals including on the transport network and on education and community facilities as appropriate."

Land at Drylawhill, East Linton

Wallace Land and Investments (0283/1)

If the Council agrees that it needs to allocate further land to meet an identified housing shortfall in the development strategy to meet SESplan's housing land target as explained in the Assessment of Housing Land Supply, then residential land should be allocated at Drylawhill, East Linton as shown on the plan (section 5 of the Development Framework report Supporting Information).

Land at Eweford, Dunbar

Taylor Wimpey (0330/3)

Allocate the Eweford land for residential led mixed use development through inclusion of a new proposal and identification of the site on the Proposals Map.

North Berwick Cluster

Employment Sites, North Berwick

North Berwick Community Council (0003/2)

Allocation of sites within the LDP at Tantallon Road, Lime Grove, Williamston Farm, Old Gasworks all North Berwick and at Fenton Barns, near North Berwick, for employment uses.

Foreshot Terrace, Dirleton

Muir Homes (0189/2); Muir Homes (0165/1)

Inclusion of the site at Foreshot Terrace in the LDP.

Lawrie Main (0370/2)

Designation of Foreshot Terrace as a housing site within the LDP.

Drem

James Millar (Kilduff) Ltd (0204/9)

Safeguard Drem as a site for future development.

CALA Management Limited (0393/3)

Safeguard Drem as a site for future development.

Land East of Athelstaneford

Haig Hamilton (0219/1)

Land to the East of Athelstaneford should be allocated for residential development in the LDP.

Bickerton Fields, Aberlady

CALA Management Ltd (0233)

Allocation of Bickerton Fields as a proposed allocation in the plan.

Fenton Barns

Stewart Milne Ltd (0297)

Inclusion of the land surrounding the existing employment areas at Fenton Barns as a new settlement within the Proposed Plan.

Wallace Land and Investments (0281/1)

Propose that Fenton Barns is designated as a settlement. Further text should be added to after paragraph 2.154 of the Proposed Plan: This should recognise that Fenton Barns has a role to play as a mixed use location, and that residential led development at Fenton Barns could lead to investment in the creation of further small businesses and speciality retailing, together with a primary school, open space and landscaping etc.

Summary of responses (including reasons) by planning authority:

MUSSELBURGH CLUSTER

Land at Pinkiehill, Inveresk

CALA Management Ltd (0231)

The representation suggests the allocation of land for around 45 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is currently situated in the catchments of Pinkie St. Peter's Primary School, Loretto RC Primary School and Musselburgh Grammar School. The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity. The addition of this site would require a reappraisal of the proposed education requirements. There is limited scope for further expansion at Pinkie St. Peter's Primary School and no potential to expand its campus.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

Pinkiehill lies within the green belt and within the Inveresk Conservation Area and is prime quality agricultural land that should not be developed as it is not an essential component of the settlement strategy. The site adjoins PROP MH5 Former Edenhall Hospital Site and if developed would unnecessarily isolate an agricultural field to the north. The Council contends that the allocation of Pinkiehill would be harmful to the Conservation Area (See

core document Inveresk Conservation Area Character Appraisal) in terms of its landscape impact. The Council notes that Historic Environment Scotland has stated it would object to the allocation of this site as it raises issues of national importance in respect of archaeology.

The Council notes that Historic Environment Scotland has stated it would object to the allocation of this site as it raises issues of national importance in respect of archaeology. Historic Environment Scotland has published its intention to extend and change an existing Scheduling to additionally include this land as part of a Scheduled Monument, but this has been the subject of appeal from the landowner (MDA-011-1). The decision on the appeal was issued on 13 March 2017 and the appeal was dismissed therefore the site is confirmed by Historic Environment Scotland as part of a Scheduled Monument known as Catherine Lodge, Roman settlement & field system 205m NNW to 585m SE of, and which comprises the buried remains of a Roman settlement and associated field systems.

The site covers 4.4 ha but is promoted for only 45 houses, a density of almost 12 dph compared with the target expressed in Policy DP3 of 30 dph. This policy states that justifications for lower density requirements based only on demand considerations of a particular market sector will not be accepted. The low density of 12 dph is not therefore considered to be an efficient use of land.

The amended site would require a revised SEA site assessment if it were to be included in the LDP because the Reporter's decision has been issued in respect of the Monument Designation Appeal. Nonetheless, the current site assessment indicates that the site is within the core of the Battle of Pinkie site and Historic Environment Scotland advises that this raises issues of national importance. The site is also Class 1 prime quality agricultural land. It is also within the green belt, and as explained at paragraph 2.19 of the LDP is important to retaining green belt objectives here.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at Goshen, Musselburgh

Ashfield Commercial Properties Ltd (0282/1)

The representation suggests the allocation of land for around 900 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is currently situated in the catchments of Wallyford Primary School, Loretto RC Primary School and Musselburgh Grammar School. Education capacity for the Goshen site has not been assessed as it has not been included in the LDP, both in terms of potential to provide additional school capacity or the associated

costs. Only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity. For this scale of development there would be no capacity within the current schools, and consideration to build a new primary school would be required.

Importantly, the Council does not support the provision of any additional education capacity for this site and in particular does not propose to consult on any new school catchments associated with providing this; the Council has not chosen and will not choose to make education capacity available for this site. As such, the provision of additional education capacity is a key constraint in respect of any housing development at the Goshen site. This means that the Council does not support the Goshen site as one that is or can be made effective for housing development.

Notwithstanding that the Goshen site was supported by officers for allocation by the Draft Proposed LDP (Core Doc?), East Lothian Council decided to remove the site from the LDP and redistribute the housing that was recommended to be allocated there by officers to other sites instead. That decision was taken on 17th November 2015, and after the Council considered the consultation responses to the Main Issues Report which indicated significant local opposition to the allocation of the Goshen site for development (see MIR Consultation Feedback: Summaries and Key Messages (April 2015) (Core Doc?).

Since then the Council as Education Authority has taken decisions to provide a new secondary school at Wallyford adjacent to the new primary school to be provided there, to complement the development strategy proposed in the proposed LDP. On 20th December 2016, the Council as Education Authority approved the location for the delivery of the new additional secondary school at Wallyford, following a statutory schools consultation, as set out in the associated report to Council (Core Doc?). Associated technical work is progressing on the basis of that decision. Proposal MH11 in the Local Development Plan sets out the proposal for the provision of educational capacity at Wallyford.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

Goshen is Class 1 prime quality agricultural land and designated green belt and should not be developed as it is not an essential component of the settlement strategy. The

Council further submits that approval of planning application 15/00473/PPM (associated with site PS2: Land at Dolphinston North) extends the urban boundary of Prestonpans further west than the current urban boundary. This means that, if the Goshen site were to be developed, the eastern boundary of the site would visually and essentially physically coalesce Musselburgh and Prestonpans. The LDP at paragraph 2.19 explains the importance of the remaining land between Musselburgh and Prestonpans to the maintenance of green belt objectives. The Council notes that the key agencies did not actively support Goshen at Main Issues Report stage, they raised issues with the site and in some cases decided whether these could be mitigated.

The Council submits that one of the tests of site effectiveness set out in PAN 2/2010 is to have a willing landowner, not necessarily contracts with house builders. The Council notes that in submission 0337, East Lothian Developments Limited, paragraph 1.3 notes that the first phase of development by Cruden Homes now has detailed permission and ELDL are in active discussion with a number of house builders. Approval of matters specified in conditions of planning permission in principle 14/00903/PPM - Erection of 26 houses, 18 flats and associated works was granted to Cruden Homes east on 29.9.16 (Core doc?).

This representation notes concern regarding 67% of housing land in the Musselburgh cluster being in the ownership of two parties. However, the Council submits that irrespective of site size the sites allocated for development in the Musselburgh cluster are the most appropriate ones, and either are or can be made effective. The Council notes the submission 0337 from East Lothian Land Ltd that ELDL are currently redrafting the masterplan for MH10 Dolphinston so that it more fully accords with the draft development brief. The Council contends that it is a matter for the respective masterplans for MH9 and MH10 to address how development is proposed to be accommodated on their sites, and there is no indication that this will lead to any shortfall of housing land as suggested in this representation. The Council submits that in relation other Craighall development area, there is sufficient land there to accommodate a larger housing and reduced employment proposal.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at Galt Terrace, Musselburgh

Stewart Milne Homes (0311/1)

The representation suggests the allocation of land for around 190 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is currently situated in the catchments of Wallyford Primary School, Loretto RC Primary School and Musselburgh Grammar School. Education

capacity is a key constraint and the site is within the catchment of Wallyford Primary School, which is anticipated to be delivered in association with proposal MH9. There is no available capacity within the existing school facility, and no potential to provide further additional temporary capacity other than to accommodate proposed allocations. This means that education capacity will be a constraint to the development of this site within the timescales anticipated by the representor, thus undermining the assertion that it can yield completions in the short term.

A planning application has been submitted for the development of this site (16/00118/PPM) for a residential development which is pending consideration. Nonetheless, the Council submits that the proposed LDP should not be modified.

The impact of this proposed site has not been assessed in terms of potential to provide additional education capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity. However at this stage the Council is concerned that the addition of this site could impact on capacity at Wallyford Primary School. Further technical work would be required to assess whether the addition of this site and the cumulative impact of sites supported by the proposed LDP would compromise the ability to deliver the wider elements of the LDP in terms of providing education capacity.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

The Council submits that coalescence of Musselburgh with settlements to the west was considered in a strategic context, including in view of proposals emerging from plans in adjoining local authority areas. Sites proposed to be allocated at Wallyford are proposed within locations that in landscape terms would continue to provide open land and thus physical separation between neighbouring settlements. These sites will bring about significant economic and regeneration benefit, and on balance, these opportunities combined with the impact on the green belt, including consequent on decisions in adjoining planning authority areas, means that their allocation outweighs the continued retention of the land as green belt. The LDP at paragraph 2.19 makes clear the importance of retaining the remaining land as green belt to the maintenance of green belt objectives within East Lothian.

The site that is subject to this representation is more strategically significant in green belt terms than as a location for development. This is particularly true given the amount of development land proposed to be made available within the Musselburgh area. The proposed LDP makes clear that the land proposed for development by this representation is important to maintaining green belt objectives, by providing a separation buffer between Musselburgh and Wallyford (LDP para 2.19-2.20). The Council submits that, within its own area it wants to pro-actively and carefully manage such competing objectives when deciding where development should and should not occur, including retaining the setting and identity of settlements and communities. These are relevant considerations in the context of SESplan Policy 7 here.

The Council further submits that the other sites proposed to be allocated by the plan in this area would retain physical separation between neighbouring settlements, and therefore retain green belt objectives in the area. This means that the significance of the remaining land to the retention of green belt objectives is reinforced. The loss of this land from the green belt, it being the last remaining wedge between Musselburgh and Wallyford and thus important to the retention of settlement identity, outweighs the proximity of this to Wallyford rail halt. The introduction of the Park and Choose at Wallyford is an infrastructure proposal that has an operational requirement for that location. The openness of the area partially remains. Notwithstanding this, SPP is clear that the form of the green belt need not be continuous and can comprise buffers and wedges, such as that currently provided by the proposed development site.

In terms of SEA the site has been assessed (MIR/MH/HSG133). The site is believed to be Class 1 prime quality agricultural land. Historic Environment Scotland has advised that the site is part of the Battle of Pinkie site and that it would object to any proposed allocation or planning application for the development of the site, as the sites development would raise issues of national significance.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

PRESTONPANS CLUSTER

Land at Port Seton Links

Mr A P Dale and Mr R F Dale (0243/1)

The representation suggests the allocation of land for around 90 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Cockenzie Primary

School, St Gabriel's RC Primary School and Preston Lodge High School. The impact of this proposed site has not been assessed in terms of potential to provide additional education capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity. However at this stage the Council is concerned that the addition of this site could impact on capacity at Cockenzie Primary School and undermine the Council's developing plans for specialist provision across the school estate as well as the ability to provide temporary education capacity for Blindwells. Further technical work would be required to assess whether the addition of this site and the cumulative impact of sites supported by the proposed LDP would compromise the ability to deliver the wider elements of the LDP in terms of providing school capacity at Cockenzie Primary School, St Gabriel's RC Primary School and Preston Lodge High School.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA the site has been assessed (MIR/MH/HSG133). The site is Class 1 prime quality agricultural land. The site is also at risk of surface water and river flooding (pluvial and fluvial), and is part of a functional flood plain. It is likely that a housing development here would increase the risk of flooding at the site or elsewhere. SEPA would be unlikely to support a housing proposal at this site for this reason. There is believed to be some contamination on the site. Historic Environment Scotland has advised that this site is an important view corridor for the Category A listed Seton Castle and development of the site (particularly in combination with site MIT/PP/HSG130 'Fishergate Road Port Seton') would adversely impact on the views to and from and the setting of category A listed building. It also advises that the site is part of the Battle of Pinkie site and any development of the site would raise issues for its effect on the battlefield.

The Council submits that the site provides separation between Port Seton and the adjacent caravan park, and more widely is important to the overall Countryside Around Town Designation proposed here (Proposals Map Inset 32), as explained at paragraph 2.55 – 2.56 of the LDP. The open undeveloped character of the site also allows views into the Seton House (Palace) inventory garden and designed landscape, which is an important part of the setting of Seton Castle.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at Fishergate Road, Port Seton

Wallace Land Investments (0284/1)

The representation suggests the allocation of land for around 150 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Cockenzie Primary School, St Gabriel's RC Primary School and Preston Lodge High School. The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity. However at this stage the Council is concerned that the addition of this site could impact on capacity at Cockenzie Primary School and undermine the Council's developing plans for specialist provision across the school estate as well as the ability to provide temporary education capacity for Blindwells. Further technical work would be required to assess whether the addition of this site and the cumulative impact of sites supported by the proposed LDP would compromise the ability to deliver the wider elements of the LDP in terms of providing school capacity at Cockenzie Primary School, St Gabriel's RC Primary School and Preston Lodge High School.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA the site has been assessed (MIR/MH/HSG133). The site is Class 1 prime quality agricultural land. A small part of the site is at risk of surface water flooding (pluvial), and the nearby Seton Burn and Blindwells mine water abstraction regime would need to be considered (see also response to representation 0243/1). The site is in close proximity to a number of listed buildings, including those at Seton Mill and Seton Castle. Historic Environment Scotland has advised that this site is an important view corridor for the Category A listed Seton Castle and development of the site (particularly in combination with site MIT/PP/HSG129 'Land at Port Seton Links') would adversely impact on the views to and from and the setting of category A listed building. It also advises that the site is part of the battle of Pinkie site and any development of the site would raise issues for its effect on the battlefield.

The Council submits that the site provides a setting for Port Seton, and more widely is important to the overall Countryside Around Town Designation proposed here (Proposals Map Inset 32), as explained at paragraph 2.55 – 2.56 of the LDP. This is particularly true considering the proximity of the proposed new settlement at Blindwells to the south. The Council submits that development here would adversely affect the setting of Seton House (Palace) inventory garden and designed landscape, which is an important part of the setting of Seton Castle.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

TRANENT CLUSTER

Land at Humbie

Hew Balfour (0057/3)

The representation suggests the allocation of land for housing. This is a larger area than included within LDP Proposal TT15: Humbie North.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Humbie Primary School, St Martin's RC Primary School and Ross High School. The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity.

This proposal site has not been included in the Transport Appraisal modelling to assess its

impacts either as an individual site, or cumulatively. It is of a scale that could have a cumulative adverse impact on the strategic transport network. In the absence of the modelling information this site cannot therefore be supported.

The Council submits that the proposed LDP proposes to make a small scale allocation for around 20 homes at Humbie North (site TT15). The Council submits that this allocation is in keeping with the character and scale of the settlement, and sufficient capacity is available to accommodate this scale of development at Humbie Primary School. Site TT15 will help to maintain a viable pupil roll at the primary school (see LDP paragraph 3.93). The Council submits that the allocation of site TT15 is appropriate and sufficient for Humbie and that no additional land allocations would be appropriate there.

This site is one of two covering generally the same land (one large site (PM/TT/HSG061) and one small site (PM/TT/HSG095)) that were assessed as part of the SEA. The smaller site is proposed to be allocated, whilst the larger area is the subject of this representation. This larger site is prime quality agricultural land Class 3.1. The SEA notes that the scale of the larger site is significant in relation to the scale of the existing settlement, and suggests that a smaller area to the south of the larger site would be more appropriate in landscape terms. This smaller area is the one proposed to be allocated by the LDP (site TT15).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land East of Tranent

Messrs R and A Kennedy & Omnivale (0227/2)

This representation is an overall submission promoting the allocation of land to the east of Tranent. It relates to a number of land holdings submitted through separate representations as follows:

- Messer R and A Kennedy (0208/3) for land to the east of Tranent north and south of the A199 (also seeking the removal of Proposal TT1);
- Omnivale Ltd (0268/1) for land east of Tranent Mains Farm House;
- Omnivale Ltd (0217) for land west of Tranent cemetery
- Omnivale Ltd (0218) for land east of Tranent cemetery.
- A related representation is also submitted from Omnivale Ltd (0214) objecting to the safeguarding of land for a cemetery through LDP Proposed CH5. This is dealt with at Issue 17.

In total, these representations suggest the allocation of land for around 1,000 homes.

In respect of these new sites, the Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The impact of this proposed package of sites has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity.

The land subject to this representation is situated in the catchments of Sanderson's Wynd Primary School, Windygoul Primary School, St Martin's RC Primary School and Ross High School. In the case of the former the Council has assessed the need for additional campus land and capacity at Windygoul based on proposed allocations. The addition of these sites would require a reappraisal of the proposed education requirements at Windygoul Primary School, which may impact the need for campus land at TT1 and the scale of developer contributions within the school catchment area. In the case of Sanderson's Wynd Primary School an assessment would be required as to whether or not there is sufficient campus land to accommodate the new development and if there is the level of Capital Contributions required. The impact on St Martin's RC Primary School and Ross High School is also unclear.

The proposal to provide a new primary school at the site would affect more than one primary school catchment area and would require catchment reviews and new school catchments to be formed, and thus statutory schools consultation. At this stage the Council does not support the provision of an additional primary school here and does not propose to consult on any amendment to school catchments. This means that the Council does not support the provision of a new primary school here to make the site effective for housing development, as explained at paragraph 3.95 of the LDP.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified.

The Council further submits that the representation does not demonstrate that the Bankton A1 (T) Interchange can accommodate the combined flows associated with the full development of the Blindwells Development Area plus the flows that would arise from any expansion at east Tranent with the proposed road layout and connection to the Bankton A1(T) Interchange set out within this representation. The Council notes that at Bankton the flows from these respective developments would conflict with one another, and Blindwell would have right of way. This means that there would be potential queuing on Tranent Mains Road and thus the traffic from any development at east Tranent may re-route

through Tranent town centre. This would particularly be the case if a shared access solution of a sufficient standard to accommodate the volume of vehicle trips these sites would generate through site 0268 to the Bankton A1(T) Interchange cannot be secured as well as same between sites (0268) and (0208), notwithstanding the Council's concerns in respect of Blindwells.

The Council further submits that, whilst land has been safeguarded for a potential new trunk road interchange at Adniston including a spur to the A199 (see LDP Proposal T18 and Proposal Map 35) the feasibility of delivering these interventions requires further investigation (see also Scottish Government/Transport Scotland representation (0389/22) at Issue 18d). The Council further submits that it has made its position clear in respect of any expansion at east Tranent at LDP paragraph 2.76, 2.84-2.85.

In SEA terms, the land to the east of Tranent north and south of the A199 (0208/3) has been assessed (PM/TT/HSG072). The site assessment notes that the land is prime quality agricultural land (Class 2 and 3.1). There is potential for unknown archaeological remains. The site would be visible in views from the A1 and A199 and sensitive layout and design would be required.

The land east of Tranent Mains Farm House (0268/1) has been assessed (PM/TT/HSG005 – Site A). The site assessment notes that the land is prime quality agricultural land and that there are coal deposits underground at the site (LDP Policy MIN11: Prior Extraction of Shallow Coal may be relevant). Development of the site may affect the nearby Tranent Kirk, and the northern part of the site features as part of the Prestonpans Battlefield. There are also some concerns in respect of the affect on the setting of Tranent Mains Farm House, a category C listed building. The site would be visible in views from the A1 and some visual coalescence with Blindwells could result. It is not clear if noise attenuation measures would be required, but should they be then this may be challenging to accommodate without adversely affecting the character of the area.

The land west of Tranent Cemetery (0217) has been assessed for a budget hotel, nursing home or similar (PM/TT/HSG005 – Site C) and for cemetery provision (MIR/TTOTH028)). The site assessment notes that the land is prime quality agricultural land (Class 1 and Class 2). Development of the site may affect the nearby Tranent conservation area and the listed buildings on Church Street, including the parish church. Development here would also be prominent in views from the A1 and on the entrance to the settlement. It is not clear if noise attenuation measures would be required, but should they be then this may be challenging to accommodate without adversely affecting the character of the area. The Council submits that in landscape terms the development of the site for a cemetery would be more in keeping with the character of the settlement and local area than would the development proposed at MIR stage or through the representations to the proposed LDP.

The land east of Tranent cemetery (0218) has been assessed for a park and ride development and potential housing opportunity (PM/TT/HSG005 – Site B). The site assessment notes that the land is prime quality agricultural land. Development of the site may affect the setting of nearby Tranent cemetery. Development here would also be prominent in views from the A1 and on the entrance to the settlement. It is not clear if noise attenuation measures would be required, but should they be then this may be challenging to accommodate without adversely affecting the character of the area.

This new site has not been subject to HRA through the LDP process, either individually or

in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Messrs R and A Kennedy (0208/3)

The representation suggests the allocation of land for around 550 homes (option 1), or 200 homes (option 2). The comments below relate to both of these options.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity. The land subject to this representation is situated in the catchments of Sanderson's Wynd Primary School, Windygoul Primary School (Option 2 land), St Martin's RC Primary School and Ross High School. In the case of the former the Council has assessed the need for additional campus land and capacity at Windygoul based on proposed allocations. The addition of these sites would require a reappraisal of the proposed education requirements at Windygoul, which may impact the need for campus land at TT1 and the scale of developer contributions within the school catchment area. In the case of Sanderson's Wynd PS an assessment would be required as to whether or not there is sufficient campus land to accommodate the new development as well as the level of capital contributions required. The impact on St Martin's RC Primary School and Ross High School is also unclear.

The proposal to provide a new primary school at the site would affect more than one primary school catchment area and would require catchment reviews and new school catchments to be formed, and thus statutory schools consultation. At this stage the Council does not support the provision of an additional primary school here and does not propose to consult on any amendment to school catchments. This means that the Council does not support the provision of a new primary school here to make the site effective for housing development, as explained at paragraph 3.95 of the LDP.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East

Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

This would particularly be the case if a shared access solution of a sufficient standard to accommodate the volume of vehicle trips these sites would generate through site 0268 to the Bankton A1(T) Interchange cannot be secured as well as same between sites (0268) and (0208), notwithstanding the Council's concerns in respect of Blindwells. This means that traffic from any development at east Tranent would route through Tranent town centre. This may have consequential impacts on the town centre and wider road network including on the Bankton and Dolphingstone A1(T) Interchanges. As such, the Council's concerns expressed in response to representation 0227/2 in respect of such cumulative impacts undermining capacity for the Blindwells Development Area at the Bankton Interchange remains relevant in respect of this representation. The same is also true in respect of other sites and interchanges, such as TT1 and MH9 and MH10 in respect of the Dolphingstone Interchange.

In SEA terms, the land to the east of Tranent north and south of the A199 (0208/3) has been assessed (PM/TT/HSG072). The site assessment notes that the land is prime quality agricultural land (Class 2 and 3.1). There is potential for unknown archaeological remains. The site would be visible in views from the A1 and A199 and sensitive layout and design would be required.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Omnivale Ltd (0268/1)

The representation suggests the allocation of land for around 350 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Sanderson's Wynd Primary School, St Martin's RC Primary School and Ross High School. The impact of this proposed site has not been assessed in terms of potential to provide additional education capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity. In the case of Sanderson's Wynd PS an assessment would be required as to whether or not there is sufficient campus land to accommodate the new

development and if there is the level of capital contributions required. The impact on St Martin's RC Primary School and Ross High School is also unclear.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

The Council further submits that the representation does not demonstrate that the Bankton A1 (T) Interchange can accommodate the combined flows associated with the full development of the Blindwells Development Area plus the flows that would arise from any expansion at east Tranent with the potential road layout and connection to the Bankton A1(T) Interchange associated with this representation. The Council notes that at Bankton the flows from these respective developments would conflict with one another, and Blindwells traffic would have right of way. This means that there would be potential queuing on Tranent Mains Road and thus the traffic from any development at east Tranent may re-route through Tranent town centre.

In SEA terms, the land east of Tranent Mains Farm House (0268/1) has been assessed (PM/TT/HSG005 – Site A). The site assessment notes that the land is prime quality agricultural land and that there are coal deposits underground at the site (LDP Policy MIN11: Prior Extraction of Shallow Coal may be relevant). Development of the site may affect the nearby Tranent Kirk, and the northern part of the site features as part of the Prestonpans Battlefield. There are also some concerns in respect of the affect on the setting of Tranent Mains Farm House, a category C listed building. The site would be visible in views from the A1 and some visual coalescence with Blindwells could result. It is not clear if noise attenuation measures would be required, but should they be then this may be challenging to accommodate without adversely affecting the character of the area.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land west of Tranent Cemetery

Omnivale Ltd (0217); Omnivale Ltd (0218)

Representation 0217 suggests the allocation of land for around 30 homes, whilst representation 0218 suggests the allocation of land for around 30 homes.

The objection to the proposal to safeguard land for a potential extension of the graveyard at Tranent is noted by the Council. The Council submits that this site to be the most appropriate site for burial purposes at Tranent and further submits that in this regard no modification to the LDP is necessary. The Council response to the associated representation (0214) is dealt with at Issue 17.

In respect of the housing proposal at this site, the Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Sanderson's Wynd Primary School, St Martin's RC Primary School and Ross High School. The impact of this proposed site has not been assessed in terms of potential to provide additional education capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. In the case of Sanderson's Wynd PS an assessment would be required as to whether or not there is sufficient campus land to accommodate the new development and if there is the level of capital contributions required. Further technical work would be required to assess whether the addition of this site and the cumulative impact of sites supported by the proposed LDP would compromise the ability to deliver the wider elements of the LDP in terms of providing school capacity at Sanderson's Wynd Primary School, St Martin's RC Primary School and Ross High School.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In SEA terms, the land west of Tranent cemetery (0217) has been assessed for a budget hotel, nursing home or similar (PM/TT/HSG005 – Site C/ and for cemetery provision (MIR/TTOTH028)), reflecting a submission made at MIR stage. As such this site has not

been assessed for a residential development as now suggested by this representation to the LDP. The site assessment notes that the land is prime quality agricultural land (Class 1 and Class 2). Development of the site may affect the nearby Tranent conservation area and the listed buildings on Church Street, including the parish church. Development here would be prominent in views from the A1 and on the entrance to the settlement. It is not clear if noise attenuation measures would be required in association with a residential development here, but if they are it may be challenging to accommodate them without adversely affecting the character of the area. The Council submits that in landscape terms the development of the site for a cemetery would be more in keeping with the character of the settlement and local area than would the development proposed at MIR stage or the residential development now proposed through this representation to the proposed LDP.

In SEA terms, the land east of Tranent cemetery (0218) has been assessed for a park and ride development and potential housing opportunity (PM/TT/HSG005 – Site B). The site assessment notes that the land is prime quality agricultural land. Development of the site may affect the setting of nearby Tranent cemetery. Development here would also be prominent in views from the A1 and on the entrance to the settlement. It is not clear if noise attenuation measures would be required here too, but should they be then this may be challenging to accommodate without adversely affecting the character of the area.

These new sites have not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include these sites as allocations within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at Meadowmill

John Gray (0242)

The representation suggests the allocation of land for around 9 homes.

The Council has no recorded response from the representor to the MIR consultation and the decision taken on the site at that stage in the process. At MIR stage an advert was prepared and was published in the East Lothian News and East Lothian Courier on 7 November 2014. A notice was placed in East Lothian Living (Winter 2014) in the form of a 4-page pull-out for inclusion in Living magazine (delivered to all East Lothian households). The documents were placed on display at each of the Council libraries, at the Council's John Muir House and Musselburgh's Brunton Hall and hard copies were sent to each Community Council. An email was sent to all the email addresses on the Local Development Plan consultation database (of which Mr Gray's agent is part of) providing links to various consultation reply mechanisms.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Sanderson's Wynd Primary School, St Martin's RC Primary School and Ross High School. The impact of this

proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity. In the case of Sanderson's Wynd PS an assessment would be required as to whether or not there is sufficient campus land to accommodate the new development and if there is the level of Capital Contributions required. The impact on St Martin's RC Primary School and Ross High School is also unclear.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively. It is of a scale that could have a cumulative adverse impact on the local and strategic transport network. In the absence of the modelling information this site cannot therefore be supported.

The site in question was submitted to Council as part of the Stage 1 'call for sites' process. The site was assessed as part of the MIR (see SEA Tranent Site Assessment (PM/TT/HSG054)). The site is not a suitable small scale site to be brought forward for allocation as there are better ones closer to settlements that offer better transport and infrastructure opportunities. The Council submits the land subject to this representation is proposed to be included within an area that would be subject to LDP Policy DC1: Rural Diversification and Policy DC8: Countryside Around Town designations. The Council submits that this is for the reasons given at paragraphs 2.7 and 2.88 of the proposed LDP. The Council further submits that the approach now proposed by the LDP was extensively consulted on through the MIR process (see MIR pages 63-65 and 216).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at Hillview Road, Ormiston

The Esperance Trust Group (0303/1)

The representation suggests the allocation of land for retirement homes (capacity to be determined by the agreed form and type of housing and landscaping requirements).

An assessment of the housing needs of people with particular needs in East Lothian is currently in progress, as explained at paragraph 3.58 of the LDP, anticipated to complete in 2017. It is likely that the evidence will demonstrate requirements to increase the availability of housing, including housing for varying needs, specialist and adapted housing. For the purposes of this study, Specialist Housing Provision is defined as:

'specially designed housing, including wheelchair accessible housing, which comprises purpose built, remodelled or substantially adapted dwellings that include special design features suitable for a household that contains someone with mobility, sensory and/or cognitive impairment'.

This includes retirement and amenity housing which plays an important part in helping to meet the needs of older people. Amenity housing is usually designated for people over the age of 55 years and is designed to assist with people with mobility issues and those

requiring to downsize. There is no care support with this type of housing, although some may have access to emergency service via provision of community alarms.

This type of affordable housing is needed as part of the overall affordable housing to be delivered to help ensure that the housing system functions properly – e.g. to ensure there is supply in the right types and tenures of housing to allow movement up, down and across the system. For the avoidance of doubt, the outputs of the study are not intended to provide the basis for the allocation of additional land for housing, only to establish how the Council's affordable housing policy can help meet such need.

As such, Policy HOU3 'Affordable Housing Quota' includes all housing that is defined under use Class 9, as defined by The Town And Country Planning (Use Classes) (Scotland) Order 1997, whether it be amenity, elderly or sheltered housing. For clarity, this is a different classification from use Class 8, as defined by The Town and Country Planning (Use Classes) (Scotland) Order 1997.

However, it is noted that the original site submission proposes 'housing' at this site. It is not clear what tenure of housing is proposed, the capacity of the site or the use class being promoted. Retirement housing is suggested overall, presumably within Class 9 with conditions restricting occupancy. The Council submits that land for this tenure of housing, for either RSL or other tenures, could be secured from sites proposed to be allocated for housing by the proposed LDP. Another site to the west of Ormiston is allocated for housing and affordable housing is to be delivered there. That site provides an opportunity to help satisfy need in the area.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

For the avoidance of doubt, the land subject to this representation is situated in the catchments of Ormiston Primary School, St Martin's RC Primary School and Ross High School. Education capacity is a key constraint at Ormiston Primary School which cannot be resolved by developer contributions. As this proposed site has not been assessed, the impact on St Martin's RC Primary School and Ross High School is also unclear.

It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this; however additional housing in this area will have associated impacts on Tranent High Street, Dolphinstone and Bankton interchanges which are likely to have a significant impact. This site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively. It is of a scale that could have a cumulative adverse impact on the local and strategic transport network. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (MIR/TT/HSG132) has been assessed but not selected for inclusion within the MIR or proposed LDP. The site assessment shows that the site is prime quality agricultural land and SEPA has raised concerns about flood risk here (particularly relevant given the nature of the use proposed within the representation). There is landscape setting issues, particularly to the east of the site where it protrudes

beyond the existing urban edge into the setting of the settlement. This is a view shared with Scottish Natural Heritage.

The Council submits the land subject to this representation is proposed to be included within an area that would be subject to LDP Policy DC1: Rural Diversification and Policy DC8: Countryside Around Town designations. The Council submits that this is for the reasons given at paragraphs 2.7 and 2.88 of the proposed LDP. The Council further submits that the approach now proposed by the LDP was extensively consulted on through the MIR process (see MIR pages 63-65 and 216).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land to the north of the A1 Gladsmuir junction

Karting Indoors Ltd (0342/5)

The representation suggests the allocation of land for a road side services station.

The Council submits that the Raceland Karting site is currently proposed to be included within the Proposal BW2: Safeguarded Blindwells Expansions Area (Proposals Map Inset Map 7) and within the Policy DC1: Rural Diversification (Proposals Map Inset Map 3). Applying Policy DC1 and Proposal BW2 together would not presume against the continued operation of the existing facility or an appropriate expansion of it, subject to satisfying Proposal BW2s provision that such a proposal would not undermine the ability to expand Blindwells.

Similarly, uses that could be supported in principle under Policy DC1 would also be acceptable on the site, subject to Proposal BW2. Whilst in respect of roadside services a case could be made that a location adjacent to a trunk road interchange such as this is sufficient justification for a countryside location, the Council submits that the nature of such a proposal and its associated impacts are unknown. This would need to be fully understood before it could be included within the plan as a proposal, including the assessment of the site in terms of SEA and HRA and the ability to demonstrate consistency with SPP (2014) paragraphs 282 and 290.

The Council considers there to be adequate existing provision of roadside facilities and lorry parking eight miles to the west of the Raceland Karting site at Old Craighall Services, Musselburgh. Given the complexity and detailed design required in respect of such facilities, particularly in light of the need to ensure access via the Gladsmuir interchange for any expansion of Blindwells would not be undermined, the Council submits that any such proposal would best be addressed at project level through the Development Management process, and considered in the context of Proposal BW2. It should be noted that Transport Scotland would be a key consultee in respect of any proposal.

This site has not been subject to Strategic Environmental Assessment site assessment since it has only been submitted as a representation to the proposed LDP and not prior to this. This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a

modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

HADDINGTON CLUSTER

Monkrigg Road, Haddington

Messrs R and A Kennedy (0188/1)

The representation suggests the allocation of land for provision of a retirement development/village (no capacity provided).

An assessment of the housing needs of people with particular needs in East Lothian is currently in progress, as explained at paragraph 3.58 of the LDP, anticipated to complete in 2017. It is likely that the evidence will demonstrate requirements to increase the availability of housing, including housing for varying needs, specialist and adapted housing. For the purposes of this study, Specialist Housing Provision is defined as:

‘specially designed housing, including wheelchair accessible housing, which comprises purpose built, remodelled or substantially adapted dwellings that include special design features suitable for a household that contains someone with mobility, sensory and/or cognitive impairment’.

This includes retirement and amenity housing which plays an important part in helping to meet the needs of older people. Amenity housing is usually designated for people over the age of 55 years and is designed to assist with people with mobility issues and those requiring to downsize. There is no care support with this type of housing, although some may have access to emergency service via provision of community alarms.

This type of affordable housing is needed as part of the overall affordable housing to be delivered to help ensure that the housing system functions properly – e.g. to ensure there is supply in the right types and tenures of housing to allow movement up, down and across the system. For the avoidance of doubt, the outputs of the study are not intended to provide the basis for the allocation of additional land for housing, only to establish how the Council’s affordable housing policy can help meet such need.

As such, Policy HOU3 ‘Affordable Housing Quota’ includes all housing that is defined under use Class 9, as defined by The Town And Country Planning (Use Classes) (Scotland) Order 1997, whether it be amenity, elderly or sheltered housing. For clarity, this is a different classification from use Class 8, as defined by The Town and Country Planning (Use Classes) (Scotland) Order 1997.

However, as retirement housing is suggested overall, presumably within Class 9 with conditions restricting occupancy. The Council submits that land for this tenure of housing, for either RSL or other tenures, could be secured from sites proposed to be allocated for housing by the proposed LDP. The Council notes that an application for a care home on the land allocated for employment at site HN4: Land at Gateside East is minded to grant subject to conclusion of a legal agreement. Other substantial housing sites are allocated to deliver housing in Haddington, all of which will provide an affordable housing component.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

For the avoidance of doubt, the land subject to this representation is situated in the catchments of Haddington Infant School, King's Meadow Primary School, St Mary's RC Primary School and Knox Academy. Primary education capacity is a key constraint in Haddington. Haddington Infant School, King's Meadow Primary School and St Mary's RC Primary School have significant capacity constraints beyond that needed to accommodate the proposed sites in the LDP, which cannot be resolved by developer contributions.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (PM/HN/HSG065) has been assessed but not selected for inclusion within the MIR or proposed LDP. The land is prime quality agricultural land (Class 2 and 3.1). There are landscape issues associated with the site, since it forms part of the setting of Haddington. The Council submits the land subject to this representation is proposed to be included within an area that would be subject to LDP Policy DC1: Rural Diversification and Policy DC8: Countryside Around Town designations. The Council submits that this is for the reasons given at paragraphs 2.7 and 2.116-2.117 of the proposed LDP. The Council further submits that the approach now proposed by the LDP was extensively consulted on through the MIR process (see MIR pages 63-65 and 216).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at OTH-H8, West Letham

Taylor Wimpey UK Ltd and Mactaggart & Mickel Homes Ltd (0438/26)

The representation suggests the allocation of land for around 600 homes (based on MIR).

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Haddington Infant School, King's Meadow Primary School, St Mary's RC Primary School and Knox Academy. Primary education capacity is a key constraint in Haddington. Haddington Infant School, King's Meadow Primary School and St Mary's RC Primary School have significant capacity constraints beyond that needed to accommodate the proposed sites in the LDP, which cannot be resolved by developer contributions.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (PM/HN/HSG044 – Site A) has been assessed but not selected for inclusion within the MIR or proposed LDP. The site is prime quality agricultural land (Class 2). Development here would be visually exposed beyond what will become the well defined urban edge to the town provided by the Letham Mains policy woodland. The open nature of the land is important to the setting of Haddington. This is an opinion shared with SNH, since development here would significantly change the character of the western approach to Haddington. The Council submits the land subject to this representation is proposed to be included within an area that would be subject to LDP Policy DC1: Rural Diversification and Policy DC8: Countryside Around Town designations. The Council submits that this is for the reasons given at paragraphs 2.7 and 2.116-2.117 of the proposed LDP. The Council further submits that the approach now proposed by the LDP was extensively consulted on through the MIR process (see MIR pages 63-65 and 216).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this

stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at OTH-H6, Amisfield

Lord Wemyss Trust (0277/1)

The representation suggests the allocation of land for around 500 homes (based on MIR).

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Haddington Infant School, King's Meadow Primary School, St Mary's RC Primary School and Knox Academy. Primary Education capacity is a key constraint in Haddington. Haddington Infant School, King's Meadow Primary School and St Mary's RC Primary School have significant capacity constraints beyond that needed to accommodate the proposed sites in the LDP, which cannot be resolved by developer contributions. It is noted that the representation does not consider the provision of education capacity for the site.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

It is also uncertain if a suitable and deliverable site access can be achieved. This is particularly since for a site of this size, two points of access would be required. One point of access is proposed to be taken by forming an additional sixth roundabout arm on the Abbotsview A1 Junction, which according to correspondence from Transport Scotland dated 2011 (submitted with the representation) would be subject to achieving a satisfactory DMRB compliant design and traffic analysis and accident study. The second is located outwith the area proposed for development within the representation, providing a

connection to the A199 via an overbridge of the A1.

In terms of SEA, the site (PM/HN/HSG032) has been assessed but not selected for inclusion in the MIR or proposed LDP. The site is prime quality agricultural land (Class 2). Development here would be visually exposed beyond the existing well defined eastern urban edge of the town. The open nature of the land is important to the setting of Haddington and the adjacent Amisfield Designed Landscape, conservation area and listed buildings. This is also true of the interrelationships between these features in views across the site. This is an opinion shared with SNH and HES, since development here would significantly change the character of the eastern approach to the town. Development here would have a harmful impact on the character and setting of Haddington and these cultural heritage assets. The site is visually exposed, including from the A1 and A199, and the southern part of the site is in an area of flood risk.

The Council submits the land subject to this representation is proposed to be included within an area that would be subject to LDP Policy DC1: Rural Diversification and Policy DC8: Countryside Around Town designations. The Council submits that this is for the reasons given at paragraphs 2.7 and 2.116-2.117 of the proposed LDP. The Council further submits that the approach now proposed by the LDP was extensively consulted on through the MIR process (see MIR pages 63-65 and 216).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at South Gateside

The BS&S Group (0286/1)

The representation suggests the allocation of land for around 480 homes (or 755 homes if combined with the site proposed to be allocated as HN2).

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Haddington Infant School, King's Meadow Primary School, St Mary's RC Primary School and Knox Academy. Primary Education capacity is a key constraint in Haddington. Haddington Infant School, King's Meadow Primary School and St Mary's RC Primary School have significant capacity constraints beyond that needed to accommodate the proposed sites in the LDP, which cannot be resolved by developer contributions.

For this scale of development no further capacity could be provided within the current schools. The representation suggests that primary school education capacity could be provided at the new Letham Primary School. Importantly, the Council does not support the provision of any additional education capacity for this site and in particular does not

propose to consult on any new school catchments associated with providing this. A statutory schools consultation would be required to include this land within the new Letham Mains Primary School catchment area. The Council has not chosen and will not choose to make education capacity available for this site, as explained at paragraph 3.100 of the LDP. In terms of the Council's decision to make provision for short term education capacity at existing schools on a temporary basis, this is intended to allow development to commence on the existing Letham Mains allocation (HN1) (LDP paragraph 3.98) only, and particularly the new primary school. As such, the provision of additional education capacity is a key constraint in respect of any housing development at the site subject to this representation. This means that the Council does not support the site as one that is or can be made effective for housing development.

It is not clear if there is any scope for collaboration between landowners, so premise of the submission may be ill-founded, particularly where shared infrastructure might be needed, such as education and transportation, including consideration of the timing for its provision relative to the commencement of development – e.g. provision of education capacity and the link road through the Letham Mains site. The site for the planned new Letham Primary School is sized for the current committed and proposed allocations within its catchment only, is landlocked and cannot be expanded. These constraints cannot be resolved by developer contributions, or by those who promote development at the site subject to representation. The objection suggests decoupling the delivery of HN2 from HN1. However, the delivery of HN2 is intrinsically linked to HN1 including in terms of access arrangements and importantly primary school education capacity.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

The site (MIR/HN/HSG125) was assessed at MIR stage but not selected for inclusion within the MIR or proposed LDP. That land is shown within the assessment to be Class 2 prime quality agricultural land. The site is within the Haddington Plain landscape character area. This area is characterised by a gently undulating extensive agricultural plain with a strong field pattern reinforced with abundant shelterbelts. The existing mix of land uses in this area – smallholdings fronting agricultural land and riparian woodland – contributes to the wider character and setting of Letham Mains and Haddington. The development would appear as isolated development within the countryside. The land to the south of this assessed site that now features within this representation has not been subject to SEA,

since it has only featured as a representation to the proposed LDP.

The Council submits the land subject to this representation is proposed to be included within an area that would be subject to LDP Policy DC1: Rural Diversification and Policy DC8: Countryside Around Town designations. The Council submits that this is for the reasons given at paragraphs 2.7 and 2.116-2.117 of the proposed LDP. The Council further submits that the approach now proposed by the LDP was extensively consulted on through the MIR process (see MIR pages 63-65 and 216).

The Council submits that the land at dovecot may be a better location to expand the town to the west, if there were a need t o do so and if relevant solutions can be found, as explained within paragraph 2.114 of the LDP (see SEA assessment PM/HN/HSG106B). The Council further notes the submission from the Ritchie Brothers (0259) generally supporting the position of the LDP in respect of this area of land at Dovecot at Issue 7.

The new site subject to this representation has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

DUNBAR CLUSTER

Land at Newtonlees Farm, Dunbar

Gladman Planning (0213/3)

The representation suggests the allocation of land for around 115 homes, including provision of land for a potential cemetery.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Dunbar Primary School and Dunbar Grammar School. The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be r equired to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road

capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site has not been assessed since it has only been submitted in representations to the proposed LDP. The Council is aware of project level proposals for housing development on the site that is subject to this representation, within which there is also a cemetery proposal, but this site is not identified by the LDP either for housing or for a cemetery. Representation (0213/8) is dealt with at Issue 17. The outcome of any decision on that proposal will be a project level decision, assessed on its own merits against the development plan and any other relevant material considerations.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at Phantassie, East Linton

Stewart Milne Homes Ltd (0229/2)

The representation suggests the allocation of land for around 100 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of East Linton Primary School and Dunbar Grammar School. The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity at Dunbar Grammar School and East Linton Primary School. Education capacity is a key constraint at East Linton Primary School with very limited capacity and limited potential for expansion which may be taken up by site DR8 Pencraig Hill, East Linton.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout

the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (MIR/DR/HSG123) has been assessed but not selected for inclusion within the proposed LDP. The SEA site assessment notes that the site is Class 2 agricultural land. It is subject to flood risk, although parts of the site may be developable. This is a view shared by SEPA. It also notes that there is the potential to adversely affect the setting of listed buildings as well as the character and appearance of the conservation area, particularly if considered on a cumulative basis. This is a view shared by Historic Environment Scotland. In terms of landscape, the site assessment notes that the site forms an important part of the sitting of East Linton and SNH notes that East Linton's special relationship with its landscape setting could be adversely affected.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at Preston Mains, East Linton

Barratt David Wilson Homes (0246/4)

The representation suggests the allocation of land for around 100-150 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of East Linton Primary School and Dunbar Grammar School. The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity at Dunbar Grammar School and East Linton Primary School. Education capacity is a key constraint

at East Linton Primary School with very limited capacity and limited potential for expansion which may be taken up by site DR8 Pencraig Hill, East Linton.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (MIR/DR/HSG132) has been assessed but not selected for inclusion within the proposed LDP. The site assessment notes that the site is Class 2 prime quality agricultural land. It also notes that there is the potential to adversely affect the setting of listed buildings as well as the character and appearance of the conservation area, particularly if consider on a cumulative basis. This is a view shared by Historic Environment Scotland. In terms of landscape, the site assessment notes that the site forms an important part of the sitting of East Linton and SNH notes that East Linton's special relationship with its landscape setting could be adversely affected. There could also be adverse impacts on a local designed landscape at Smeaton.

The Council submits the land subject to this representation is proposed to be included within an area that would be subject to LDP Policy DC1: Rural Diversification and Policy DC8: Countryside Around Town designations. The Council submits that this is for the reasons given at paragraphs 2.7 and 2.134-2.135 of the proposed LDP. The Council further submits that the approach now proposed by the LDP was extensively consulted on through the MIR process (see MIR pages 63-65 and 216).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at Drylawhill, East Linton

Wallace Land and Investments (0283/1)

The representation suggests the allocation of land for around 215 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of

housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of East Linton Primary School and Dunbar Grammar School. The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity at Dunbar Grammar School and East Linton Primary School. Education capacity is a key constraint at East Linton Primary School with very limited capacity and limited potential for expansion which may be taken up by site DR8 Pencraig Hill, East Linton.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

It is a sensitive site and there are several landscape issues with the site, development in this area would contravene Scottish Planning Policy for protection of scheduled monuments in situ, and raise issues at a national level. The allocation would also have the potential to affect the setting of the A listed St Baldred's Kirk. By expanding the settlement, it would change the character of East Linton Conservation Area and its listed parish church. The southern part of site is non-effective owing to site access and third party land. Access between southern and northern parts of the site would be needed.

The site (MIR/DR/HSG124) assessed at MIR stage but not selected for inclusion within the proposed LDP. The site assessment notes that the site is Class 2 prime quality agricultural land. It also notes that there is the potential to adversely affect the setting of listed buildings as well as the character and appearance of the conservation area, particularly if consider on a cumulative basis. The northern part of the site has a setting of scheduled monument within the site where the view is attractive. This is a view shared by Historic Environment Scotland. In particular, it would object to any such allocation within the proposed LDP or any proposals. Development here would contravene SPP (2014) for the protection of scheduled monuments in situ. In terms of landscape, the northern part of

the site rises above the natural landscape containment and could have a detrimental impact on local and wider views. There could also be adverse impacts on a local designed landscape at Smeaton.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land at Eweford, Dunbar

Taylor Wimpey (0330/3)

The representation suggests the allocation or safeguard of land for around 1,000 homes (based on MIR).

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The Council submits that it has made its settled view clear in respect of land at Eweford Farm as one potential future development location that may be considered in to the longer term. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP. However, for this LDP period the only site that the Council chose to safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian.

More generally, the SDP allows consideration to be given to potential housing development locations beyond 2024, but it anticipates that the majority of any longer term housing land requirements would be satisfied from planned and committed sites to the extent that they are not developed by 2024. Whilst the SDP acknowledges (paragraph 112) that in the preparation of LDPs it may be possible to identify other opportunities for housing growth, it is also clear that confirmation of these will be subject to the conclusions of a future review of the SDP itself. As such, SDP1 does not explicitly or implicitly provide a supportive position in respect of strategic growth at Eweford Farm.

The Council submits that the SDP specifically envisages the potential for longer term growth of Blindwells (SDP paragraph 53); however, this is not the case in respect of any other sites or locations within East Lothian, including those subject to unresolved representation. The Council also notes that SDP Policy 6 states that planning authorities may grant planning permission for the earlier development of sites which are allocated or phased for a later period in the LDP to maintain a five years effective housing land supply at all times. The Council further notes that the pre-ambles to Policy 6 states that preventing the earlier development of sites which are 'allocated' for construction to start after 2019 could result in the unnecessary release of additional less suitable sites instead.

As such, the Council submits that its proposed approach in relation to the potential for large scale development at Eweford Farm 'signposts' the potential opportunity whilst preventing piecemeal proposals that would result in undesirable or sub-optimal outcomes emerging through SDP Policy 6. The Council submits that it has made its settled view clear in respect of safeguarded land at Dunbar. The Council submits that the current approved applications should be built out before any more land is considered for development in Dunbar. This will not occur in the cycle of this LDP and can be re-assessed in the review of the LDP.

The land subject to this representation is situated in the catchments of West Barns Primary School and Dunbar Grammar School. Provision of education capacity is a key constraint. The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity. For this scale of development there would be no capacity within the current primary and secondary schools, and no potential to create capacity for this development. A new primary school would have to be provided as part of any development, but there are significant constraints to the potential to provide additional capacity at Dunbar Grammar School within its current site. At this stage the Council does not support the provision of education capacity there and would not propose to consult on any new school catchments. This means that the Council does not support the provision of a new primary school here to make the site effective for housing development at this stage, as explained at paragraph 3.105 of the LDP.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (PM/DR/HSG015) has been assessed but not selected for inclusion within the proposed LDP. The site assessment notes that the site is Class 2 and 3.1 prime quality agricultural land. It also notes that there is the potential to adversely affect the setting of listed buildings as well as scheduled monuments within the site. However, Historic Environment Scotland has not objected on this basis, likely since the site is of a sufficient size such that a setting for these features could be retained. In terms of landscape, relevant considerations include the coalescence of Dunbar and West Barns, as well as the visual prominence of the site from the A1 (including consideration of any

required noise attenuation measures).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

NORTH BERWICK CLUSTER

Employment Sites, North Berwick

North Berwick Community Council (0003/2)

North Berwick Community Council has submitted separate representations as part of this submission one in terms of the principle of whether or not there is sufficient employment land proposed allocated by the LDP overall and at North Berwick (0003/1), which is dealt with at Issue 11 (Planning for Employment), and another representations in respect of specific sites suggested for inclusion as employment allocations within the LDP within the North Berwick cluster area.

In accordance with the SDP, North Berwick, being outwith the Strategic Development Area / East Lothian Economic Cluster / Corridor, should not be a focus for new housing or employment land allocations. Whilst SDP Policy 7 allows for some new housing land allocations to be brought forward within and outwith the SDA, including to help ensure that a five years' supply of effective housing land is available, there is no policy equivalent within the SDP in respect of employment land. The proposed LDP makes provision for new employment land at North Berwick as part of mixed use housing and employment sites, in line with SDP paragraph 93. In the absence of a specific SDP enabling policy context for such proposals outwith the Strategic Development Area / East Lothian Economic Cluster / Corridor, the approach of providing mixed housing and employment sites is a pragmatic response to the provision of employment land at North Berwick.

North Berwick Community Council submits representations in respect of specific sites suggested for inclusion as employment allocations within the LDP, and the Council has the following comments to make, taking each site in turn:

- **Tantallon Road:** the site was submitted to the Council for consideration as a residential development site as part of the Main Issues Report call for sites exercise, and the following points are relevant to consideration of the site's inclusion within the LDP for employment uses. The site was promoted as a housing site by the landowner, not for employment uses, so the landowner's willingness to release the site for such development is not known. It has been assessed under the SEA process (site Ref: PM/NK/HSG071) and relevant key issues in respect of accommodating built development on the site were identified (albeit in the context of a housing development) which are as follows: whilst SNH has not raised any issue in respect of biodiversity, flora or fauna on the site, notable species have been recorded within 100m of the site. Landscape issues were also noted given the site's prominence on the approach to North Berwick. This is particularly true since the development of the Tantallon Road site (site NK4) has not been completed. In these circumstances, any built development of site Ref: PM/NK/HSG071 would appear as an isolated development in the countryside, separate from other built

development. The Council also notes that this land is within the area proposed to be designated as North Berwick Law Special Landscape Area (See Proposals Map Inset Map 2 and proposed LDP policy DC9) and as a Countryside Around Town (See Proposals Map Inset Map 3/28 and proposed LDP policy DC8). This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified.

- **Lime Grove:** the site at Lime Grove, North Berwick, was formally used as the Council's Rhodes Depot, which was a base for its grounds maintenance operations in the area. These operations have relocated to a new site at the Heugh adjacent to North Berwick cemetery / civic amenity site. The Lime Grove site is now vacant brownfield land, and the Council is considering its long term options for the future use of the land. However, there are title issues in respect of parts of the site, with around 0.5ha subject to a Conservation Agreement with the National Trust, meaning that part of the site may need to be left as an open area. Parts of the site are understood to be used as a foraging resource for Great Crested Newts, and as part of any redevelopment proposals, suitable mitigation would need to be provided for this protected species. In terms of planning policy, the land is currently designated within an ENV1: Residential Character and Amenity area of the East Lothian Local Plan 2008. This policy position is proposed to be carried forward by the proposed LDP as the Lime Grove site would be covered by Policy RCA1: Residential Character and Amenity. This planning policy seeks to protect the predominantly residential character and amenity of an area from the adverse impacts of uses other than housing. As such, Policy ENV1 / RCA1 does not support the principle of particular land uses or development or presume against particular land uses or development. Subject to acceptable impacts on residential amenity, such as any from noise, disturbance or vehicle movements etc, uses compatible with residential amenity could be acceptable in principle at the Lime Grove site. Such uses may include further residential uses, or employment or institutional uses etc. The Council has set out in a draft development brief its expectations for any redevelopment of the site. Any planning application for the redevelopment of the site would need to be assessed against the Development Plan and any other relevant material considerations. The Council submits that, given the location of the site and the circumstances described above, the continuation of the current planning policy in respect of the land is the most appropriate approach to follow. This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified.
- **Williamston:** as part of the Council's amendments to the Draft Proposed LDP moved by Councillor Berry and seconded by Councillor Day as agreed by the Council on the 17th November 2015, this site was identified for further assessment and technical analysis for potential allocation within a finalised proposed Local Development Plan. The following points are relevant to consideration of the sites inclusion within the LDP for employment uses. The site was promoted as a potential employment site by the Council, not by the landowner, so the landowner's willingness to release the site for such development is not known. Importantly, the site was included within an area promoted for residential development under the Ferrygate Farm proposal (12/00680/PPM), for which the Council refused planning

permission on the 24th April 2013. On appeal (Ref: PPA0-210-2036), the appellant noted that access to lay services to the land east of Gasworks Lane (the Williamston site) could not be secured over Gasworks Lane as it is in private ownership; the appellant amended the proposal to reflect this by removing the area from the proposal site (see para 4 of the Reporter's Intentions Letter and paragraph 2.55 of the Appellants Appeal Statement). The outcome of that appeal was to refuse planning permission, which was subsequently overturned by the Court of Session. Another appeal against the Council's refusal of planning permission for a separate planning application for residential development on the Ferrygate Farm site (14/00632/PPM) was allowed (PPA-210-2047). The approved detailed masterplan proposals at Ferrygate Farm (15/00966/AMM) propose no specific connection to or over Gasworks Lane to the Williamston site, but there may be scope to provide such a connection in future over open space within the Ferrygate site that adjoins Gasworks Lane. The Williamston site has been assessed under the SEA process (site Ref: NK16). Landscape issues were noted given the sites prominence on the approach to North Berwick and the existence of TPO trees, but no significant landscape concerns were raised. A key issue in respect of accommodating any built development on the site is its relationship with nearby housing (although this may not necessarily preclude employment uses here, particularly if planning conditions could be used to protect amenity). The most significant issue was the potential inability to access and service the site. As such, it did not progress from technical analysis to inclusion within the proposed LDP as an allocation. This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified..

- **Old Gasworks:** as part of the Council's amendments to the Draft Proposed LDP moved by Councillor Berry and seconded by Councillor Day as agreed by the Council on the 17th November 2015, this site was identified for further assessment and technical analysis for potential allocation within a finalised proposed Local Development Plan. The following points are relevant to consideration of the sites inclusion within the LDP for employment uses. The site was promoted as a potential employment site by the Council, not by the landowner, so the landowner's willingness to release the site for such development is not known; however, this land is subject to representation for the expansion of the Ferrygate Farm site for residential development (see representation 0340/1 below). The site was also included within a larger site that has been the subject of submissions to the Council for housing development during previous local plan preparation processes, and latterly was included within an area subject to a PAN for housing development at Ferrygate Farm (11/00010/PAN). An appeal against the Council's refusal of planning permission for a planning application for residential development (14/00632/PPM) on part of the Ferrygate Farm site subject to that PAN was allowed (PPA-210-2047). The approved detailed masterplan proposals at Ferrygate Farm (15/00966/AMM) propose no connection to the Old Gasworks site. The Old Gasworks site has been assessed under the SEA process (site Ref: NK17). The remoteness of the site from the existing urban area was highlighted in the site assessment as an issue as was the potential inability to access the site for employment uses via Gasworks Lane. As such, it did not progress from technical analysis to inclusion within the finalised LDP as an allocation. This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP

to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified.

- **Fenton Barns:** the Fenton Barns area is one that has been, and continues to be (e.g. see representations 0297 and 0281), subject to strategic development pressure, as well as more local development proposals through the Development Management process. The Fenton Barns area was submitted to the Council for consideration as a major mixed use housing and employment location during the Main Issues Report call for sites exercise, and it has been assessed as such under the SEA process (PM/NK/HSG016). In a more general sense, the Drem and Fenton Barns area has been assessed under the SEA process (PM/NK/HSG114) as an 'area of search' for a mixed use settlement expansion / as an area for significant housing, employment, education facilities and other development. As these suggested sites did not feature as allocations within the proposed LDP, a specific land allocation in this area has not been subject to HRA but, as with other sites in the area, any such allocation would have been screened for HRA prior to inclusion within the LDP. At this stage the Council does not support the inclusion of such allocations in the proposed LDP, and the Council's full response to related representations is dealt with elsewhere in this Schedule 4. Notwithstanding the Council's position in respect of these other representations, the following points are relevant to consideration of North Berwick Community Council's specific representation to the proposed LDP position in respect of the Fenton Barns area. North Berwick Community Council is of the view that the land at Fenton Barns should be safeguarded to ensure the on-going opportunity for brownfield development there for employment/business uses, particularly of smaller scale, as North Berwick expands. The Council submits that this representation is addressed by the proposed LDPs policies that seek to control development within the countryside, which would apply to the Fenton Barns area, should these policies be adopted in the format proposed. The relevant policy is Policy DC1: Rural Diversification. In countryside locations, this policy would support the principle of the expansion of existing established employment uses without the need to demonstrate an operational requirement, it would support the reuse of existing buildings to accommodate new employment uses and, subject to an operational requirement, it would also support the principle of new build employment uses in the countryside of an appropriate scale and character for a countryside location (see also potential modification to Policy DC1 arising from representation 0315 at Issue 25 should the Reporter be so minded). Any planning application for employment generating uses at Fenton Barns would need to be assessed on its own merits against the Development Plan policy framework. The policies of the proposed LDP would continue to support the principle of the type of employment generating uses at Fenton Barns envisaged by North Berwick Community Council. In that context, the Council submits that a modification to include the Fenton Barns area as a specific employment land allocation within the LDP would be inappropriate at this stage. This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified.
- **General Point:** If developed for employment uses none of these suggested sites are expected to have an adverse impact on the local road network.

The Council submits that no modification of the plan is necessary.

Housing Sites North Berwick

Miller Homes (0340/1)

The representation proposes an extension to the south of the site which currently has planning permission and is proposed to be allocated as site NK5. The expansion area may have capacity for around an additional 100 homes (based on MIR).

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Law Primary School and North Berwick School. The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity at North Berwick High School and Law Primary School.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (SDP/NK/HSG004) has been assessed but not selected for inclusion within the proposed LDP. The site assessment notes that the site is Class 2 prime quality agricultural land as well as rare Brown Calcareous soil. It also notes the existence of nearby listed buildings as well as the potential for archaeological remains within the site. However, Historic Environment Scotland has not objected on this basis. In terms of landscape, relevant considerations include the visibility of the site on the approach to North Berwick, including in views of and from North Berwick Law, particularly from the higher southern part of the site (and considering any required noise attenuation measures adjacent to the east coast main rail line). SNH has raised concerns about the

impact of development here on the setting of and western approach to the town. The site assessment is clear that a smaller development could be confined to the lower parts of the site where it could be more easily integrated with the setting of the town (site NK5).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Foreshot Terrace, Dirleton

Muir Homes (0165/1) / Lawrie Main (0370/2)

The representation suggests the allocation of land for around 24 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Dirleton Primary School and North Berwick High School. The impact of this proposed site has been assessed in terms of the potential to provide additional school capacity, Education capacity is a key constraint at Dirleton Primary School with no potential capacity to provide for other than the proposed LDP site.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively. It is of a scale that could have a cumulative adverse impact on the strategic transport network. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (PM/NK/HSG018) has been assessed but not selected for inclusion within the proposed LDP. The site assessment notes that the site is Class 2 prime quality agricultural land. The site is within Dirleton Conservation Area and development here could affect the setting of the conservation area. There are listed buildings nearby and Cedar Grove, a category C(s) listed building is adjacent to the south east corner of the site. There is good potential for archaeological remains on the site. There is a substantial attractive tree belt on the southern boundary of the site that is subject to a tree preservation order (TPO 4). Development of the site would encroach into the rural landscape beyond the existing settlement boundary and there are no natural boundaries to the site on the northern and eastern boundaries. The Council has also previously refused planning permission for a proposed scheme of residential development here (Ref: 14/00324/PP).

The Council submits the land subject to this representation is proposed to be included within an area that would be subject to LDP Policy DC1: Rural Diversification and Policy DC8: Countryside Around Town designations. The Council submits that this is for the reasons given at paragraphs 2.7 and 2.157-2.158 of the proposed LDP. The Council further submits that the approach now proposed by the LDP was extensively consulted on

through the MIR process (see MIR pages 63-65 and 216).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Drem / Fenton Barns

A number of separate representations have been submitted in respect of sites within the Drem and Fenton Barns area. Some of these submissions have adjoining boundaries, and some have overlapping boundaries. Overall, the representations broadly make the following suggestions:

- Cala Management Ltd (0393/3) seeks the safeguarding of land to the west, east and north of Drem for the development of around 2,000 houses and other mixed use development, including a primary school;
- James Millar (Kilduff) Ltd (0204/9) seeks the safeguarding of land around Drem to the north and south of the East Coast Main Railway line for the development of around 2,000 homes and other mixed use development, including a primary school (to the north of the rail line). The boundaries of this area overlap and do not match with those of submission (0393/3);
- Wallace Land and Investments (0281/1) seeks the definition of a settlement boundary around Fenton Barns, and the allocation of land around Fenton Barns for the development of around 1,000 homes, employment land and other mixed use development, including a primary school;
- Stewart Milne Ltd (0297) seeks the allocation or safeguarding of land (circa 77 hectares) to the north west and south east of Drem (adjoin land which is the subject of representation (0281/1) for the development of housing. Although no development capacity is provided.

These representations suggest that there is land in this area which could accommodate the development of a minimum of 6,000 homes (see representation 0297) as well as the provision of land for employment. They also suggest that there is scope to provide for improvements of Drem Rail Station over and above those currently set out in the LDP, and for road realignments. Three separate primary school locations are proposed within the various submissions.

Overall, land for significantly more than 6,000 homes is the subject of representation here. However, there is no overall submission promoting a shared vision / proposal among landowners for how these separate sites might be developed as one new settlement.

Drem

CALA Management Limited (0393/3)

The representation suggests the safeguard of land for an expansion of Drem to the north of the East Coast Main line for around 2,000 homes and other mixed use development. The site subject to representation seems to be in single ownership.

This representation relates to a separate land holding to those included within

representations (0281/1) submitted by Wallace Land Ltd, (0204/9) submitted by James Millar (Kilduff) Ltd, and (0297) submitted by Stewart Milne Ltd.

The Council notes that this landowners' intention is described in a submission to the Main Issues Report of an indicative masterplan. It involves around five phases of development, with provision of a relief road, improvements to Drem station (with potential relocation site) and a new primary school in the early phases with local centre to follow. The submission also suggests that there could be the opportunity to address issues arising from a nearby private foul drainage system at Fenton Barns in the delivery of a development led foul drainage solution associated with the development of this site. The phasing of development is generally intended to progress northward from Drem railway station with housing proposed towards the Peffer Burn.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The Council submits that it has made its settled view clear in respect of Drem as one potential future development location that may be considered in to the longer term. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP. However, for this LDP period the only site that the Council chose to safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian.

The Council submits that Drem is within the SDP1 SDA (see SDP1 Spatial Strategy Technical Note) (Core Doc?), and the Council notes that development is to be steered to the most sustainable locations (SDP paragraph 17, 49 and 119 etc). The Council submits that this is also true when considering sites for development in more local areas, such as in the Drem / Fenton Barns area, where there may be opportunities to maximise the relationship between potential new development locations and public transport nodes in the longer term.

The land subject to this representation is situated in the catchments of Athelstaneford Primary School and North Berwick High School. Education capacity for this site has not been assessed as it has not been included in the LDP, both in terms of potential to provide additional school capacity or the associated costs. Only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity. For this scale of development there would be no capacity within the current schools, and consideration to build a new primary school would be required. However there is no certainty over the potential to provide additional capacity at North Berwick High School. The Council does not support the provision of education capacity for this site and would not propose to consult on any new school catchments associated with doing this. The Council has not chosen and will not choose to make education capacity available for this site at this stage, as explained at paragraph 3.110 of the LDP. As such, currently the provision of additional education capacity is a key constraint in respect of housing development at this site. This position may be considered in association with a review of the LDP.

More generally, the SDP allows consideration to be given to potential housing development locations beyond 2024, but it anticipates that the majority of any longer term housing land requirements would be satisfied from planned and committed sites to the extent that they are not developed by 2024. Whilst the SDP acknowledges (paragraph 112) that in the preparation of LDPs it may be possible to identify other opportunities for housing growth, it is also clear that confirmation of these will be subject to the conclusions of a future review of the SDP itself. As such, SDP1 does not explicitly or implicitly provide a supportive position in respect of strategic growth at Drem, or on land to the south of the East Coast Main Line at Drem, or at Fenton Barns. The Council submits that the SDP specifically envisages the potential for longer term growth of Blindwells (SDP paragraph 53); however, this is not the case in respect of any other sites or locations within East Lothian, including those subject to unresolved representation.

The Council notes that SDP Policy 6 states that planning authorities may grant planning permission for the earlier development of sites which are allocated or phased for a later period in the Local Development Plan to maintain a five years effective housing land supply. The Council further notes that the pre-amble to Policy 6 states that preventing the earlier development of sites which are 'allocated' for construction to start after 2019 could result in the unnecessary release of additional less suitable sites instead. The Council submits that its proposed approach in relation to the potential for large scale development at Drem 'signposts' the potential opportunity whilst preventing piecemeal proposals that would result in undesirable or sub-optimal outcomes emerging through SDP Policy 6.

The Council submits that representations made in respect of the LDP (Drem: Cala (0393) and James Millar (Kilduff) Ltd (0204); and Fenton Barns: Wallace Land (0281) and Stewart Milne Ltd (0297)) suggest that the LDP should make either land allocations or land safeguards with an overall capacity for 6,000+ homes. The Council further submits that it is premature to consider the planning merits of whether any, all or part of such land should be allocated or safeguarded for development – i.e. to define a site boundary for land. This is especially the case since any overall boundary has not been specified or consulted on at any stage of the LDP preparation process.

The Council submits that a better approach is the one currently set out within the LDP, namely that a statement is used to describe high level potential opportunities and constraints, to encourage landowners and developers to work together to find deliverable solutions that would allow these locations to be considered as a potential development location(s) into the longer term, subject to a review of SDP1 and LDP1.

Accordingly, the Council submits that it is unnecessary and would be inappropriate at this stage to safeguard (or allocate) land at Drem or Fenton Barns or land south of the East Coast Main Line at Drem for a potential future strategic development. The Council further submits that no additional development land is required during this LDP period for the reasons given in the Council's response to Issue 11 and 12.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road

capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (MIR/NK/HSG122) has been assessed but not selected for inclusion within the proposed LDP. The site assessment notes that a private sewerage treatment works and that a re-routing of the B1345 is likely to be required, and there may be the opportunity to move Drem station off the main line onto the branch line. The site is Class 1 and 2 prime quality agricultural land. Parts of the site to the north are at high risk from flooding, and there are concerns for the water environment at the Peffer Burn. The site is within Drem Conservation Area and development here could affect the setting of the conservation area. There are listed buildings nearby and scheduled monuments to the north of the site, and there may also be impacts on the setting of scheduled monuments in the wider area. There is good potential for archaeological remains on the site, including associated with the WW1 and 11 airfield at to the north Fenton Barns. It may be possible to mitigate impacts on these assets through appropriate design and master planning. The land in the area is generally flat with a high degree of inter visibility providing long and short distance views. Development here could significantly change the landscape character of the area. This is a view shared by SNH, which recommends that further study is required concerning the suitability of this site and others in the area in relation to landscape capacity and issues of landscape and visual impact.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

James Millar (Kilduff) ltd (0204/9)

The representation suggests the safeguard of land for an expansion of Drem to the north and south of the East Coast Main Railway line for the development of around 2,000 homes and other mixed use development, including a primary school (to the north of the rail line). This representation proposes this across two separate landowners holdings.

This representation relates to separate land holdings to those included within representations (0281/1) submitted by Wallace Land Ltd, (0393/3) submitted by Cala Management Ltd, and (0297) submitted by Stewart Milne Ltd. However, the boundaries of the area subject to this representation overlaps with but does not match that of submission (0393/3); yet the associated documentation seems to suggest that it can be planned, designed and delivered as one with the land subject to representation (0393/3), but the prospect of a shared willingness to deliver this outcome is not clear.

The Council submits that the LDP allocates an appropriate and sufficient amount of

housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The Council submits that it has made its settled view clear in respect of Drem as one potential future development location that may be considered in to the longer term. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP. However, for this LDP period the only site that the Council chose to safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian.

The Council submits that Drem is within the SDP1 SDA (see SDP1 Spatial Strategy Technical Note) (Core Doc?), and the Council notes that development is to be steered to the most sustainable locations (SDP paragraph 17, 49 and 119 etc). The Council submits that this is also true when considering sites for development in more local areas, such as in the Drem / Fenton Barns area, where there may be opportunities to maximise the relationship between potential new development locations and public transport nodes in the longer term.

The land subject to this representation is situated in the catchments of Athelstaneford Primary School and North Berwick High School. Education capacity for this site has not been assessed as it has not been included in the LDP, both in terms of potential to provide additional school capacity or the associated costs. Only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity. For this scale of development there would be no capacity within the current schools, and consideration to build a new primary school would be required. However there is no certainty over the potential to provide additional capacity at North Berwick High School. The Council does not support the provision of education capacity for this site and would not propose to consult on any new school catchments associated with doing this. The Council has not chosen and will not choose to make education capacity available for this site at this stage, as explained at paragraph 3.110 of the LDP. As such, currently the provision of additional education capacity is a key constraint in respect of housing development at this site. This position may be considered in association with a review of the LDP.

More generally, the SDP allows consideration to be given to potential housing development locations beyond 2024, but it anticipates that the majority of any longer term housing land requirements would be satisfied from planned and committed sites to the extent that they are not developed by 2024. Whilst the SDP acknowledges (paragraph 112) that in the preparation of LDPs it may be possible to identify other opportunities for housing growth, it is also clear that confirmation of these will be subject to the conclusions of a future review of the SDP itself. As such, SDP1 does not explicitly or implicitly provide a supportive position in respect of strategic growth at Drem, or on land to the south of the East Coast Main Line at Drem, or at Fenton Barns. The Council submits that the SDP specifically envisages the potential for longer term growth of Blindwells (SDP paragraph 53); however, this is not the case in respect of any other sites or locations within East Lothian, including those subject to unresolved representation.

The Council notes that SDP Policy 6 states that planning authorities may grant planning permission for the earlier development of sites which are allocated or phased for a later period in the Local Development Plan to maintain a five years effective housing land supply. The Council further notes that the pre-amble to Policy 6 states that preventing the earlier development of sites which are 'allocated' for construction to start after 2019 could result in the unnecessary release of additional less suitable sites instead. The Council submits that its proposed approach in relation to the potential for large scale development at Drem 'signposts' the potential opportunity whilst preventing piecemeal proposals that would result in undesirable or sub-optimal outcomes emerging through SDP Policy 6.

The Council submits that representations made in respect of the LDP (Drem: Cala (0393) and James Millar (Kilduff) Ltd (0204); and Fenton Barns: Wallace Land (0281) and Stewart Milne Ltd (0297)) suggest that the LDP should make either land allocations or land safeguards with an overall capacity for 6,000+ homes. The Council further submits that it is premature to consider the planning merits of whether any, all or part of such land should be allocated or safeguarded for development – i.e. to define a site boundary for land. This is especially the case since any overall boundary has not been specified or consulted on at any stage of the LDP preparation process.

The Council submits that a better approach is the one currently set out within the LDP, namely that a statement is used to describe high level potential opportunities and constraints, to encourage landowners and developers to work together to find deliverable solutions that would allow these locations to be considered as a potential development location(s) into the longer term, subject to a review of SDP1 and LDP1.

Accordingly, the Council submits that it is unnecessary and would be inappropriate at this stage to safeguard (or allocate) land at Drem or Fenton Barns or land south of the East Coast Main Line at Drem for a potential future strategic development. The Council further submits that no additional development land is required during this LDP period for the reasons given in the Council's response to Issue 11 and 12.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (MIR/NK/HSG136 and part of MIR/NK/HSG122) has been assessed but not selected for inclusion within the proposed LDP. The site assessment

notes that a private sewerage treatment works and that a wider masterplan to accommodate changes to the wider road network would be required, and there may be the opportunity to move Drem station off the main line onto the branch line. The site is Class 2 prime quality agricultural land. Parts of the site to the north are at high risk from flooding. The site is within Drem Conservation Area and development here could affect the setting of the conservation area, particularly in combination with MIR/NK/HSG122 – i.e. land subject to representation (0393/3). There are also listed buildings nearby and there may also be impacts on the setting of scheduled monuments in the wider area. This is particularly true of land to the south of the rail line. Historic Environment Scotland has noted that it would object to the allocation of the site, although it may be possible to mitigate impacts on its interests through appropriate design and master planning of development to the north of the site (it is not clear if it means to the north of the rail line or to the north of land south of the rail line). There is good potential for archaeological remains on the site, including associated with the WW1 and 11 airfield to the north Fenton Barns. The land in the area is generally flat with a high degree of inter visibility providing long and short distance views. Development here could significantly change the landscape character of the area, and would be remote from the existing settlement of Drem.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Fenton Barns

Wallace Land and Investments (0281/1)

The representation suggests a) the definition of a settlement boundary around Fenton Barns and b) the allocation of land for an expansion of Fenton Barns for around 1,000 homes as well as the allocation of employment land, land for other mixed land uses including a primary school. The land subject to this representation seems to be in single ownership.

This representation relates to separate land holdings to those included within representations (0393/3) submitted by Cala Management Ltd, (0204/9) submitted by James Millar (Kilduff) Ltd, and (0297) submitted by Stewart Milne Ltd.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

One of the objector's reasons for this approach would seem to be to support the location as one for economic development, and also for housing development to support this aspiration. Underlying this it may also be the intention that the approach would help to resolve existing drainage issues for existing employment uses in association with this wider development of the area. The relevant planning history is set out below:

- Outline planning permission for drainage works and enabling residential

- development 09/00053/OUT (refused 27/04/2010);
- Appeal (Ref: PPA-210-2014) against refusal of outline planning permission for drainage works and enabling residential development 09/00053/OUT (Appeal dismissed 05/10/2010);
- New drainage works, viz; foul and surface water, pumping station and sustainable urban drainage system 09/00054/FUL (granted 03/02/2010);
- Planning permission in principle for new employment land, new drainage works viz; foul and surface water, pumping station, sustainable urban drainage system and enabling development 11/00006/PAN;
- Planning permission in principle for employment land, drainage works and enabling residential development 11/01109/PPM (refused 24/10/2013).

It is noted that the landowner does not have the necessary funding to deliver an upgrade the existing war time drainage infrastructure which is causing unlawful discharges in to water courses in the area (representation supporting document 'Realising Fenton Barns Economic Potential paragraph 1.6).

The current war time private foul drainage treatment system is inadequate to treat effluent from existing businesses and residential development in the area. Discharges from the system are not meeting water quality standards. This matter has been on-going for some time and has been the subject of previous planning applications proposing residential development to enable the enhancement of 'infrastructure', planning permission for which was refused with appeals dismissed. The water quality issue continues to be dealt with by SEPA, under separate processes.

The Council submits that pre-existing issues should be addressed by means other than the planning system, such as reducing the load / flow on the existing drainage assets, enhancing the system such that it is suitable to manage the demands being placed on it, or by finding other means for treating the waste such as the installation of septic tanks. It may be that the number of businesses already using the infrastructure could pay a factoring charge or levy to allow for maintenance or upgrade of the system, yet if such additional surcharges cannot be sustained by these businesses then this may indicate that this location is not one that it could command the rental levels or returns necessary to achieve this. This in turn brings into question the potential of the location as one that may be successful in future as an employment / economic development location. Importantly, SDP1 does not identify Fenton Barns area as one for strategic employment development.

In respect of the economic development aspect and the definition of a settlement boundary, the Council submits that policies that seek to control development in the countryside would allow for the continued diversification of employment uses within existing buildings, as well as the expansion of existing businesses beyond their current site boundaries in to adjacent land within the countryside. This would be without the need to demonstrate an operational requirement for a countryside location (see LDP paragraph 5.5). Housing may be used as enabling development, subject to policy provisions, if this is necessary to deliver a principal use supported by Policy DC1; importantly, however, enabling development could not be used to cross subsidise the enhancement of existing infrastructure works, especially if this were to bring them to a suitable standard where they could cater for existing demand as well as the new demands that would be generated by a proposed development. Put another way Policy DC5 would not allow residential development within the countryside where this is proposed to enable the delivery of enhanced infrastructure, even if this would allow existing business to be sustained. The Council submits that paragraph 5.12 of the LDP is clear that the use of residential

development to enable infrastructure provision will not be supported. Until now, employment uses have made use of the existing war time buildings in the area – i.e. the buildings were there to be used and this is the reason that businesses located there, not because the location is of any wider strategic significance as an employment location. In terms of housing development, the Council also submits that the policies of the LDP would allow for some limited new build affordable housing here, as well as the conversion of existing buildings to residential uses, subject to policy provisions. As such the Council submits that policies of the plan on rural diversification and housing development in the countryside, taken together allow for an appropriate scale and nature of development in this area and that no change to the LDP is necessary to define this area as a settlement (the Council has the same response to representation 0251 at Issue 32: Proposals Map).

In terms of the potential for a larger new settlement here, this will be a matter for a review of this plan. The Council submits that it has made its settled view clear in respect of Drem as one potential future development location that may be considered in the longer term. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP. However, for this LDP period the only site that the Council chose to safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian.

The Council submits that Drem is within the SDP1 SDA (see SDP1 Spatial Strategy Technical Note) (Core Doc?), and the Council notes that development is to be steered to the most sustainable locations (SDP paragraph 17, 49 and 119 etc). The Council submits that this is also true when considering sites for development in more local areas, such as in the Drem / Fenton Barns area, where there may be opportunities to maximise the relationship between potential new development locations and public transport nodes in the longer term.

The land subject to this representation is situated in the catchments of Athelstaneford Primary School, Dirleton Primary School and North Berwick High School. Education capacity for this site has not been assessed as it has not been included in the LDP, both in terms of potential to provide additional school capacity or the associated costs. Only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity. For this scale of development there would be no capacity within the current schools, and consideration to build a new primary school would be required. However there is no certainty over the potential to provide additional capacity at North Berwick High School. The Council does not support the provision of education capacity for this site and would not propose to consult on any new school catchments associated with doing this. The Council has not chosen and will not choose to make education capacity available for this site at this stage, as explained at paragraph 3.110 of the LDP. As such, currently the provision of additional education capacity is a key constraint in respect of housing development at this site. This position may be considered in association with a review of the LDP.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a

view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (PM/NK/HSG016 and MIR/NK/HSG137) has been assessed but not selected for inclusion within the proposed LDP. The site assessment notes that a private sewerage treatment works and that a re-routing of the B1345 is likely to be required, and there may be the opportunity to move Drem station off the main line onto the branch line. The site is Class 1 and 2 prime quality agricultural land. Parts of the site to the north are at risk from flooding, and there are concerns for the water environment at the Peffer Burn. There are listed buildings nearby and scheduled monuments to the west of the site, and there may also be impacts on the setting of scheduled monuments in the wider area. There is good potential for archaeological remains on the site, including associated with the WW1 and 11 airfield at to the north Fenton Barns. The land in the area is generally flat with a high degree of inter visibility providing long and short distance views. Development here could harm the landscape character of the area. This is a view shared by SNH, which recommends that further study is required concerning the suitability of this site and others in the area in relation to landscape capacity and issues of landscape and visual impact to refine site selection.

The Council submits that representations made in respect of the LDP (Drem: Cala (0393) and James Millar (Kilduff) Ltd (0204); and Fenton Barns: Wallace Land (0281) and Stewart Milne Ltd (0297)) suggest that the LDP should make either land allocations or land safeguards with an overall capacity for 6,000+ homes. The Council further submits that it is premature to consider the planning merits of whether any, all or part of such land should be allocated or safeguarded for development – i.e. to define a site boundary for land. This is especially the case since any overall boundary has not been specified or consulted on at any stage of the LDP preparation process.

The Council submits that a better approach is the one currently set out within the LDP, namely that a statement is used to describe high level potential opportunities and constraints, to encourage landowners and developers to work together to find deliverable solutions that would allow these locations to be considered as a potential development location(s) into the longer term, subject to a review of SDP1 and LDP1.

Accordingly, the Council submits that it is unnecessary and would be inappropriate at this stage to safeguard (or allocate) land at Drem or Fenton Barns or land south of the East Coast Main Line at Drem for a potential future strategic development. The Council further submits that no additional development land is required during this LDP period for the reasons given in the Council's response to Issue 11 and 12.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to

the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Stewart Milne Ltd (0297)

The representation suggests the allocation of a new settlement at Fenton Barns, including two separate sites under the control of the objector (totalling circa 77 hectares). No figure for housing capacity is provided, but at around 30 dwellings per hectare (net) this land may have capacity for around 1,500 homes.

This representation relates to separate land holdings to those included within representations (0393/3) submitted by Cala Management Ltd, (0204/9) submitted by James Millar (Kilduff) Ltd, and (0281/1) submitted by Wallace Land and Investments.

This representation states that a new settlement designation should be brought forward as part of a wider masterplan incorporating adjacent land controlled by Wallace Land and Investments (0281/1). However, this is not shown in the indicative layout plan submitted as part of that representation 0281/1 that proposes 1,000 homes and mixed land uses.

Nonetheless, this representation suggests that the Fenton Barns area could deliver a first phase of development incorporating around 1,000 homes and other mixed land uses. The indicative masterplan with this representation seems to include the land subject to representation (0281/1) as well as a much wider area that presumably has significantly more development capacity than for 1,000 homes (or 2,500 homes if the land subject to this representation and representation 0281/1 is combined) and other mixed land uses. The indicative masterplan submitted with this representation includes a very wide area of land that does not seem to be in the control of the party making this representation to the LDP - land that is not included within any other representation to the LDP. Overall, it is suggested that a new settlement of some 6,000 homes could be brought forward in this wider area.

This representation suggests that the Fenton Barns area should be considered ahead of Drem as a location for strategic growth. The main reason given for this is the sensitivity of the landscape at Drem and impacts on its Conservation Area. It is suggested Fenton Barns is a preferable location in these terms. It is suggested that there is scope to relocate Drem rail station to the east of Fenton Barns, although this is shown on land that does not seem to be in the control of the party making this representation or representation 0281/1; indeed this is shown on land within the wider area that does not feature as part of any other representation made to the LDP.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land allocations are required here or elsewhere for this LDP period.

The Council submits that it has made its settled view clear in respect of Drem as one potential future development location that may be considered in to the longer term. The context for this is set out at paragraph 2.11, 2.70 – 2.77, 2.84 – 2.85, 2.114, 2.132 and 2.154 of the LDP. However, for this LDP period the only site that the Council chose to

safeguard for future development is the Blindwells Expansion Area. This is in recognition of the position set out within the SDP in respect of Blindwells (paragraph 53 - 54), and the unique benefits that such a scale of development there would offer for East Lothian.

The Council submits that Drem is within the SDP1 SDA (see SDP1 Spatial Strategy Technical Note) (Core Doc?), and the Council notes that development is to be steered to the most sustainable locations (SDP paragraph 17, 49 and 119 etc). The Council submits that this is also true when considering sites for development in more local areas, such as in the Drem / Fenton Barns area, where there may be opportunities to maximise the relationship between potential new development locations and public transport nodes in the longer term.

The land subject to this representation is situated in the catchments of Athelstaneford Primary School, Dirleton Primary School and North Berwick High School. Education capacity for this site has not been assessed as it has not been included in the LDP, both in terms of potential to provide additional school capacity or the associated costs. Only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity. For this scale of development there would be no capacity within the current schools, and consideration to build a new primary school would be required. However there is no certainty over the potential to provide additional capacity at North Berwick High School. The Council does not support the provision of education capacity for this site and would not propose to consult on any new school catchments associated with doing this. The Council has not chosen and will not choose to make education capacity available for this site at this stage, as explained at paragraph 3.110 of the LDP. As such, currently the provision of additional education capacity is a key constraint in respect of housing development at this site. This position may be considered in association with a review of the LDP.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site has been assessed (MIR/NK/HSG121a) has been assessed but not selected for inclusion within the proposed LDP. The site assessment notes that a private sewerage treatment works is likely to be required. The site is Class 1 and 2 prime quality agricultural land. Parts of the site are contaminated whilst parts of it are at risk from

flooding, and there are concerns for the water environment at the Peffer Burn. There are listed buildings nearby and scheduled monuments to the west of the site, and there may also be impacts on the setting of scheduled monuments in the wider area. There is good potential for archaeological remains on the site, including associated with the WW1 and 11 airfield at Fenton Barns. The land in the area is generally flat with a high degree of inter visibility providing long and short distance views. Development here could harm the landscape character of the area. This is a view shared by SNH, which recommends that further study is required concerning the suitability of this site and others in the area in relation to landscape capacity and issues of landscape and visual impact to refine site selection. The Council notes that the wider area proposed for development as part of this submission, and that includes wide areas of land that do not feature within any other representation to the LDP, has not been subject to SEA site assessment since it has been submitted in representation to the LDP.

The Council submits that representations made in respect of the LDP (Drem: Cala (0393) and James Millar (Kilduff) Ltd (0204); and Fenton Barns: Wallace Land (0281) and Stewart Milne Ltd (0297)) suggest that the LDP should make either land allocations or land safeguards with an overall capacity for 6,000+ homes. The Council further submits that it is premature to consider the planning merits of whether any, all or part of such land should be allocated or safeguarded for development – i.e. to define a site boundary for land. This is especially the case since any overall boundary has not been specified or consulted on at any stage of the LDP preparation process.

The Council submits that a better approach is the one currently set out within the LDP, namely that a statement is used to describe high level potential opportunities and constraints, to encourage landowners and developers to work together to find deliverable solutions that would allow these locations to be considered as a potential development location(s) into the longer term, subject to a review of SDP1 and LDP1.

Accordingly, the Council submits that it is unnecessary and would be inappropriate at this stage to safeguard (or allocate) land at Drem or Fenton Barns or land south of the East Coast Main Line at Drem for a potential future strategic development. The Council further submits that no additional development land is required during this LDP period for the reasons given in the Council's response to Issue 11 and 12.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Land East of Athelstaneford

Haig Hamilton (0219/1)

The representation suggests the allocation of land for around 40 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land

allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Athelstaneford Primary School and North Berwick High School. Technical Note 14 states that from the current proposed allocations at Athelstaneford there will be no LDP impact. However, the impact of this proposed site has not been assessed in terms of potential to provide sufficient school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of school capacity. Education capacity is constrained at Athelstaneford with limited capacity and no potential to expand the school within the campus site.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively. It is of a scale that could have a cumulative adverse impact on the strategic transport network. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (PM/NK/HSG033) has been assessed but not selected for inclusion within the proposed LDP. The site assessment notes that the site is Class 3.1 prime quality agricultural land. The site is within Athelstaneford Conservation Area and development here could affect the setting of the conservation area. Development of the site would encroach into the rural landscape beyond the existing settlement boundary.

The committed site in the LDP (Table NK1 p56) is located within the settlement boundary of Athelstaneford and its location would round off the boundary of the settlement while avoiding intrusion into the rural landscape. The Council submits that road access from the southern part of the site could continue into the northern part to complete the development. This committed site is not in such a visually sensitive location as the one subject to this representation. Whilst the current application remains undetermined, correspondence from the applicant suggests a commitment to the scheme. This is further confirmed by the submission of the site to the Council for continued consideration as a housing development opportunity at the call for sites stage (see SEA site assessment PM/NK/HSG045). The Council submits that this more logical expansion site should be completed before further development is considered at this settlement.

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Bickerton Fields, Aberlady

CALA Management Ltd (0233)

The representation suggests the allocation of land for around 80 homes.

The Council submits that the LDP allocates an appropriate and sufficient amount of housing land to meet the SDP Housing Land Requirements (see Council's response to Issue 12). The LDP allocates a range of sites of different sizes and types in marketable locations. These sites will provide a range of and mix of housing types and sizes to meet all sectors of the market. As such, the Council submits that no further housing land

allocations are required here or elsewhere for this LDP period.

The land subject to this representation is situated in the catchments of Aberlady Primary School and North Berwick High School. The impact of this proposed site has not been assessed in terms of potential to provide additional school capacity nor the associated costs. At this point only the impact of the LDP sites have been assessed. Further technical work would be required to assess whether the addition of this site would compromise the ability to deliver the wider elements of the LDP in terms of education capacity. However, education capacity is constrained at Aberlady with no potential capacity to provide for other than the proposed LDP site.

The Council has undertaken a Transport Appraisal (TA) in accordance with Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) methodology. There has also been liaison with Transport Scotland throughout the Appraisal to agree the approach at various stages. The TA included transport modelling work, preliminary feasibility and design work to identify adequate technical solutions and realistic options necessary to support the Local Development Plan with a view to identifying appropriate interventions that would enable the Council to manage road capacity and traffic generation issues in an acceptable manner. The TA indicates that additional traffic associated with the cumulative LDP proposals can be accommodated on the local road network within this emerging Local Development Plan. However the TA acknowledges that traffic mitigation will be required in several locations around East Lothian with the cumulative LDP proposals.

This proposal site has not been included in the Transport Appraisal modelling to assess its impacts either as an individual site, or cumulatively, and/or is of a scale that could cause a significant additional adverse impact to both the local and strategic transport network for which no mitigation has been identified. In the absence of the modelling information this site cannot therefore be supported.

In terms of SEA, the site (PM/NK/HSG006 and MIR/NK/HSG006b) has been assessed in two parts, reflecting that overtime the proposal has changed from pre-MIR stage to MIR response. Notwithstanding this, the site has not been selected for inclusion within the proposed LDP. The site assessment notes that the site is Class 1 and prime quality agricultural land. The northern portion of the site is at medium risk of flooding. The site is within Athelstaneford Conservation Area and development here could affect the setting of the conservation area. There are other cultural heritage assets in the local area, including scheduled monuments, category A listed buildings and Luffness Garden / Designed Landscape, but Historic Environment Scotland has not raised concerns in respect of them. The area is nonetheless a sensitive one. Development of the site would encroach into the undeveloped coast and rural landscape beyond the existing settlement boundary.

The Council submits the land subject to this representation is proposed to be included within an area that would be subject to LDP Policy DC1: Rural Diversification and Policy DC8: Countryside Around Town designations. The Council submits that this is for the reasons given at paragraphs 2.7 and 2.157-2.158 of the proposed LDP. The Council further submits that the approach now proposed by the LDP was extensively consulted on through the MIR process (see MIR pages 63-65 and 216).

This new site has not been subject to HRA through the LDP process, either individually or in combination with other proposed allocations. The Council submits that a modification to the LDP to include this site as an allocation within the LDP would be inappropriate at this

stage and is not justified. **The Council submits that no modification of the plan is necessary.**

Reporter's conclusions:

Reporter's recommendations: