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To be read in conjunction with Report to East Lothian Council dated 29/05/18 titled East Lothian Local Development Plan 2018

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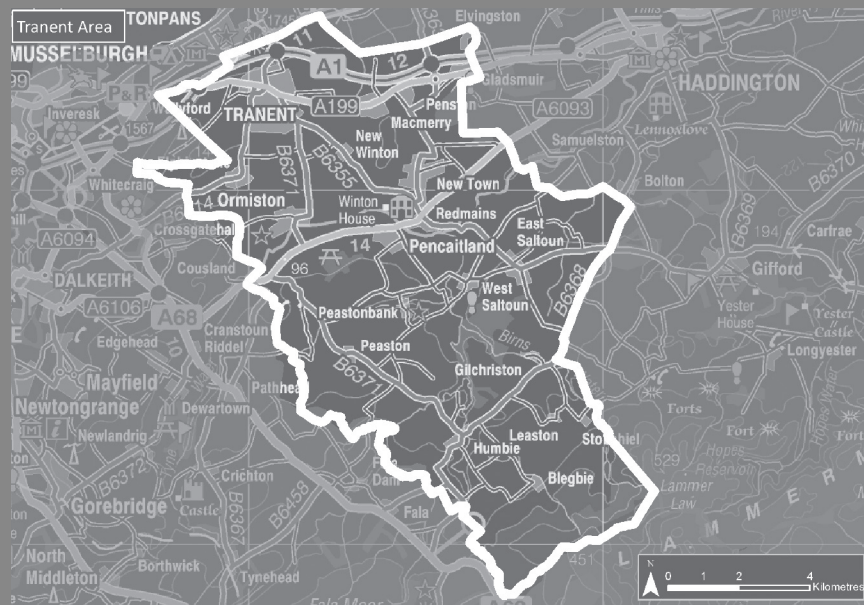
environmental

report

appendix 7

TRANENT AREA SITE & STRATEGIC ENVIRONMENTAL ASSESSMENTS

PART 1



NOTE ON THE USE OF ORDNANCE SURVEY MAPPING

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Introduction

Background

1. Planning Authorities are required to produce a Local Development Plan (LDP). That document sets out the strategy and policies to guide where and how development of land should take place. The LDP has been produced following a process of informal consultation, formal consultation through the Main Issues Report, and finally examination of its proposed LDP following a period for representation in 2016. The LDP gives a spatial strategy for the area, including where development should and should not occur.
2. Environmental Assessment has been carried out in tandem with the LDP. The Environmental Assessment (Scotland) Act 2005 requires 'Strategic Environmental Assessment (SEA)' of LDPs. The Strategic Environmental Assessment is required to predict and evaluate the likely significant effects on the environment of implementing both the LDP approach and reasonable alternatives considered. It must describe measures envisaged to prevent, reduce and as far as possible offset any significant adverse effects (mitigation). The LDP is to be site specific, and so the same is true of the SEA.

Purpose of this Document

3. This document provides an objective assessment of the planning merits and strategic environmental assessment of potential development sites submitted for consideration as part of the LDP process.
4. The document provides an overview of the key environmental characteristics of the Tranent area and highlights key sensitivities of the area and environmental features that could be affected, positively or negatively, by any future development. The site assessment methodology is fully explained below, and the result of each site assessment is included in this report.
5. The intention of this work is to show the background information considered when selecting sites for inclusion in the LDP. At MIR and proposed LDP stages, it also allowed people to take an informed view on if they agree or disagree with the sites included. The document fulfils Strategic Environmental Assessment requirements by considering the potential environmental effects of all the individual sites. The cumulative impact of preferred and alternative sites is assessed through consideration of each strategy option overall as set out in the Environment Report (ER). Scottish Ministers advise that "the aim of SEA is to provide information on the environmental effects of plan options; it cannot be expected to decide which one is ultimately adopted into the plan". The site assessments therefore are intended to inform, not dictate, the choice of sites finally included in the LDP.

Introduction to the Site Assessment Process

6. In early 2012 East Lothian Council commenced public engagement on the preparation of its Local Development Plan. It did this with a series of community events as well as a 'call for sites' exercise. Members of the public, landowners, agents and any other interested parties were invited to suggest potential development sites to be considered at MIR stage. Responders filled in a 'Development Options Appraisal Form' to provide information about the potential site, its proposed land use, and any potential impacts on the environment that could arise from its development.

7. Almost 100 site submissions were received in response to the initial call for sites which concluded in March 2012; however, submissions were accepted until the final deadline of 14th April 2013. In addition, a number of additional sites have been considered as part of the assessment including those put forward for the SESPlan Main Issues Report. The vast majority of site submissions promoted housing development, however there were a small number of site submissions for business land, mixed use development, mineral extraction and for nature conservation/open space. In addition, the Council itself put forward proposed sites for cemetery extensions, and additional potential sites for employment land in North Berwick following a Council meeting in November 2015, which have also been assessed.
8. To help inform the LDP a comprehensive assessment of all sites submitted for consideration has been carried out. All sites were assessed in the same way, using an assessment form that was designed to cover relevant planning and environmental consideration to assess how suitable a site may be for development. Importantly, key SEA questions were incorporated into the site assessment form. This means that sites being assessed for the purposes of the LDP were also subject to SEA at the same time.

How Sites were Assessed

9. A site assessment template was prepared to ensure that all sites could be assessed in a consistent way, and to allow the relative merits and drawbacks of different sites to be easily compared. The Strategic Environmental Assessment (SEA) was integrated into this assessment form. This was to allow a full assessment of the site including relevant planning and environmental matters.
10. To populate the assessment form, information on each site was gathered from a range of sources including site visits and desk based assessment. Information sources include Geographical Information Systems (GIS), information provided as part of site submissions by agents/landowners, consultation with specialist Council officers and site specific comments provided by the Consultation Authorities, including the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH), and Historic Environment Scotland.
11. The site assessment forms comprises of three main sections, which include:
 - Site information
 - Site suitability and deliverability
 - Potential impacts of the site's development (Strategic Environmental Assessment)

Site Information

12. This section of the form contains basic site information including its address, its allocated reference number, the source of the site submission (e.g. landowner, agent, house builder etc.), the site size, its current and proposed land use, a summary description of the key characteristics of the site and its planning history. A map showing the boundary of the site and an aerial photograph is also included to provide context. This is to serve as an introduction for the more detailed assessment.

Suitability and Deliverability of Site

13. This section of the form considers whether the site is suitable for its proposed use, and if it can be developed - i.e. a judgement based on the likelihood of the site being developed during the lifetime of the Local Development Plan.
14. To inform this judgement the assessment form includes factors such as the location and accessibility of the site, its physical characteristics (e.g. exposure and aspect), if it conforms to higher level plans (e.g. SESplan), whether infrastructure capacity is or can be made available to service the site, and if it is effective - i.e. if no constraints exist or if they could be overcome to enable development in the LDP period. Relevant constraints are explained in the Scottish Government's *Planning Advice Note (PAN) 2/2010: Affordable Housing and Housing Land Audits* and include ownership, physical, contamination, deficit funding, marketability, infrastructure, and land use.
15. The table below shows the range of assessment topics which feature in the suitability and deliverability section of the site assessment. Each topic has associated assessment questions, which were used to help assess the planning merits of each site. Each site was rated on the basis of a good, poor or reasonable relationship with the aim of the assessment question posed for each assessment topic.
16. To ensure consistency in the assessment, a range of possible answers to the assessment questions were set to help categorise findings. A traffic light colour coding system was then used to illustrate how each site rated under each topic – i.e. if the site has a good (green), poor (red) or reasonable (amber) relationship with the aim of the assessment question. This colour coding system allows for a clear visual comparison of the relative merits of the sites across the different assessment topics.

SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment Questions	Rating
Location	<ul style="list-style-type: none"> Is the site well related to an existing settlement? 	<p>Outside an existing settlement boundary and not well related.</p> <p>Outside an existing settlement boundary but well related.</p> <p>Within an existing settlement boundary.</p>
Accessibility	<ul style="list-style-type: none"> Is the site accessible by public transport? Are a range of facilities and services available within walking distance? (Based on thresholds in Annex B of PAN 75: <ul style="list-style-type: none"> 400m to a bus service 800m to a rail station Maximum threshold of 1600m to local facilities (Distances based on walking routes from the centre of the site). 	<p>The site does not meet any of the thresholds for accessibility listed in PAN 75.</p> <p>The site meets some of the accessibility thresholds in PAN 75.</p> <p>The site meets all the accessibility thresholds in PAN 75.</p>
Exposure	<ul style="list-style-type: none"> Does the site have shelter from northerly winds through topography or vegetation? 	<p>Little shelter from northerly winds.</p> <p>Some shelter from northerly winds.</p> <p>Good shelter from northerly winds.</p>

Aspect	<ul style="list-style-type: none"> Which direction is the site facing? 	<p>North facing.</p> <p>East or west facing.</p> <p>South-west, south or south-east facing.</p>
Suitability for Proposed Use	<ul style="list-style-type: none"> Is the site generally suitable for the proposed use? Are there any significant or potential conflicts with adjoining land uses, for example which may result in air quality or noise impacts for either existing or proposed use(s)? 	<p>The site is unsuitable for the proposed use and/or there would be major conflicts with surrounding land uses.</p> <p>The site is generally suitable for the proposed use and any potential conflicts could be mitigated against.</p> <p>The site is suitable for the proposed use and there would be no potential conflicts with adjoining land uses.</p>
Fit with strategic policy objectives and direction	<ul style="list-style-type: none"> Is the site within the strategic development area as identified in the SDP? Would the development of the site align with the strategic objective of the SDP to steer new development to the most sustainable locations? 	<p>The site is outwith the Strategic Development Area identified in the SDP <u>and</u> does not align with the strategic policy objective.</p> <p>The site is outwith the SDA, or it does not align well with the strategic policy objective.</p> <p>The site is within the Strategic Development Area identified in the Proposed SDP <u>and</u> aligns well with the strategic policy objective.</p>
Physical infrastructure capacity	<ul style="list-style-type: none"> Does sufficient physical infrastructure capacity exist/ can it be made available to accommodate the development? Including transport, clean water, waste water, etc. 	<p>Significant constraints, which are unlikely to be able to be overcome to make the site deliverable.</p> <p>Some constraints which can be overcome to make the site deliverable.</p> <p>No constraints.</p>
Service infrastructure capacity	<ul style="list-style-type: none"> Does sufficient service infrastructure capacity exist/ can it be made available to accommodate the development? Including education, health and emergency services (where known) etc. 	<p>Significant constraints, which are unlikely to be able to be overcome to make the site deliverable.</p> <p>Some constraints which can be overcome to make the site deliverable.</p> <p>No constraints.</p>
Deliverability/ Effectiveness	<ul style="list-style-type: none"> When would the site be likely to come forward? Is the site / can the site be made 'effective' – i.e. are any of the following constraints present? <ul style="list-style-type: none"> Ownership (is the owner known? Expressed interest in developing site?), Physical, Contamination, Deficit funding; Marketability, Infrastructure, Land use 	<p>Significant constraints – site is not effective.</p> <p>Moderate constraints – site can be made effective.</p> <p>Few/no constraints – site is effective.</p>

Potential Environmental Impacts of Development: Strategic Environmental Assessment (SEA)

17. The East Lothian Local Development Plan is subject to Strategic Environmental Assessment (SEA) under the Environmental Assessment Act (Scotland) 2005. For a detailed explanation of the SEA process, and the SEA assessment of the overall spatial strategy and policy approaches of the LDP,

and the reasonable alternative as set out in the MIR, please refer to the ‘Local Development Plan: Environment Report’ which has also been published alongside the LDP.

18. The role of the SEA is also to predict (identify and describe) and to make a judgment on the significance of the environmental effects of developing sites that may be allocated by the LDP. Any potential impacts are to be identified and their significance assessed. The SEA should also outline any measures that could prevent, reduce or offset any significant harmful effects on the environment of developing a potential development site. The SEA of sites took the form of a series of assessment questions that were included in the site assessment form. These questions relate to the SEA objectives for the Local Development Plan which have been identified as follows:

SEA TOPIC	SEA OBJECTIVE
Biodiversity, Flora and Fauna	Conserve or enhance biodiversity, flora and fauna.
Population	Maintain or enhance the quality of life for East Lothian’s residents.
Human Health	Maintain, or provide opportunities to improve, human health.
Water	Maintain or enhance the water environment and reduce flood risk.
Soil	Conserve or enhance soil quality, quantity and function.
Air	Maintain or enhance air quality.
Climatic Factors	Contribute to reducing Greenhouse gas emissions and energy consumption or adapting to the effects of climate change.
Material Assets	Manage, maintain or promote the efficient, effective or appropriate use of material assets.
Cultural Heritage	Preserve or, where appropriate, enhance East Lothian’s historic environment.
Landscape	Conserve or enhance the character and appearance of settlements and the landscape.

19. The SEA site assessment questions were used as prompts to predict the effects of developing each site on the relevant SEA objectives, and to evaluate if those effects would be significantly positive or negative. The SEA considers a range of effects including permanent, temporary, short, medium and long term, and cumulative effects – i.e. those that may arise from the combination of the development of a number of development sites. The SEA of sites also identifies where measures would be required to mitigate any negative impacts identified.
20. The Scottish Government’s SEA Guidance (August 2013) states that it should not be assumed that mitigation measures would be implemented if they are only discussed in broad terms in the Environmental Report. Where the need for mitigation has been highlighted for any potential development sites this is identified in the site assessments. However, it has been assumed that mitigation measures which relate to the detail of development proposals (rather than the overall principle of development on the site) would be secured once the plan is in operation – i.e. they would be secured through the suite of policies that will be included in the LDP once approved. These policies will also be subject to SEA and this will ensure that any negative environmental impacts can be managed at planning application stage.
21. For example, if development on a site is considered acceptable in principle, but there is the potential for development to affect the setting of a listed building if not sensitively designed and laid out, the SEA assumes that at planning application stage relevant listed building and design policies in the LDP

will ensure that such an effect would be avoided; otherwise the proposal would be contrary to the policies of the plan and should not be permitted.

22. The table below shows the questions that were applied to each potential development site, under each of the SEA topic areas. It includes a key to the scoring and colour coding system. The environmental effects are expressed as Very Positive (++), Positive (+), Neutral (o), Negative (-), Very Negative (--) or Uncertain (?). These questions form part of the overall planning assessment of each site and the colour coding approach used in the previous section of the form is also applied.

POTENTIAL IMPACTS OF DEVELOPMENT: SEA			
Topic	Questions	Planning Assessment	SEA score
Biodiversity, Flora and Fauna	<ol style="list-style-type: none"> Is the site outwith an area designated for its: <ul style="list-style-type: none"> International National, or Local nature conservation interest? Is the site's development for the use proposed likely to have an adverse impact on the qualifying interest of such a site? Would the proposed development provide any significant opportunity to maintain or enhance wider habitat connectivity? Would the proposed development maintain or minimise the loss of protected trees or woodland important for its type, extent or landscape significance, and where relevant offer the opportunity for replacement planting and in all circumstances opportunities for an increase of such planting? Does the site contain any notable species? 	<p>Likely loss or disturbance of significant wildlife habitat or species.</p> <p>Some loss or disturbance of wildlife habitat or species.</p> <p>No loss or disturbance of wildlife habitat or species.</p> <p>Note: Place a * in the box where there may be connectivity with a European site and the site should be screened in to the Habitats Regulations Assessment process at this stage.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Population	<ol style="list-style-type: none"> Would the site's development for the proposed use contribute to the regeneration of a disadvantaged area? In the case of housing, would the site's development promote the provision of affordable housing within an area of particular affordable housing need? Does the site have reasonable access by active travel or public transport modes to a town centre, education and community facilities, and employment? 	<p>The site's development may result in adverse impacts for the wellbeing of the existing/future local population.</p> <p>The site's development is unlikely to result in any benefits for the existing/future local population.</p> <p>The site's development would result in benefits for the existing/future local population.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Human Health	<ol style="list-style-type: none"> Is the site known to be 	<p>The site's development is</p>	<p>++ Very Positive</p>

	<p>contaminated and, if so, does the proposal provide the opportunity to mitigate this?</p> <ol style="list-style-type: none"> In the case of a housing proposal, is the site reasonable accessible to existing open space, sports facilities or the core path network? Would the development of the site provide opportunities to contribute to active travel and recreation as part of the Central Scotland Green Network? Would development of the site maintain or enhance levels of noise? Is it likely that the development of the site will maintain or enhance levels of emissions to avoid exacerbating any existing air quality problems? 	<p>likely to significantly adversely affect human health.</p> <p>The development of the site may result in some adverse effects upon human health.</p> <p>The site's development is not likely to have adverse impacts on human health and/or may have positive impacts.</p> <p>+ Positive o Neutral - Negative -- Very Negative ? Uncertain</p>
Soil	<ol style="list-style-type: none"> Would the site's development ensure that prime quality agricultural land is not lost? Would the site's development ensure that rare or carbon-rich soils are not lost? 	<p>The site's development would result in a significant loss of prime agricultural land/rare soils/carbon rich soils.</p> <p>The site's development would result in some loss of prime agricultural land/rare soils/carbon rich soils.</p> <p>The site's development would result in no loss of prime agricultural land/rare soils/carbon rich soils.</p> <p>++ Very Positive + Positive o Neutral - Negative -- Very Negative ? Uncertain</p>
Water	<ol style="list-style-type: none"> Is the site within a functional flood plain or is it at risk of flooding from other sources? Would the site's development be likely to increase the risk of flooding elsewhere? Would the site's development be likely to maintain or enhance the ecological status of the water environment? 	<p>The site is in a functional floodplain or at high flood risk from other sources and/or would have a significant detrimental impact on the quality of the water environment.</p> <p>The site is at some risk of flooding and/or its development may increase the risk of flooding elsewhere and/or it may have a negative impact on the water environment.</p> <p>The site is not at risk of flooding, will not lead to an increased risk of flooding elsewhere and is likely to maintain/enhance the</p> <p>++ Very Positive + Positive o Neutral - Negative -- Very Negative ? Uncertain</p>

		ecological status of the water environment.	
Air	<ol style="list-style-type: none"> 1. Would development of the site be unconstrained by existing sources of air pollution and would its development ensure any effects on existing sensitive receptors are within acceptable levels? 2. Does the site have, or can it be provided with good active travel and public transport accessibility such that the need to travel by car is minimised? 3. Does the site have good access to existing facilities, services and public transport? 	<p>The site's development is likely to have significant adverse impacts for air quality.</p> <p>The site's development may have some adverse impact on air quality.</p> <p>The site's development would have no adverse impact on air quality.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Climatic Factors	<ol style="list-style-type: none"> 1. Would the site's development contribute to a sustainable settlement strategy? 2. Would the site's development help reduce the need to travel as well as the distance travelled? 3. Does the site lend itself to development that would be energy and resource efficient? 	<p>The site would not contribute to a sustainable settlement strategy and would increase the need to travel.</p> <p>The site would not contribute to a sustainable settlement strategy or it would not reduce the need to travel.</p> <p>The site would contribute to a sustainable settlement strategy and/or would reduce the need to travel.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Material Assets	<ol style="list-style-type: none"> 1. Would the site's development involve the re-use of existing buildings worthy of retention, make an efficient use of land and / or prioritise the use of brownfield land over greenfield land? 2. Would the site's development avoid the permanent sterilisation of economic mineral resources the extraction of which would otherwise be acceptable in policy terms (where known)? 	<p>The site's development would make inefficient use of land and resources.</p> <p>The site's development would make moderately efficient use of land and resources.</p> <p>The site's development would make efficient use of land and resources.</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>
Cultural Heritage	<ol style="list-style-type: none"> 1. Would the development of the site directly preserve and if appropriate enhance: <ol style="list-style-type: none"> a. the character or appearance of a Conservation Area? b. a listed building or its setting? c. a Scheduled Ancient Monument or its setting? d. a local archaeological site? e. a Historic Garden or Designed Landscape? f. a site included in the Inventory 	<p>The site's development would be likely to result in a significant loss or disturbance to historic/cultural assets.</p> <p>The site's development would be likely to result in some loss or disturbance to historic/cultural assets.</p> <p>The site's development</p>	<p>++ Very Positive</p> <p>+ Positive</p> <p>o Neutral</p> <p>- Negative</p> <p>-- Very Negative</p> <p>? Uncertain</p>

	of Historic Battlefields?	would not be likely to result in loss or disturbance to historic/cultural assets.
Landscape	<ol style="list-style-type: none"> 1. Is the site outwith a visually sensitive location or one where a built or natural landscape feature of significance might be harmed by its development? 2. Is the site outwith a visually and / or physically sensitive landscape within or outwith the Green Belt the development of which would not lead to the coalescence of settlements? 3. Would the site's development allow for the consolidation of the existing settlement pattern and structure of settlements? 4. Would development of the site conserve or enhance important areas of open / green space? 	<p>The site's development would be likely to have significant impacts on the landscape.</p> <p>The site's development would be likely to have some impact on the landscape.</p> <p>The development of the site would not be likely to result in adverse landscape impacts.</p> <p>++ Very Positive + Positive o Neutral - Negative -- Very Negative ? Uncertain</p>

Tranent Area: Environmental Characteristics

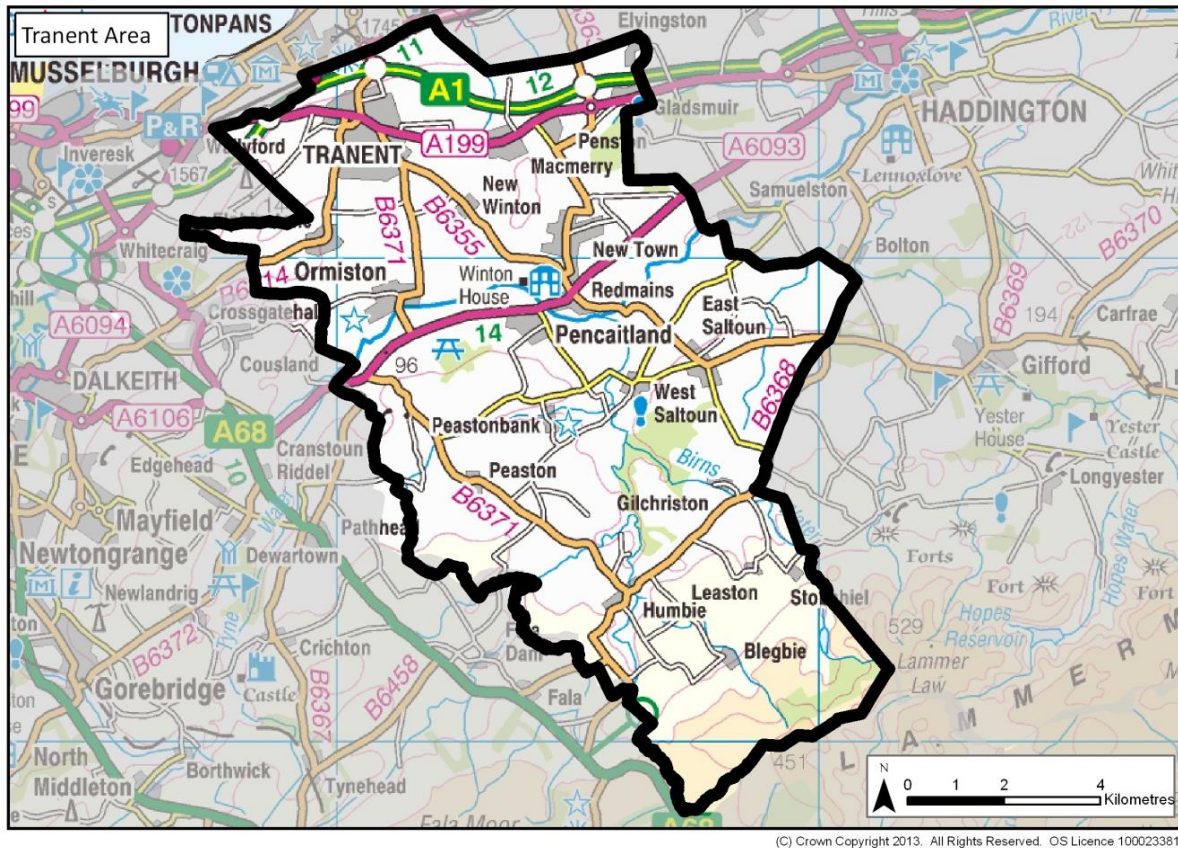
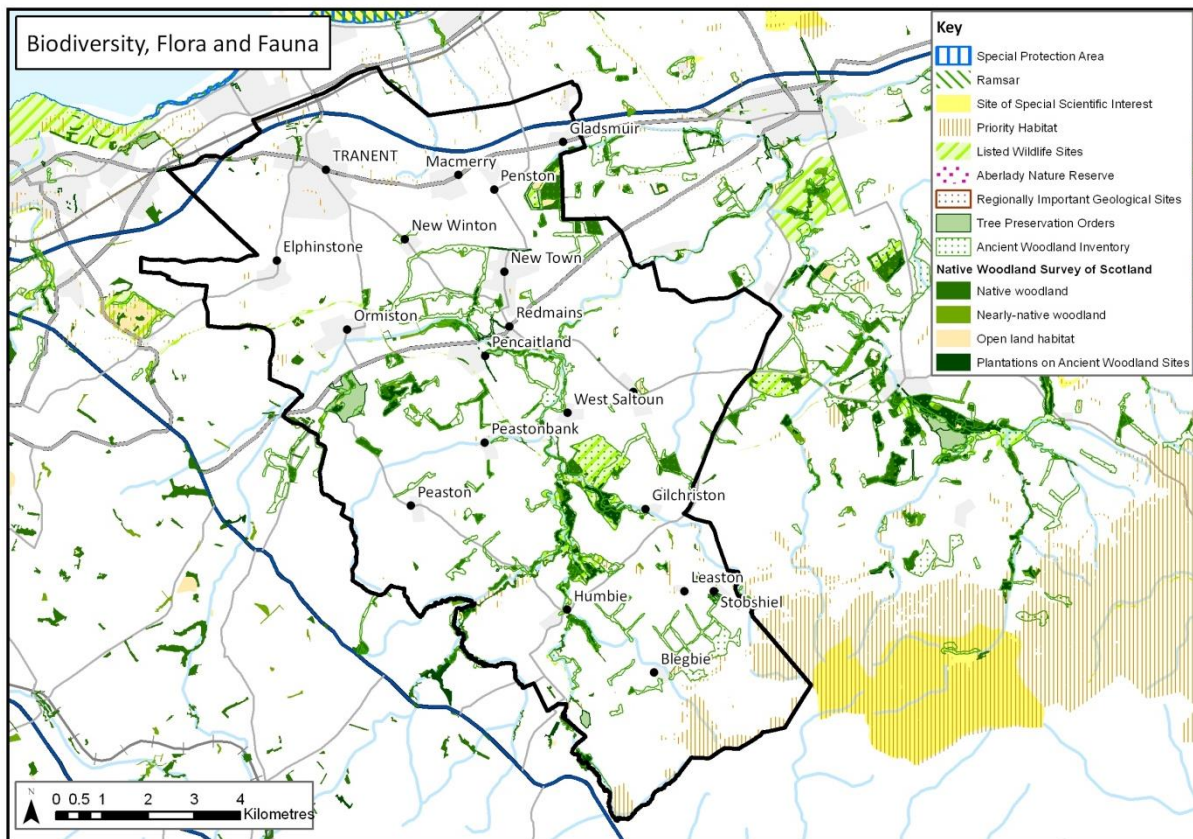


Figure 1: Tranent Area

23. This section provides an overview of the key environmental characteristics in the Tranent area, and is structured according to the main topic areas of the Strategic Environmental Assessment.
24. The Tranent area comprises of the main town of Tranent in the north and a range of smaller settlements and villages including Ormiston, Macmerry, Elphinstone, Pencaitland, West Saltoun, East Saltoun and Humbie.

Biodiversity, Flora and Fauna



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Figure 2: Biodiversity, Flora and Fauna Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Biodiversity, Flora and Fauna	<ul style="list-style-type: none"> • The northern border of Tranent is located approximately 1km from the coastline and the Firth of Forth, which is designated as a Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and Ramsar site. Development sites in the Tranent area may have connectivity with these designated sites, particularly in relation to feeding and foraging birds. • There are no SPA's, SSSI's or Ramsar sites within the Tranent area itself but there is a network of Local Wildlife Sites including Butterdean Wood, Humbie Wood, Humbie Water, and Saltoun Big Wood. • There are a number of areas of priority habitats within the Tranent cluster, including Acid Grassland, Marshy Grassland, Dry Dwarf Heath and Dry Heath. • The River Tyne runs east through the centre of the area.

Population

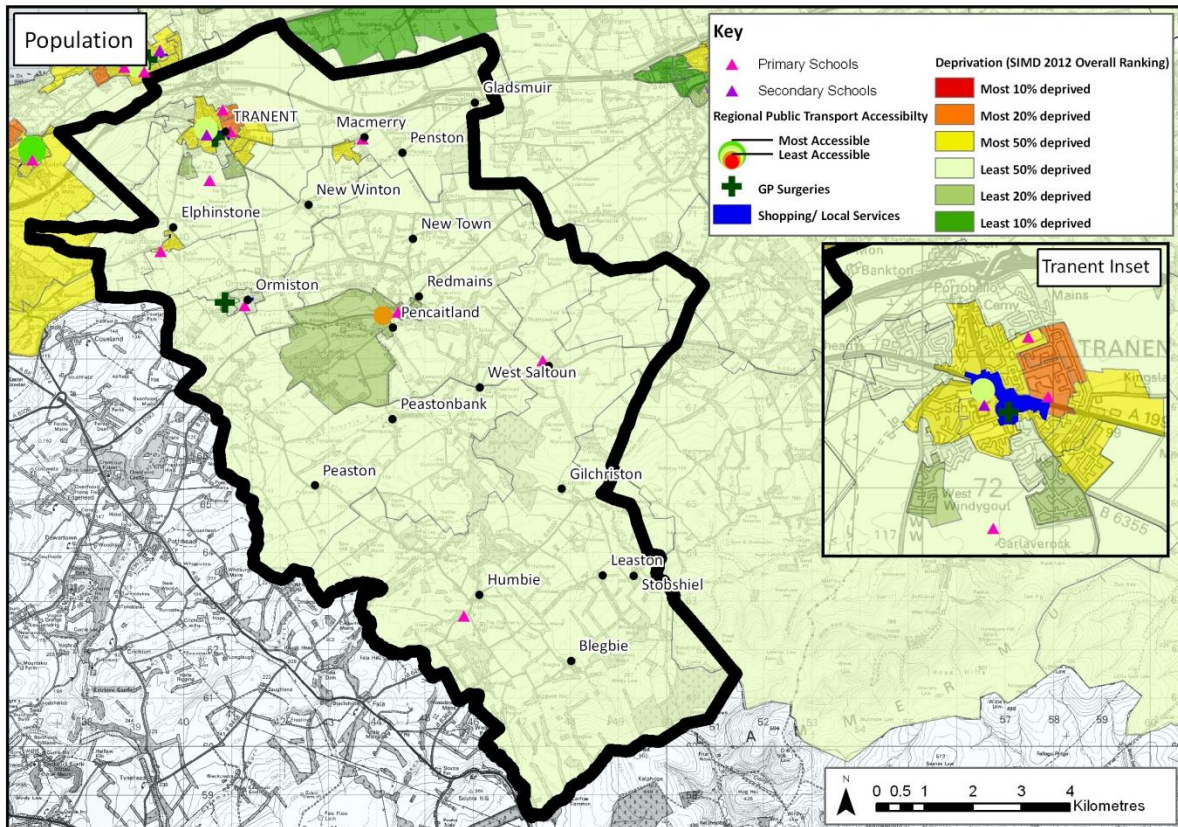
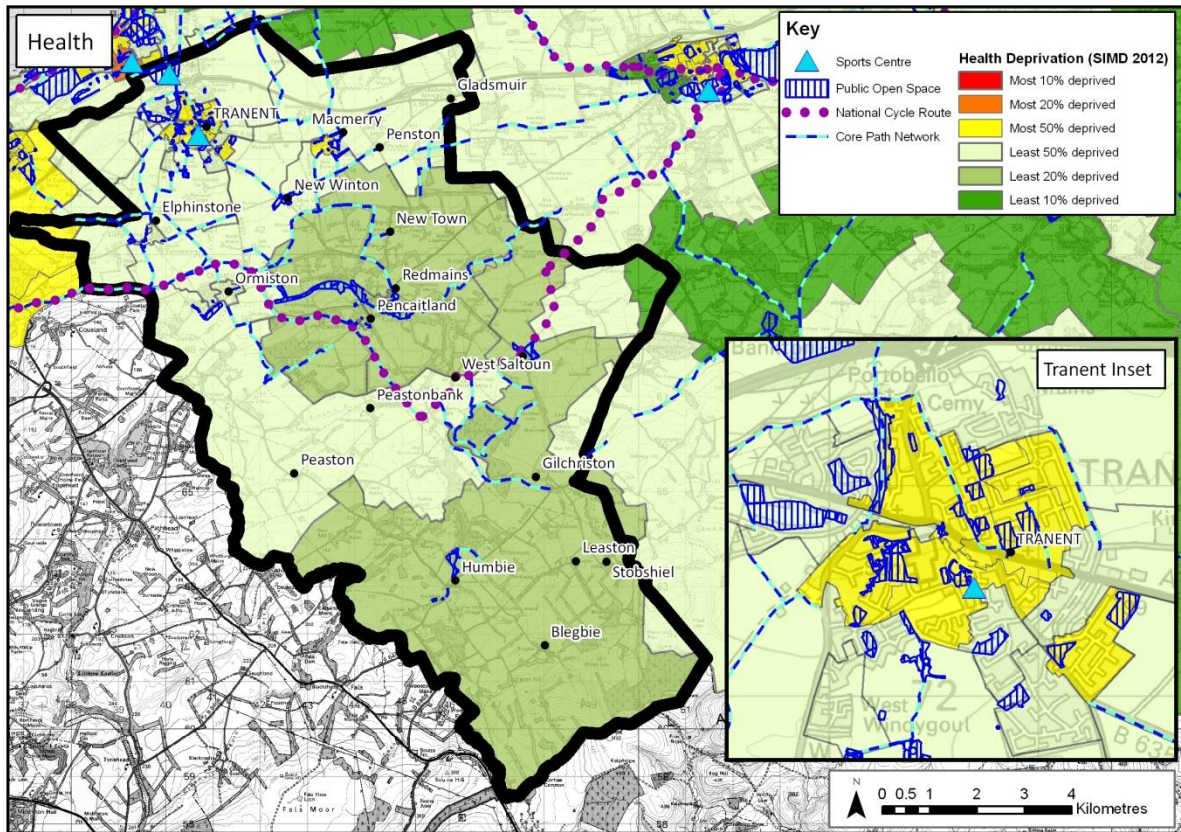


Figure 3: Population Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Population	<ul style="list-style-type: none"> • 18,396 (18.4% of East Lothian's population) people live in the Fa'side ward, which covers the majority of the Tranent cluster area, including Tranent, Ormiston, Pencaitland, Macmerry and Elphinstone. • Tranent itself has a population of 11,642. • The overall population within the area is younger than the East Lothian or Scotland average. • With a growth rate of 19% since the 2001 census, the Fa'side ward has been East Lothian's fastest growing. • While much of the area is among the 50% least deprived in Scotland, parts of Tranent, Macmerry and Elphinstone are relatively more deprived.

Health



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Figure 4: Health Characteristics

SEA Topic

Human Health

Summary of Main Issues and Key Considerations in SEA Assessment

- The Tranent area has a wide variation in health deprivation, ranging from areas that are among the 10% least deprived in Scotland to parts of Tranent and Macmerry that are among the 50% most deprived.
- The National Cycle Route passes through the area and there are a number of connecting Core Paths around settlements, particularly in the north of the area, which provide access to the outdoors
- There are areas of significant open space including Polson Public Park and Meadowmill Sports Centre within and adjacent to Tranent.
- Male life expectancy is above average for Scotland however there is a variation in life expectancy for women (almost a 6 year difference between the north and south of Tranent).
- It is estimated that there are 2865 people aged 65 and over in the Fa'side ward and this is expected to rise to over 4600 over the next 20 years.

Soil

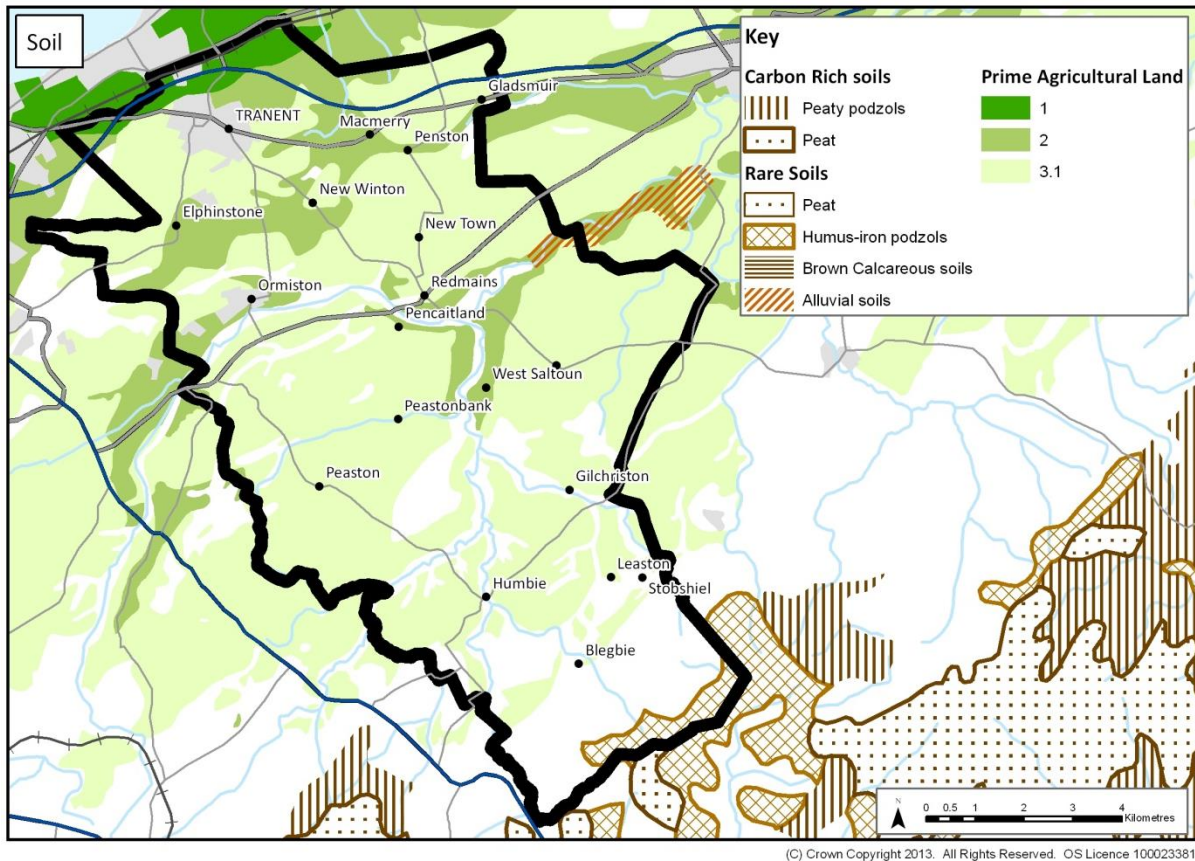
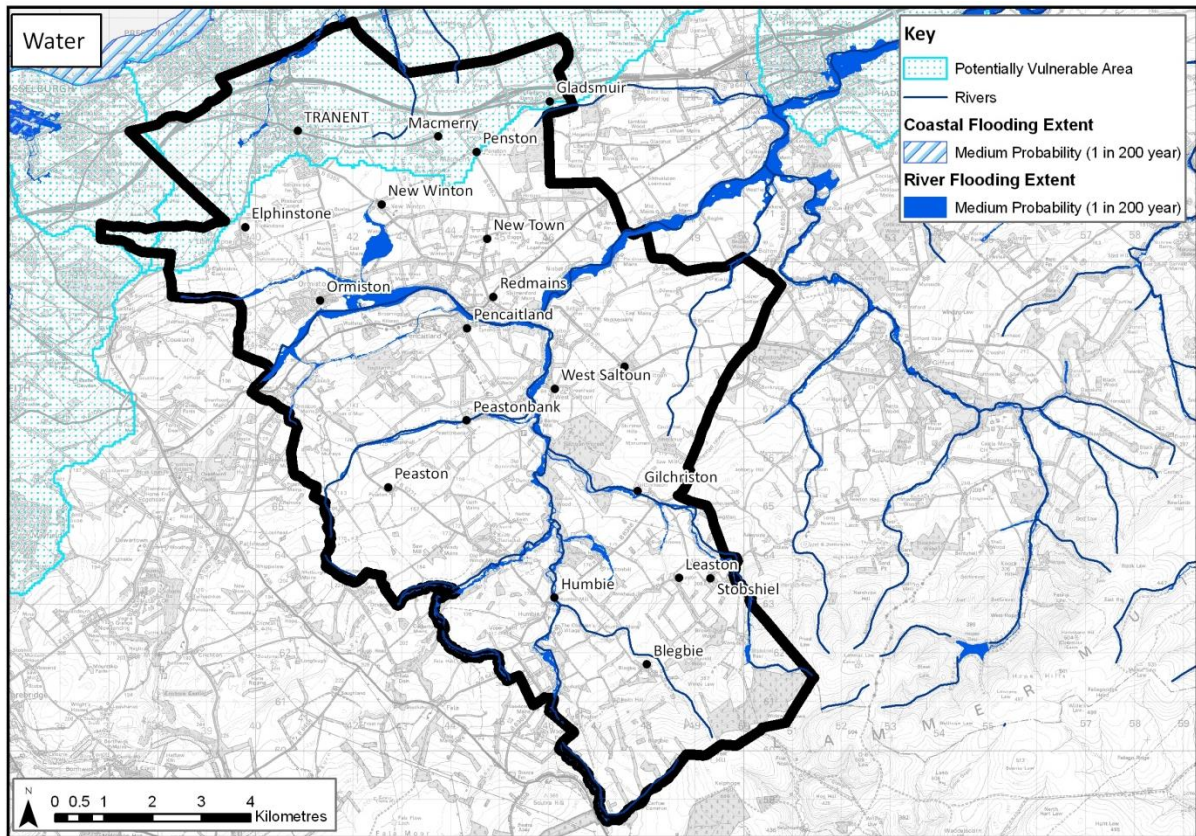


Figure 5: Soil Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Soil	<ul style="list-style-type: none"> A significant amount of the undeveloped land in the Tranent area is classified as prime agricultural land, an important and finite land resource for food production due to its highly productive nature and the wide range of crops it can support. There are also occurrences of rare soils in parts of the area.

Water



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Figure 6: Water Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Water	<ul style="list-style-type: none"> • There are areas at medium to high risk of river flooding, particularly around the River Tyne and its tributaries. • Tranent and Macmerry in the north of the area are within a Potentially Vulnerable Area. • The River Tyne and its tributaries in Tranent are classified by SEPA as being of 'poor' ecological status. The main pressures contributing to this classification are sewage disposal and arable farming practices.

Cultural Heritage

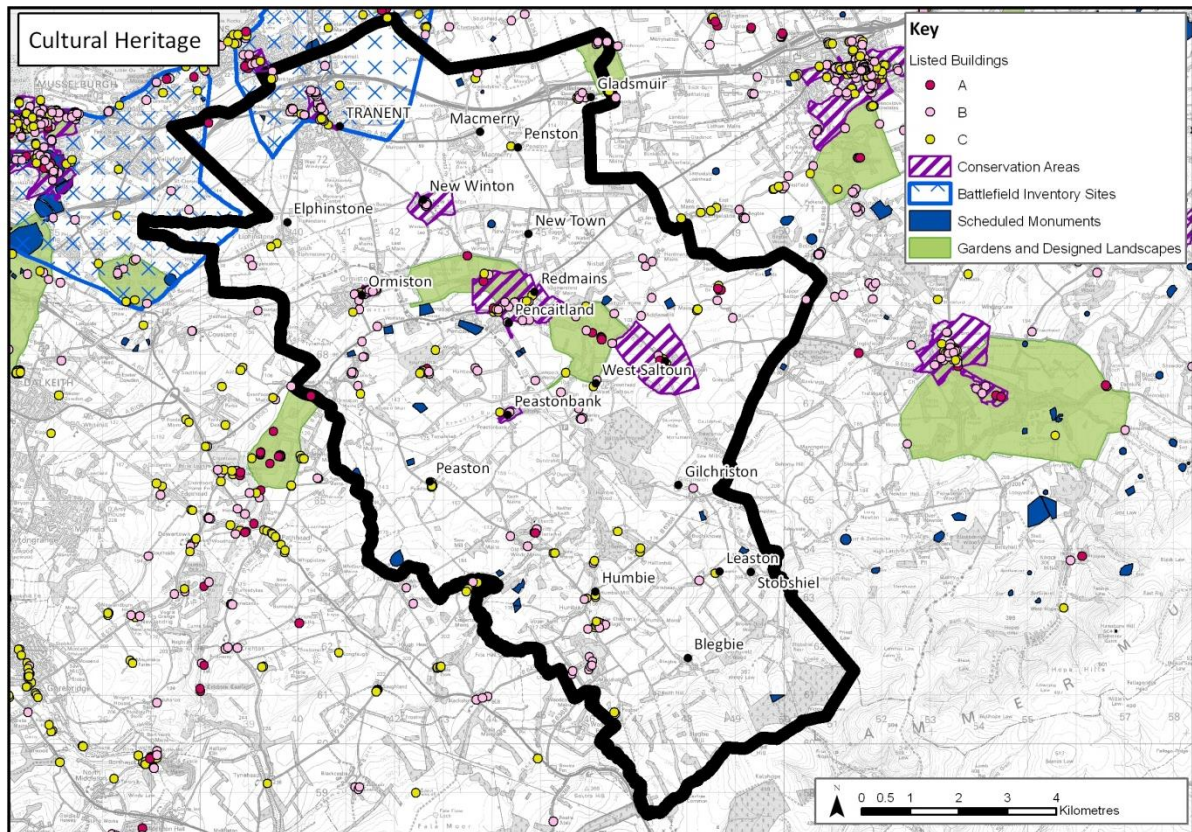
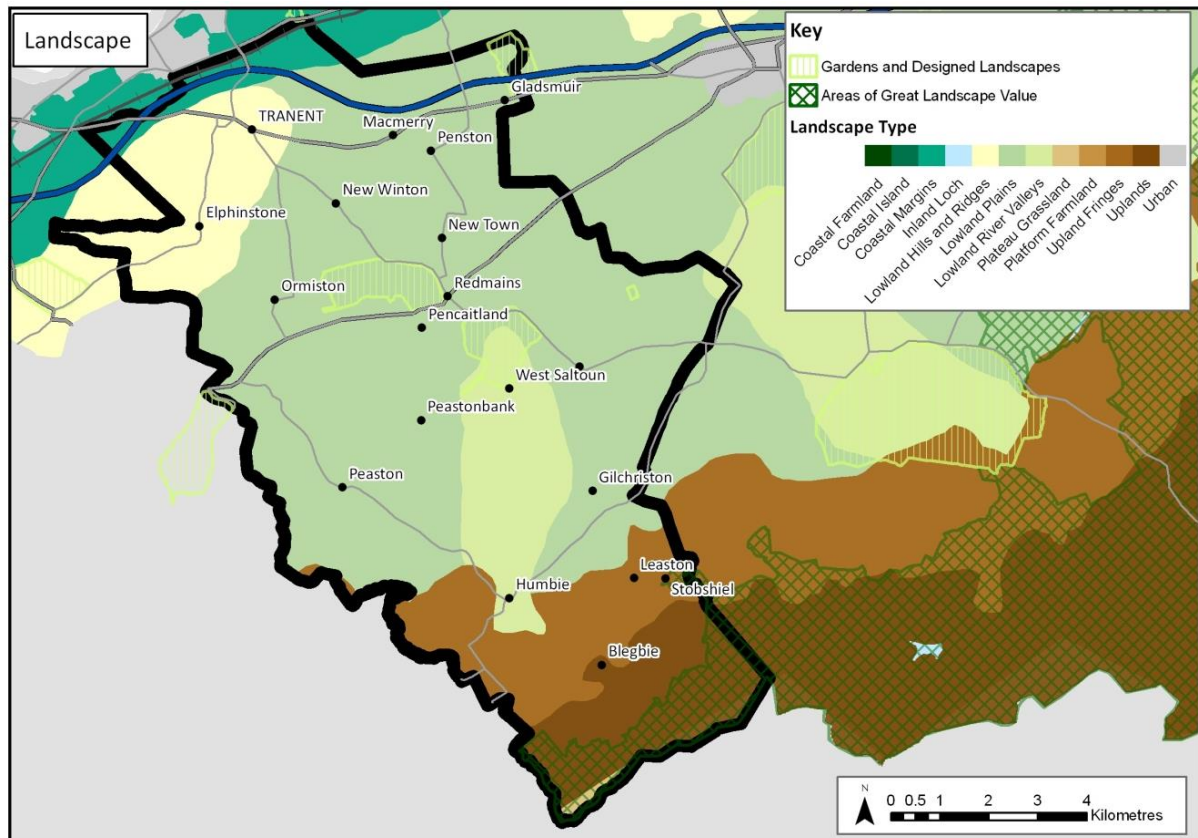


Figure 7: Cultural Heritage Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Cultural Heritage	<ul style="list-style-type: none"> • The area is rich in built and cultural heritage, with around 277 listed buildings, concentrated in Tranent, Ormiston and Pencaitland, as well as being scattered throughout the rural landscape. • There are approximately 29 Scheduled Monuments spread across the area, mainly forts and enclosures. The long and varied history of settlement in the area means there is significant potential for unknown archaeological remains across much of the area. • Conservation Areas have been designated in Tranent town centre and in the villages of Ormiston, New Winton, Pencaitland, and East Saltoun in recognition of their special architectural and historic characters. • There are two sites within the area that are recognised on the national Inventory of Gardens and Designed Landscapes: Winton House and Saltoun Hall. Also adjoining the area but located within Midlothian is Prestonhall. • The northern part of Tranent and its surrounding landscape includes part of the site designated on the national Inventory of Historic Battlefields as the location of the Battle of Prestonpans.

Landscape



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Figure 8: Landscape Characteristics

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Landscape	<ul style="list-style-type: none"> The area rises from the coastal margins in the north to the upland landscapes of the Lammermuirs in the south. The majority of the area is classified as lowland plain landscape character area. In the north-west of the area is the northern part of the Mayfield / Tranent Ridge, whose elevated slopes form the immediate visual horizon in many views south from the north and west. There are extensive views across the surrounding lowlands towards the coast. Alongside the Humbie Water is an area of lowland river valley landscape character area, which includes much woodland cover. There are a several historic designed landscapes and gardens within the area. The north-western part of the area to the west of Tranent is currently designated as part of the Edinburgh Green Belt, with the aim of maintaining the landscape setting of the city and neighbouring towns and avoiding coalescence.

Air

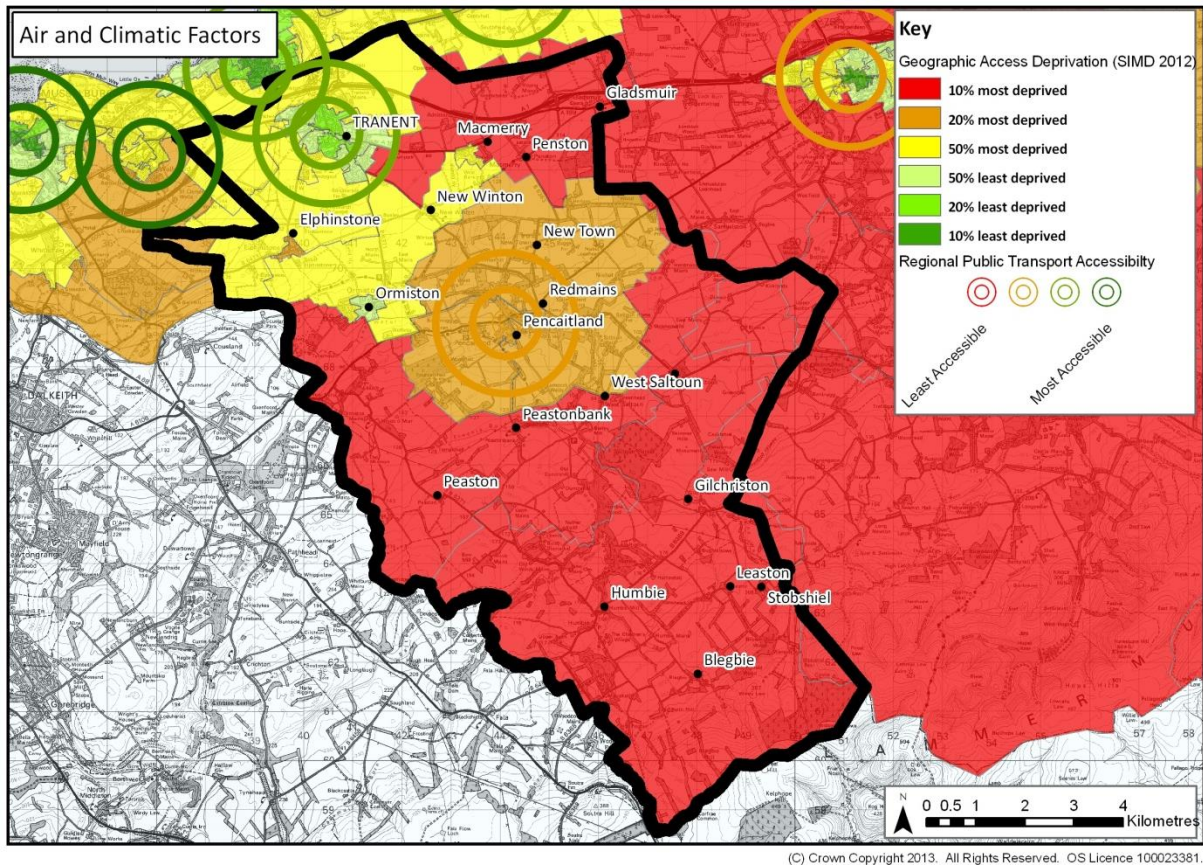


Figure 9: Accessibility

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Air	<ul style="list-style-type: none"> Tranent itself has relatively high levels of accessibility including regional public transport accessibility, while the area becomes increasingly less accessible to the south and east Large parts of the area are among the most 10% deprived in Scotland in terms of geographic access

Climatic Factors

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Climatic Factors	<ul style="list-style-type: none"> 70% of working people across the Fa'side ward use a car or van to commute to work, contributing to greenhouse gas emissions. Climate change may increase the frequency and magnitude of flood events from the River Tyne.

Material Assets

SEA Topic	Summary of Main Issues and Key Considerations in SEA Assessment
Material Assets	<ul style="list-style-type: none"> Areas of fertile and undeveloped land in the Tranent area are an important resource and contribute to the agricultural wealth of the area.

Site Assessments and SEA

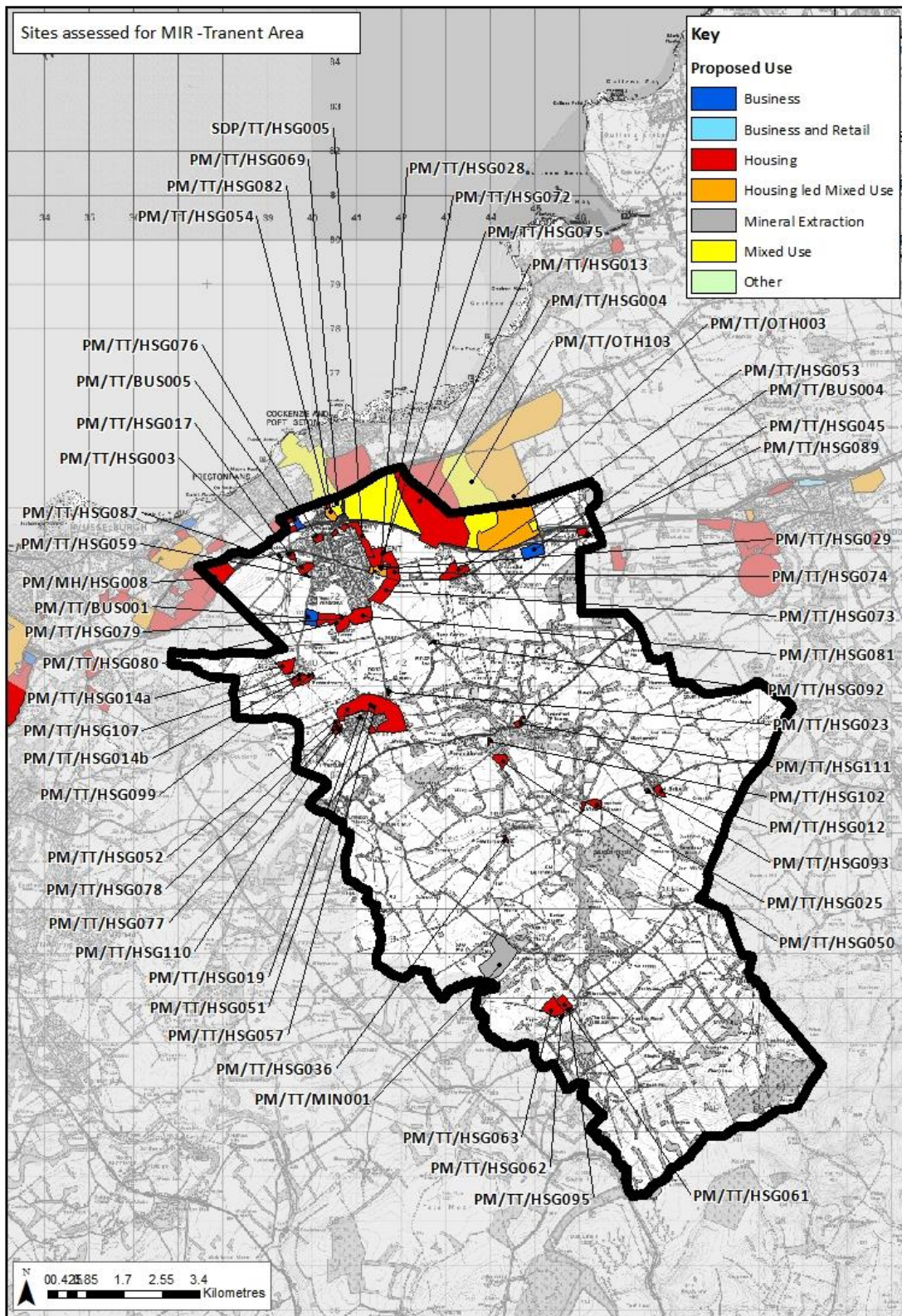
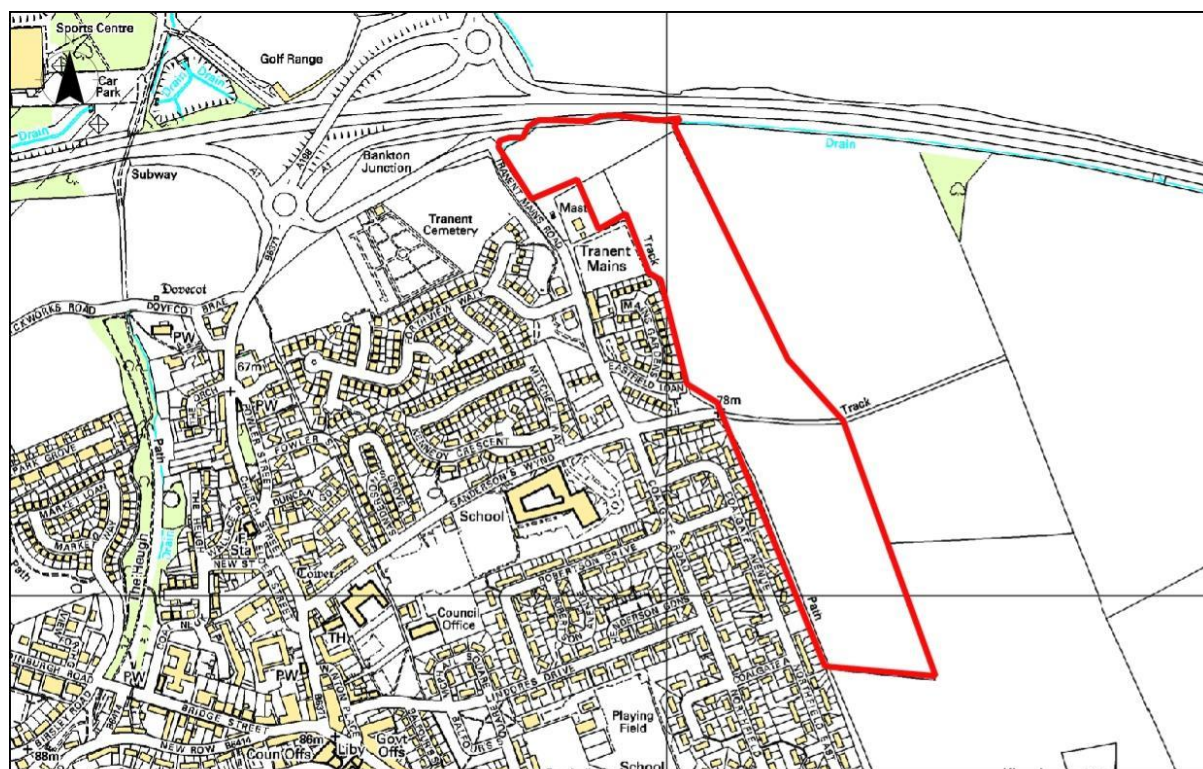


Figure 10: Sites in Tranent area assessed for Main Issues Report

Detailed Site Assessments – Tranent Catchment

SITE INFORMATION	
Topic	Comments
Site Name	Tranent Mains
Site Ref	SDP/TT/HSG005 – Site A: LDP Policy DC1: Rural Diversification
Source of Site Suggestion	Agent (Andrew McCafferty) on behalf of landowner (Omnivale Limited)
Site Size (ha)	Site 1 (east); 12.7ha.
Current Use	Agricultural
Proposed Use	Site 1: around 300 homes, future opportunity for a road link on the eastern side of Tranent
Summary Description	A greenfield site on the north-eastern edge of Tranent, accessible from Sanderson’s Wynd, and extending north to the A1.



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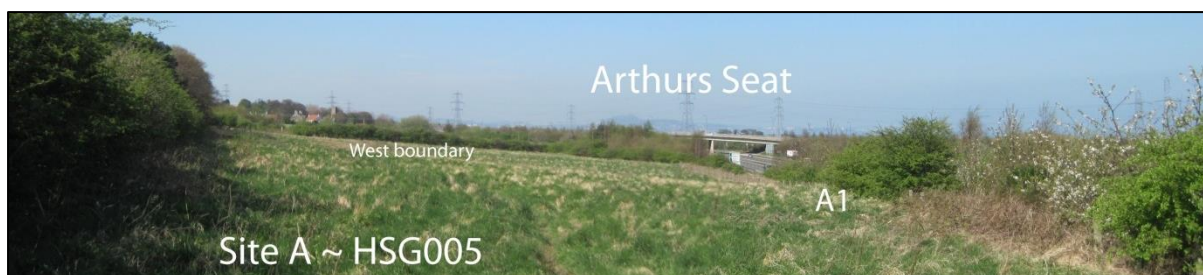
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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the eastern edge of Tranent. It is outside the existing settlement boundary but is well related to it.	Yellow
Accessibility	Tranent's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks fourth among other settlements in East Lothian. The site is not within 400m of any bus stops or within 800m of a rail station. However, there are bus stops on Church Street around 800m from the site, with a frequent service to Edinburgh via Prestonpans and Musselburgh and a less frequent service to ERI and Dalkeith. Tranent town centre is around 1km from the site, with a wide range of services, facilities, and employment opportunities.	Yellow
Exposure	The site generally has little shelter from northerly winds.	Red
Aspect	The site faces north.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use and there would be no conflicts with surrounding land uses other than noise impacts which arise from the proximity of the A1 to the north of the site. Mitigation measures may be required; the site submission shows open space in this area.	Yellow
Fit with local/ strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Green
Physical	The site is served by Castle Moffat Water Treatment Works and	Yellow

infrastructure capacity	Seafield Waste Water Treatment Works which both have available capacity. Suitable access is achievable onto the road network north of Tranent Mains Farm and into Sanderson's Wynd. However, there are traffic capacity constraints within the Tranent area including cumulative issues at Bankton junction, and further consideration is required to establish how these might be mitigated. If there is any significant housing/ employment growth to the East of Tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	The site is within the catchment of Sanderson's Wynd Primary School which has limited capacity but may be able to expand on the current site. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site's owner has expressed interest in developing the site. Scottish Water has advised that there is infrastructure running through the site, which might pose a constraint to development. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development.	



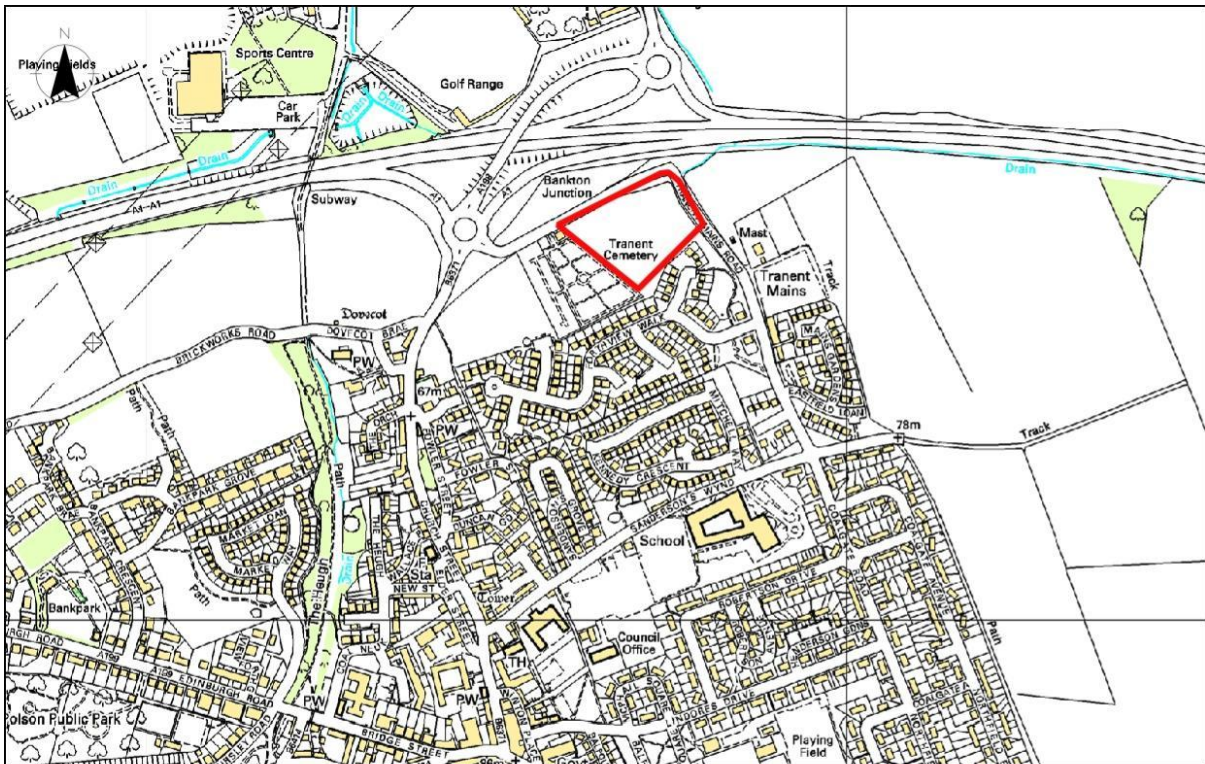


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. However it is only 2km from the Firth of Forth Special Protection Area, SSSI and Ramsar site and the site is potentially used by Curlew, Golden Plover, Grey Plover, Lapwing, Oyster catcher, pinkfooted goose and redshank. At this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. There are some hedgerows and trees within the site but are not protected. No concerns have been raised in relation to this site by Scottish National Heritage (SNH).	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. Its development may make a contribution to the regeneration of the disadvantaged Coalgate area. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+/?
Human Health	There is potential contamination associated with a former mineral railway on the western edge of the site, which the site's development may be able to mitigate. This route is also a core path, and therefore development on the site would have access to the core path network, although there are few other path connections. The site's development may create opportunities to improve the network. There is also reasonable access to existing open space within Tranent.	+/?
Soil	The development of the site would result in some loss of class 1 (minority) and class 2 (majority) prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are some small pockets of surface water flooding. The site is within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment. A Drainage Impact Assessment may be required.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities and active travel routes and reasonable public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-

Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality. There are coal deposits on the site.	-
Cultural Heritage	The site is within the designated Prestonpans battlefield. The northern part of the site is reasonably close to Tranent Kirk, the site of a notable incident in the battle, and its development may therefore raise issues in terms of the battlefield landscape. The southern part of the site does not raise such issues. Development has potential to affect the setting of the listed Tranent Mains Farmhouse (category C) but impacts could be avoided through appropriate design.	-/?
Landscape	The site adjoins the existing settlement boundary of Tranent and is north facing. A small area in the north of the site is designated within the Coastal Margins LCA as identified in the Lothian's Landscape Character Assessment; the majority of the site is designated within the Lowland Hills and Ridges LCA as identified in the Lothian's Landscape Character Assessment. The lowest point of the site is 55m in the north rising to 85m in the south. The site is currently unmanaged grassland, containing self seeded trees and unmanaged hedgerows. There are panoramic views from the site to the east and north, and the site is highly visible from a section of the A1, especially travelling west. The site would represent a fairly logical eastwards extension of the Tranent settlement but could give rise to some visual coalescence with Blindwells to the north, from which it is separated by the A1. The visual impact of development on the site could be ameliorated by woodland planting to the north and east, which may also improve the existing views of Tranent's urban edge from the A1. The impact on the character and appearance of the existing settlement could be minimised through the layout, design and landscaping of the development. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A1.	-/?

SITE INFORMATION

Topic	Comments
Site Name	Tranent Mains
Site Ref	SDP/TT/HSG005 – Site B: LDP Policy DC1 Rural Diversification to the north:
Source of Site Suggestion	Agent (Andrew McCafferty) on behalf of landowner (Omnivale Limited)
Site Size (ha)	1.6ha
Current Use	Agricultural
Proposed Use	Proposed as a park and ride facility but may also present an option for housing development.
Summary Description	A small greenfield site on the northern edge of Tranent, to the east of Tranent cemetery.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the northern edge of Tranent. It is outside the existing settlement boundary but is fairly well related to it.	Yellow
Accessibility	Tranent's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks fourth among other settlements in East Lothian. The site is around 18km from the centre of Edinburgh. It is around 300m from the A1 which can be accessed via the Bankton junction. There is a dedicated bus service from the Bankton Junction which provides a service to Edinburgh, Musselburgh, Prestonpans and Seton Sands. The site is not within 800m of a rail station but Tranent town centre is around 1km from the site, with a wide range of services, facilities, and employment opportunities.	Yellow
Exposure	The site has little shelter from northerly winds. This would not be relevant to the proposed use as a park and ride but would be relevant to alternative uses including housing.	Red
Aspect	The site is north facing.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use as a park and ride, or for alternative uses such as housing. However, noise and visual impacts from the proposed uses as a park and ride facility or housing could impact upon visitors to the adjacent cemetery. There may also be noise impacts which arise from the proximity of the A1 to the north of the site. Mitigation measures may be required.	Yellow
Fit with local/ strategic policy objectives and	The 2009 Strategic Transport Projects review identified a need for a Park and Ride Facility at Tranent, therefore development of this type would fit in with strategic policy objectives and direction. In relation	Green

direction	to other potential uses of the site, such as housing, the site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	If there is any significant housing/ employment growth to the East of Tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required. The Park and ride would be served by sufficient road infrastructure as it can be accessed by the local road network and also by the A1 and Bankton Junction. The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity.	
Service infrastructure capacity	School catchments and other service infrastructure are not relevant to the proposed use as a park and ride. However, if the site were to come forward for housing, it is within the catchment of Sanderson's Wynd Primary School which has limited capacity but may be able to expand on the current site. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site's owner has expressed interest in developing the site. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development (dependent on the use proposed).	



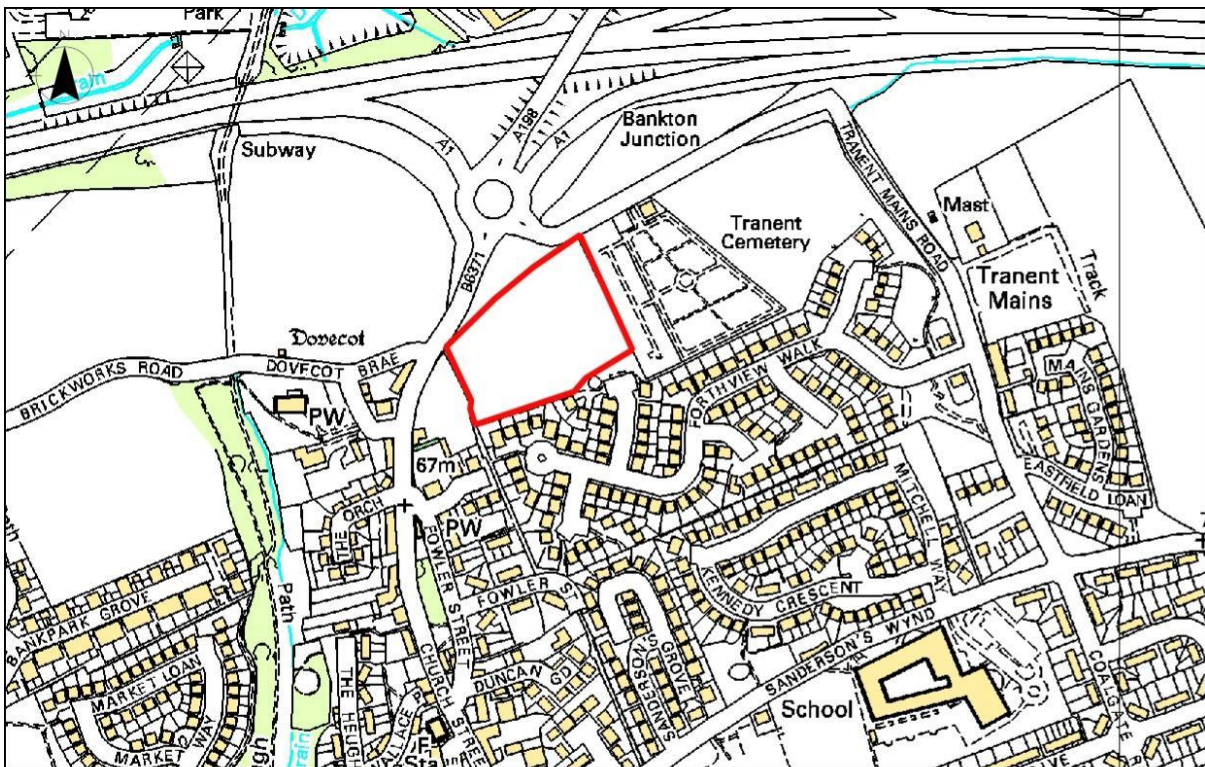
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. However it lies 2km from the Firth of Forth SPA, SSSI and Ramsar site. It is potentially used by Curlew, Golden Plover, Grey Plover, Lapwing, Oyster catcher, pink footed goose and redshank and at this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage.	o/?*
Population	The proposed use of the site as a Park and Ride facility would	+

	enhance accessibility to wider facilities, services, and employment opportunities, whilst promoting active travel and public transport. If the site were to be developed for housing, it would provide an element of affordable housing to help meet local need.	
Human Health	The site is bordered by an area of potential contamination from an old mineral railway on the western boundary. Development may present opportunities to mitigate this.	o/+
Soil	The development of the site would result in some loss of prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There is a small area of surface water flooding on the southern boundary. The site is within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment. A Drainage Impact Assessment may be required.	?
Air	A Park and Ride facility would likely generate an increase in the number of private vehicle trips to the site but would promote modal shift to public transport and reduce the overall distances travelled by private car. Development of the site for housing would not have this positive effect. However the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic through the High Street.	+/-/?
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The nature of the sites proposed use provides opportunities for sustainable travel, it is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is within the designated Prestonpans battlefield and is reasonably close to Tranent Kirk, the site of a notable incident in the battle. Its development may therefore raise issues in terms of the battlefield landscape.	-/?
Landscape	The site adjoins with the existing settlement boundary of Tranent and is north facing. The site straddles two LCA; Coastal Margins and Lowland Hills and Ridges, as identified in the Lothian's Landscape Character Assessment. The lowest point of the site is 55m in the north and rises to 60m in the south. It is an area of unimproved grassland physically contained by Tranent Mains Road to the north and east, the cemetery to the west, and housing to the south. The site's development would not represent a significant incursion into open countryside though may have impacts on the setting of Tranent cemetery. The site is visible from the A1 and there are open views out of the site towards the coast. The visual impact of	-/?

	development on the site could be ameliorated by suitable planting along the site boundaries. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A1.	
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SITE INFORMATION

Topic	Comments
Site Name	Tranent Mains (see also MIR/TT/OTH028)
Site Ref	SDP/TT/HSG005 – Site C: LDP DC1 Rural Diversification to north, Policy RCA1; Residential Character and Amenity in southern portion.
Source of Site Suggestion	Andrew McCafferty on behalf of Omnivale Limited (owners)
Site Size (ha)	Site 3 (west): 1.3ha
Current Use	Agricultural
Proposed Use	Site 3: budget hotel, nursing home or similar forming a northern gateway to Tranent as part of larger submission.
Summary Description	A small greenfield site on the northern edge of Tranent, to the west of Tranent cemetery.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the northern edge of Tranent. It is outside the existing settlement boundary but is fairly well related to it.	Yellow
Accessibility	Tranent's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks fourth among other settlements in East Lothian. The site is within 100m of bus stops on the B6371 with a frequent service to Edinburgh via Prestonpans and Musselburgh and a less frequent service to ERI and Dalkeith. There is no rail station within 800m of the site although Prestonpans station is within a walkable distance of around 1800m. Tranent town centre is around 600m from the site, with a wide range of services, facilities, and employment opportunities.	Yellow
Exposure	The site is exposed to northerly winds.	Red
Aspect	The site has a north-westerly aspect.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use. There would not be conflicts with surrounding land uses other than the potential for noise impacts which may arise from the proximity of the A1 to the north of the site. Mitigation measures may be required.	Yellow
Fit with local/ strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'. The proposal of a hotel may align with the SESplan aim to enable growth in the economy by	Green

	developing key economic sectors and acting as a national hub for development (and supporting local and rural development).	
Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. If there is any significant housing/ employment growth to the East of Tranent there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	School capacities are not relevant to the proposed use for a hotel or nursing home at this site.	
Deliverability/ Effectiveness	The site's owner has expressed interest in developing the site. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development.	



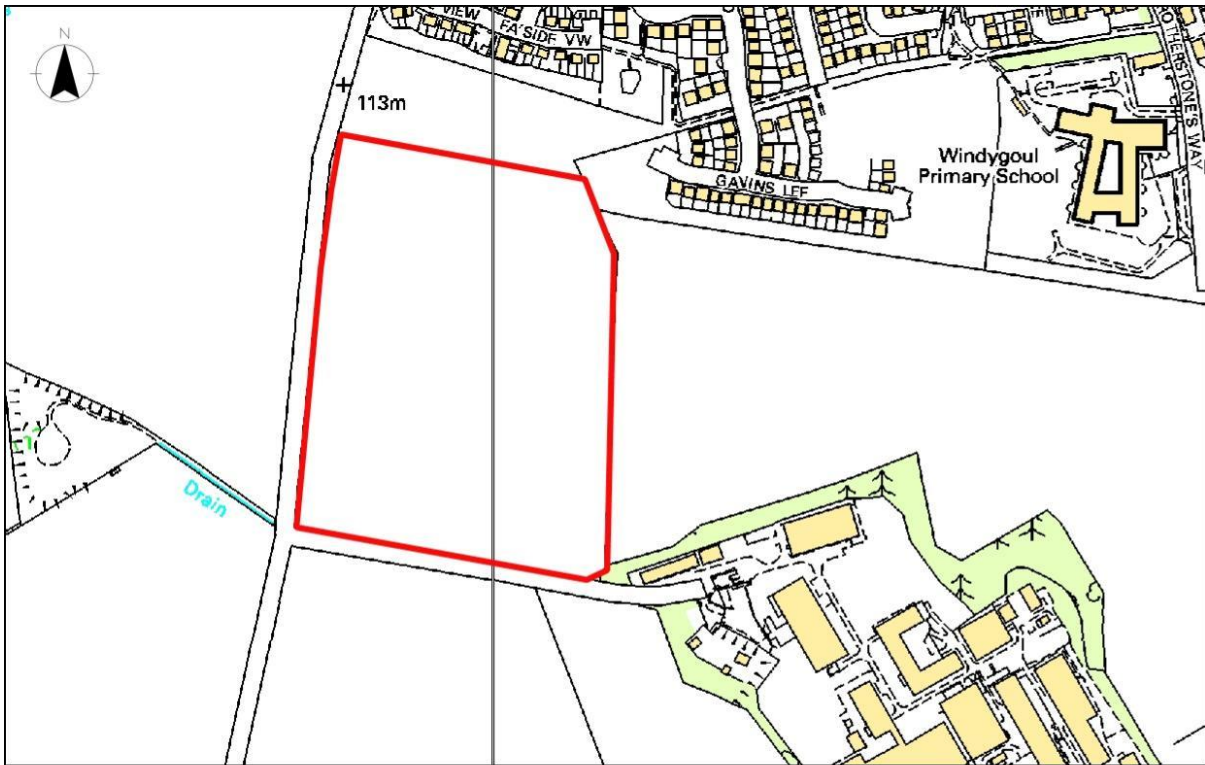
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. However the site is approximately 2km to the Firth of Forth SPA, SSSI and Ramsar site. The site is potentially used by Curlew, Golden Plover, Grey Plover, Lapwing, Oyster catcher, pink footed goose and redshank, and at this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. Tree loss would be minimal as there are some hedgerows present but no areas of notable woodland or protected trees. The site is not known to be inhabited by any notable species and there are no areas of priority habitat situated within the site.	o/?*
Population	The site has reasonable access by active travel to Tranent town centre, with a core path located to the west of the site. If the site is used for a proposed hotel, nursing home or similar use then it may generate some employment and therefore help the regeneration of areas of deprivation in east Tranent. Dependent upon the proposed uses of the site, it has potential to provide some level of (sheltered) accommodation through the development of a nursing home.	o/+/?
Human Health	There is no known contamination on the site. A core path borders the west the site, which also provides access to the wider core path network and reasonable access to existing open spaces within	o/?

	Tranent. The site's development may create opportunities to improve the network.	
Soil	The development of the site would result in some loss of class 1 (majority) and class 2 (minority) prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are no areas of surface water pockets. The site is within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment.	o
Air	Development of the site would be unconstrained by existing sources of air and noise pollution. The site has access to existing public transport, a core path and local facilities in Tranent town centre which may help reduce the need to travel by car. Yet, dependent on the uses proposed, development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-westerly facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is within the designated Prestonpans battlefield and is close to Tranent Kirk, the site of a notable incident in the battle. Its development may therefore raise issues in terms of the battlefield landscape. It is immediately adjacent to the Tranent Conservation Area, and could impact on the setting of this, on the approach from the north. Several listed buildings lie close to the site to its west, and there may be setting impacts on these. Impacts on cultural heritage would generally be dependent on the scale and nature of development proposed and it may be possible to mitigate them to some extent through appropriate design.	-/?
Landscape	The site is adjacent to the settlement boundary of Tranent. The landscape character is defined as Lowland Hills and Ridges in the Lothians Landscape Character Assessment. The site is prominent on the entrance to the town from the A1. It is located between existing housing and the Bankton junction. The B6371 road is situated to the north of the site and at a lower level. There are views to the north towards Cockenzie Power Station, the A1, Bankton Junction and pylons. Development would not result in a significant incursion into open countryside, however, it may detract from the setting of Tranent Conservation Area which abuts the site, including the listed parish church and buildings on Church Street. Development may	o/?

	<p>affect western views from the cemetery although there is a high natural stone boundary wall. A high quality architectural response would be required. The south of the site borders Forthview Walk which is partially screened by an unmanaged landscape strip. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A1.</p>	
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SITE INFORMATION

Topic	Comments
Site Name	Elphinstone Road, Windygoul Tranent
Site Ref	PM/TT/BUS001: LDP PROP TT3; Employment at Windygoul South, Tranent
Source of Site Suggestion	TMS Planning (agent)
Site Size (ha)	9ha
Current Use	Agricultural
Proposed Use	Employment
Summary Description	A greenfield site currently in agricultural use lying on the southern edge of Tranent



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the southern edge of Tranent. It is outside the existing settlement boundary but is fairly well related to it.	Yellow
Accessibility	Tranent's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks fourth among other settlements in East Lothian. The site is not within 400m of any bus stops but is adjacent to a bus route on Elphinstone Road, which has a limited service of 5-6 buses a day each way to Dalkeith and Musselburgh. There is no rail station within 800m of the site (Prestonpans railway station is 3km from the site). Tranent town centre is approximately 1600m from the site, with a wide range of services and facilities.	Yellow
Exposure	The site is exposed though existing development to the north may provide some limited shelter from northerly winds.	Red
Aspect	The site is located towards the top of a plateau and is undulating with no overall aspect.	Yellow
Suitability for Proposed Use	The site is physically suitable for the proposed use. Its proximity to housing to the north might limit the introduction of class 5 industrial uses in this area; these could be located to the south. Class 4 business uses would be compatible with adjacent housing. Possible conflicts could be mitigated through design.	Yellow
Fit with local/strategic policy objectives and direction	The site is within the East Lothian SDA as identified within SESplan and is adjacent to a main settlement. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy	Green

	objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. It is also served by Ormiston Waste Water Treatment Works which has very limited capacity. Access is achievable onto the B6414 Elphinstone Road. If land to the east were also to be developed then a link road would be required through the site. However, there are traffic capacity constraints within the Tranent area including cumulative issues at Bankton junction, and further consideration is required to establish how these might be mitigated.	
Service infrastructure capacity	School capacities and other service infrastructure are not relevant to the proposed use for employment.	
Deliverability/ Effectiveness	Small parts of the site are within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. The remainder of the site is within the Low Risk Area. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

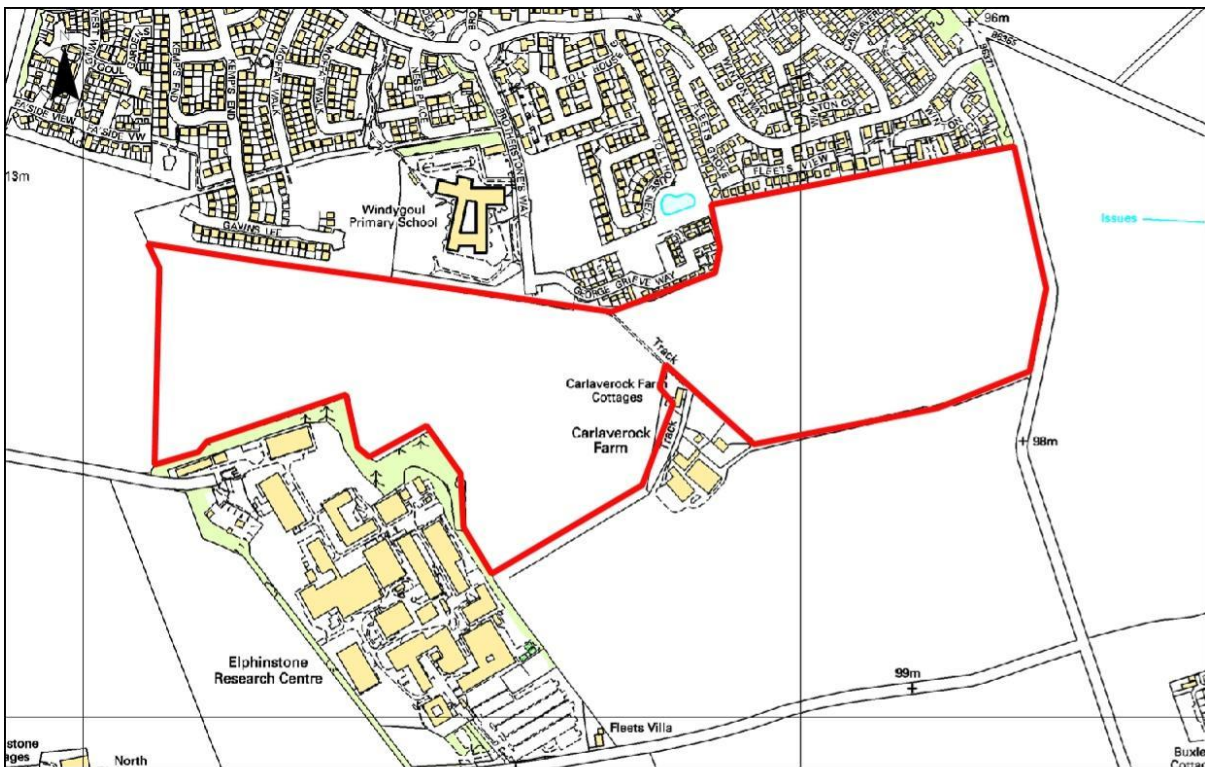


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. However it is within 2km of the Firth of Forth SPA, SSSI and Ramsar site. The site is potentially used by curlew, golden plover, grey plover, lapwing, oystercatcher, pink footed goose, redshank, and at this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage.	o/?*
Population	The site's development would widen employment opportunities for the local population. It is reasonably accessible by active travel or public transport.	+

Human Health	There are no records of contamination which would affect the site although the westernmost edge of the site may be affected by radon gas. Development could provide an opportunity to mitigate this. A core path runs along the southern and eastern site boundary, providing a route into Tranent town centre.	o/+
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are some small pockets of surface water flooding. The site is partly within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment. A Drainage Impact Assessment may be required.	?
Air	Development on the site would not be greatly affected by existing sources of air pollution. The site is in a location with reasonable access to local facilities, active travel routes and moderate public transport accessibility, so the need to travel by car is reduced. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions.	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	ELCAS advises that the previous evaluations on the adjacent West Windygoul site uncovered moderate archaeological remains. This site therefore has moderate potential for unknown archaeological remains.	-/?
Landscape	The site is located adjacent to the settlement boundary of Tranent. The landscape character is defined as Lowland Hills and Ridges as identified in the Lothian's Landscape Character Assessment. It is visually exposed due to its relatively flat character and the lack of natural boundary features. Its development would therefore be visually prominent. There are some mature trees within nearby Carlaverock Farm and Elphinstone Research Centre that help to provide a landscape context. It would represent a reasonably logical urban extension of Tranent in landscape terms alongside the development of land to the east; if developed on its own it may appear somewhat incongruous. It may contribute towards potential coalescence between Tranent and Elphinstone. The landscape impact of development could be mitigated by tree planting on the site boundaries.	-/?

SITE INFORMATION

Topic	Comments
Site Name	Windygoul South – strategic expansion area, Tranent (see also PM/TT/HSG080 and PM/TT/HSG081)
Site Ref	PM/TT/HSG079: LDP PROP TT1, Housing at Windygoul South, Tranent, and PROP TT2, Windygoul Primary School Expansion Land
Source of Site Suggestion	Walker Group (Scotland)
Site Size (ha)	34.9ha
Current Use	Agricultural
Proposed Use	Housing development (approx 500 homes) and education facilities
Summary Description	A large greenfield site on the southern edge of Tranent, currently in agricultural use.

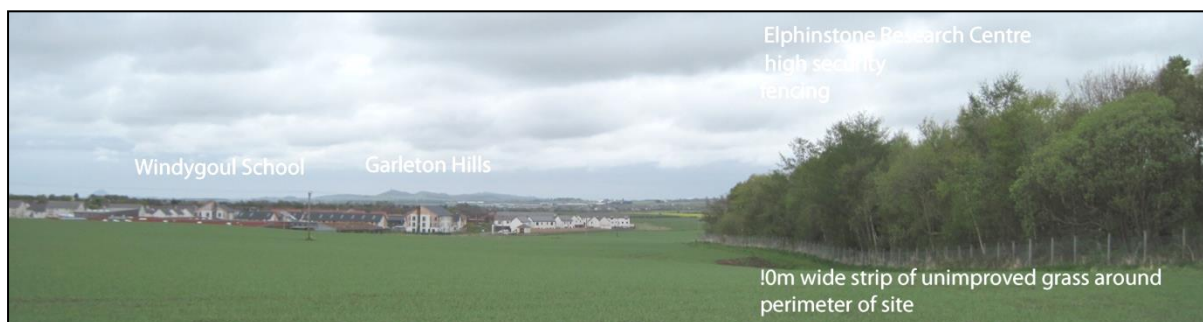


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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the southern edge of Tranent. It is outside the existing settlement boundary but is well related to it.	Yellow
Accessibility	Tranent's overall accessibility via public transport to the wider city region and key employment locations as well as health and retail facilities ranks fourth among other settlements in East Lothian. The site as a whole is not within 400m of bus stops, although the north east of the site is adjacent to bus stops on Waterloo Road that are within 400m. There is no rail station within 800m. Tranent town centre is within 1600m with a wide range of services and facilities.	Yellow
Exposure	Existing development to the north may provide a limited degree of shelter but the site's topography means it is fairly exposed to northerly winds.	Red
Aspect	The site faces north and east.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use. Adjacent land uses are mainly residential and agricultural; with Windygoul primary School adjacent to the site boundary. There may be potential amenity conflicts with Elphinstone Research Centre to the south west of the site but this is uncertain at this stage. It is likely to be possible to mitigate this through appropriate design.	Yellow
Fit with local/ strategic policy objectives and direction	The site is within the East Lothian SDA as identified within SESplan and is adjacent to a main settlement. Its development would therefore align fairly well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Green

Physical infrastructure capacity	The site is served by Roseberry Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. The scale of development proposed would require more than one access point onto the local road network as it would not be appropriate to utilise Brotherstone's Way (past the primary school) for this volume of traffic. There are traffic capacity constraints in the Tranent area and further consideration is required to establish how these might be mitigated. An access to the west (Elphinstone Road) from this site would minimise impacts on Tranent High Street but would have cumulative impacts at Dolphinstone junction. An access to the east (Ormiston Road) would put pressure on the town centre. If there is any significant housing/ employment growth to the South of tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	The site is within the catchment of Windygoul Primary School which has no capacity with additional land required to accommodate appropriate expansion. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site's owner has expressed interest in developing the site. The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development.	



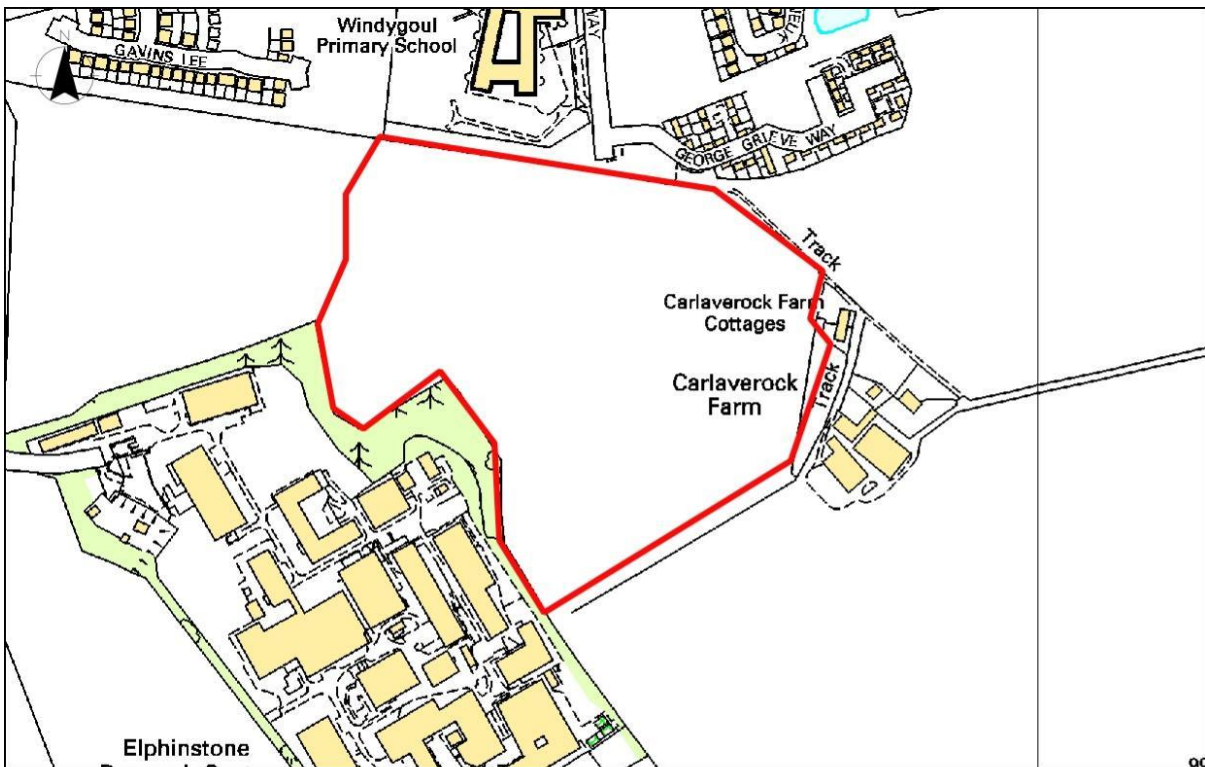
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their International, National or Local nature conservation importance. However it is approximately 4km from the Firth of Forth SPA, SSSI and Ramsar	o/?*

	site. Development of the site may have an effect on the Natura Site as it is potentially used by Curlew, Golden Plover, Lapwing, Oystercatcher, Pink footed Goose and Redshank. Therefore, at this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. Neutral Grassland and Calcareous Grassland which are adjoined to the northern border of the site may provide an opportunity to connect priority habitat through the site itself.	
Population	The site would provide housing, including a significant an element of affordable housing to help meet local need. The site has moderate access to facilities, services, and employment opportunities by active travel or public transport.	+
Human Health	There are small areas of potential contamination in the western and eastern parts of the site from a former mineral railway and filled ground associated with mining activities. Development may present the opportunity to mitigate this. Access to the core path network and open space within Tranent is reasonable. Development on the scale proposed could make a significant contribution to green network objectives through new path connections and open space. However, it could have implications for potential air quality issues in Tranent town centre.	+/?
Soil	The development of the site would result in a significant loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are some pockets of surface water flooding. The site is not within a Potentially Vulnerable Area. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment. Drainage Impact Assessment may be required. SEPA note development at the PROP TT2 part of the site could potentially increase the probability of flooding elsewhere.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with access to local facilities, active travel routes and public transport accessibility so the need to travel by car is reduced. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's northerly and easterly facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-

Cultural Heritage	There are no cultural heritage designations affecting the site. ELCAS advises there are some undesignated cropmarks at the southern end and moderate potential for unknown archaeological remains. The eastern side has been previously disturbed.	o/?
Landscape	The site is not within the existing settlement boundary but would be a reasonably logical area of urban expansion for Tranent. The landscape character of the site is defined as Lowland Hills and Ridges (west) and Lowland Plains (east) as identified in the Lothians Landscape Character Assessment. The site at a height of 110m in the west and slopes down to 95m in the east. The site is not within the designated Green Belt area but its development may contribute to potential coalescence between Tranent and Elphinstone. The northern border of the site is in close proximity to Windygoul Primary School and existing housing settlements which would promote a well related expansion area. The Elphinstone Research Centre, Carlaverock Farm and areas of arable land border the south of the site whilst the eastern boundary of the site is formed by the B6371 road and a grass verge. From the south of the site there are uninterrupted views of the roofscapes of new development. The western edge of the site is formed by a post and wire fence which is adjacent to the core path and an area of arable land. There are panoramic views from the site towards Macmerry, Hopetoun Monument and Berwick Law. There are further panoramic views of the Lammermuir Hills to the south. The introduction of natural boundaries and shelterbelts along these exposed perimeters would help shelter and screen the site and help to integrate the development in to the landscape setting.	-/?

SITE INFORMATION

Topic	Comments
Site Name	Windygoul South – Strategic Option A (see also PM/TT/HSG079)
Site Ref	PM/TT/HSG080; LDP PROP TT1, Housing at Windygoul South, Tranent, and PROP TT2, Windygoul Primary School Expansion Land, with additional land to east and west
Source of Site Suggestion	Walker Group (Scotland)
Site Size (ha)	4.6ha
Current Use	Agricultural
Proposed Use	Housing – option 110-132 homes plus extension of primary school
Summary Description	A greenfield site on the southern edge of Tranent, currently in agricultural use. Part of larger site PM/TT/HSG079.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the southern edge of Tranent. It is outside the existing settlement boundary but is well related to it.	Yellow
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. The site is not within 400m of bus stops and there is no rail station within 800m. Tranent town centre is within 1600m, with a wide range of services and facilities.	Yellow
Exposure	Existing development to the north may provide a limited degree of shelter but the site's topography means it is fairly exposed to northerly winds.	Red
Aspect	The site is broadly north or north-east facing.	Red
Suitability for Proposed Use	The site is adjacent to the Elphinstone Research Centre which may potentially pose conflict due to noise and security issues for the south-western part of the site. Mitigation measures may be required.	Yellow
Fit with local/strategic policy objectives and direction	The site is within the East Lothian SDA as identified within SESplan and is adjacent to a main settlement. Its development would therefore align fairly well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Green
Physical infrastructure capacity	The site is served by Roseberry Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. There are traffic capacity constraints in the Tranent area and further consideration is required to establish how these might be mitigated.	Yellow

	If there is any significant housing/ employment growth to the East or South of Tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	The site is within the catchment of Windygoul Primary School which has no capacity with additional land required to accommodate appropriate expansion. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

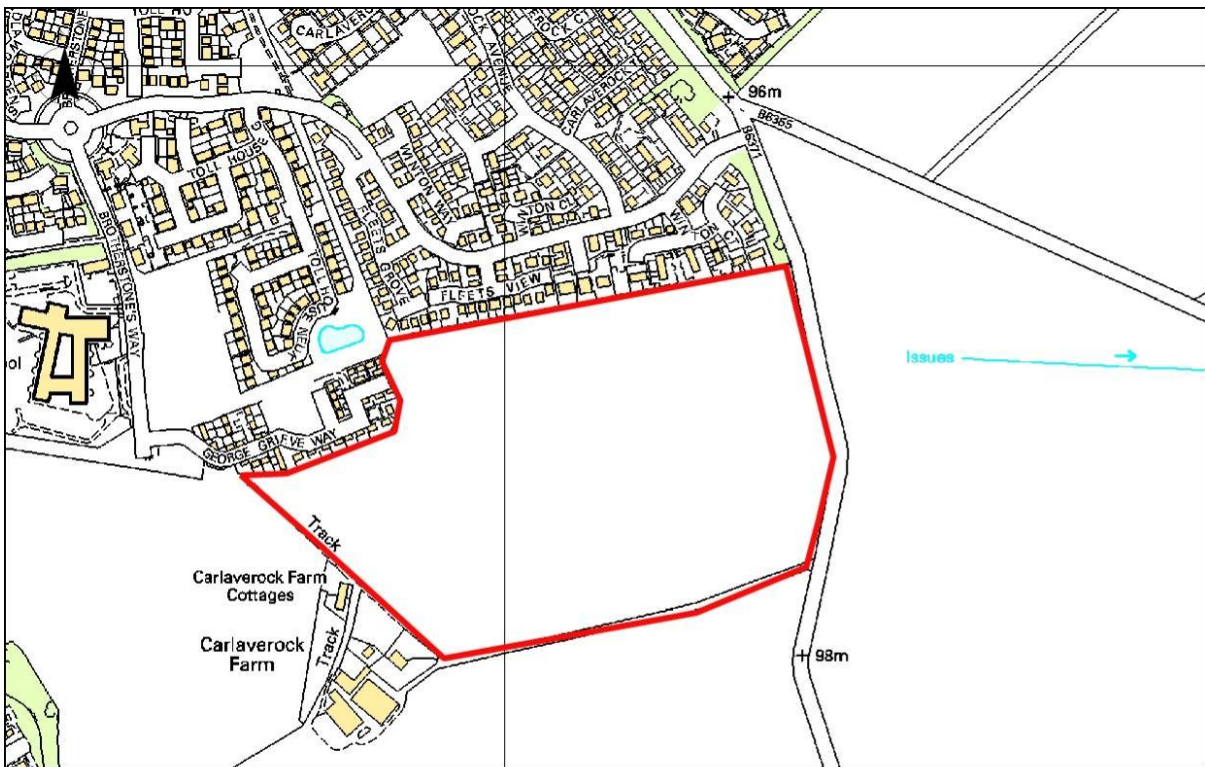


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for its National, International or Local nature conservation importance. However it is approximately 4km from the Firth of Forth SPA, SSSI and Ramsar site. The site is potentially used by Curlew, Golden Plover, Lapwing, Oystercatcher, Pink footed Goose and Redshank and at this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. The site has moderate access to facilities, services, and employment opportunities by active travel or public transport.	+
Human Health	There is no known contamination within the site. Access to the core path network and open space within Tranent is reasonable. Development may be able to contribute to green network objectives through new path connections and open space. However, it could have implications for potential air quality issues in Tranent town centre.	o/?
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map but there is an area at risk of surface water	?

	flooding in the centre of the site covering over 1ha. The site is not within a Potentially Vulnerable Area. SEPA has not raised any concerns with regards potential impact on the water environment. SEPA note development at the PROP TT2 part of the site could potentially increase the probability of flooding elsewhere. A Drainage Impact Assessment may be required.	
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with access to local facilities, active travel routes and public transport accessibility so the need to travel by car is reduced. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north/north-easterly facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	There are no cultural heritage designations affecting the site. ELCAS advises there are some undesignated cropmarks at the southern end and moderate potential for unknown archaeological remains.	o/?
Landscape	The site is not within the existing settlement boundary but would be a reasonably logical area of urban expansion for Tranent. The landscape character is defined as Lowland Hills and Ridges as identified in the Lothian's Landscape Character Assessment. The site is not within the designated Green Belt area. It may contribute to potential coalescence between Tranent and Elphinstone, particularly if developed in combination with land to the west and east. If developed in isolation it may appear less logical in landscape terms. Areas of arable land border south of the site and there are uninterrupted views of the roofscapes of new development. There are panoramic views from the site towards Macmerry, Hopetoun Monument and Berwick Law. There are further panoramic views of the Lammermuir Hills to the south. The introduction of natural boundaries and shelterbelts along these exposed perimeters would help shelter and screen the site and help to integrate the development in to the landscape setting. The visual impact of development would be reduced by sensitive landscape design.	-/?

SITE INFORMATION

Topic	Comments
Site Name	Windygoul South – Strategic Option B (see also PM/TT/HSG079)
Site Ref	PM/TT/HSG081: LDP PROP TT1 T1, Housing at Windygoul South, Tranent, with additional land to east including PROP TT2, Windygoul Primary School Expansion Land
Source of Site Suggestion	Walker Group (Scotland)
Site Size (ha)	11.5ha
Current Use	Agricultural
Proposed Use	Residential development
Summary Description	A greenfield site on the southern edge of Tranent, currently in agricultural use. Part of larger site PM/TT/HSG079.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the southern edge of Tranent. It is outside the existing settlement boundary but is well related to it.	Yellow
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. The site is within 400m of bus stops on Waterloo Road. The bus stop located closest to the centre of the site is roughly 356m north and is served by two bus services at peak times, one of which provides a regular service in to Edinburgh. There is no rail station within 800m. Tranent town centre is within 1600m, with a wide range of services and facilities.	Yellow
Exposure	Existing development to the north may provide a limited degree of shelter but the site's topography means it is fairly exposed to northerly winds.	Red
Aspect	The site is east facing.	Yellow
Suitability for Proposed Use	The site is physically suitable for the proposed use. Neighbouring land uses are residential and agricultural which may potentially be impacted by noise from the housing and school development. Mitigation measures may be required.	Yellow
Fit with local/strategic policy objectives and direction	The site is within the East Lothian SDA as identified within SESplan and is adjacent to a main settlement. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Green
Physical	The site is served by Roseberry Water Treatment Works and Seafield	Yellow

infrastructure capacity	Waste Water Treatment Works which both have available capacity. The scale of development proposed would require more than one access point onto the local road network as it would not be appropriate to utilise Brotherstone's Way (past the primary school) for this volume of traffic. There are traffic capacity constraints in the Tranent area and further consideration is required to establish how these might be mitigated. An access to the east (Ormiston Road) would put pressure on the town centre. If there is any significant housing/ employment growth to the East or South of Tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	The site is within the catchment of Windygoul Primary School which has no capacity with additional land required to accommodate appropriate expansion. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



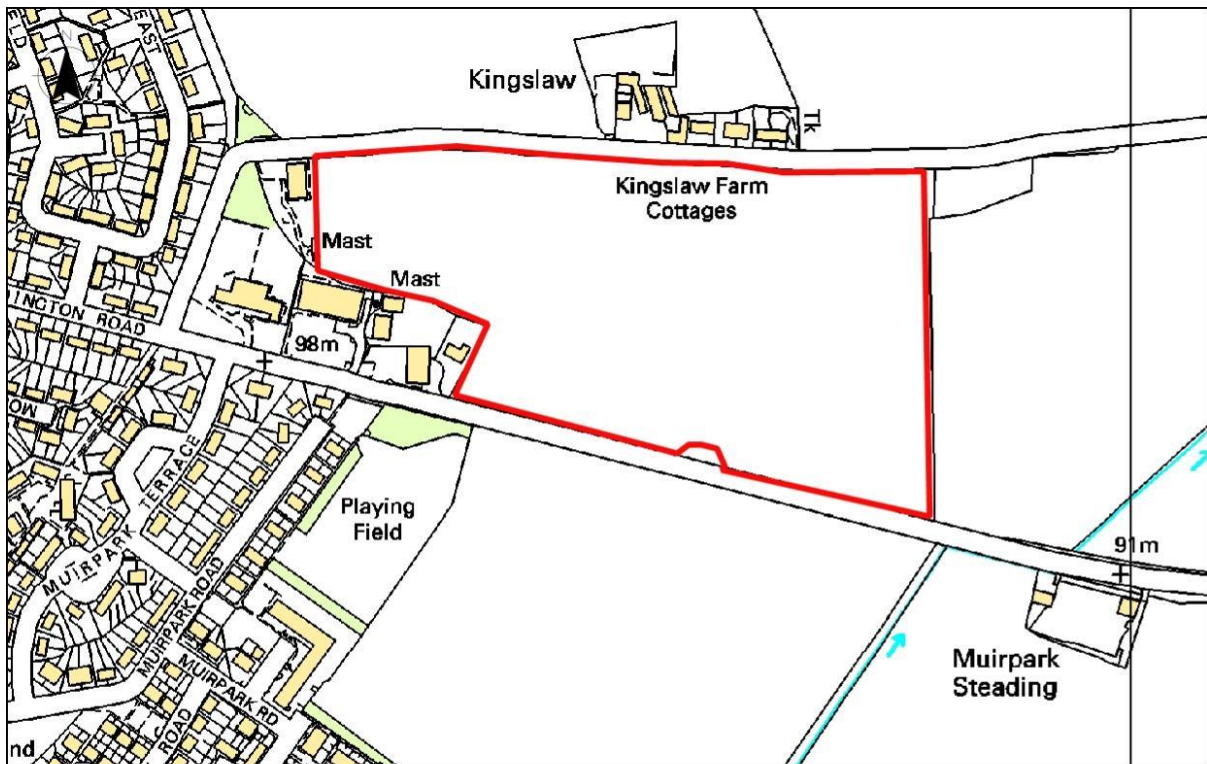
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area of International, National or Local nature conservation importance. However it is approximately 4km from the Firth of Forth SPA, SSSI and Ramsar site. At this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. There are no areas of priority habitat within the site but an area of Calcareous Grassland and Neutral Grassland is connected to the north west border of the site. This may provide opportunities for connecting the existing network in to the design of the new development.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. The site has moderate access to facilities, services, and employment opportunities by active travel or public transport.	+
Human Health	There is an area of potential contamination towards the west of the site from filled ground associated with mining activities. Development may present the opportunity to mitigate this. Access to the core path network and open space within Tranent is	o/?

	reasonable. Development may be able to contribute to green network objectives through new path connections and open space. However, it could have implications for potential air quality issues in Tranent town centre.	
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are some small pockets of surface water flooding. The site is not within a Potentially Vulnerable Area. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment. SEPA note development at the PROP TT2 part of the site could potentially increase the probability of flooding elsewhere. A Drainage Impact Assessment may be required.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with access to local facilities, active travel routes and public transport accessibility so the need to travel by car is reduced. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	There are no cultural heritage designations affecting the site. ELCAS advises that the area has been previously disturbed by mining (Carlaverock Pit) and its development would therefore not raise any archaeological issues.	o
Landscape	The site is not within the existing settlement boundary but would be a logical area of urban expansion for Tranent. The landscape character of the site is defined as Lowland Hills and Ridges (west) and Lowland Plains (east) as identified in the Lothians Landscape Character Assessment. The site is not within the designated Green Belt. The site is gently undulating and visually exposed due to the lack of any natural boundary features. The north of the site is bordered by existing housing which may allow for the consolidation of the existing settlement pattern and structure. There are views to the west of undulating arable land dissected by overhead power lines and the tree lined steep embankment boundary of Elphinstone Research Centre. Carlaverock Farm is located to the south west of the site. Areas of arable land also border the south of the site whilst the eastern boundary is formed by the B6371 road and a grass	o/-/?

	<p>verge. From the south of the site there are uninterrupted views of the roofscapes of new development. There are panoramic views from the site to the east towards Macmerry, Hopetoun Monument and Berwick Law. There are further sensitive panoramic views of the Lammermuir Hills to the south. Planting native trees and shrubs would provide a landscape buffer and shelter for any future development on the site.</p>	
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SITE INFORMATION

Topic	Comments
Site Name	Kingslaw 1 Tranent (see also PM/TT/HSG029)
Site Ref	PM/TT/HSG028: LDP PROP TT6: Kingslaw, Tranent in western part, LDP Policy DC1 Rural Diversification in eastern part
Source of Site Suggestion	Agent (G L Hearn) on behalf of owners (The Cooperative Group)
Site Size (ha)	4.8ha
Current Use	Arable agriculture but allocated for employment
Proposed Use	Mixed use/employment and residential
Summary Description	A greenfield site on the eastern edge of Tranent, currently in agricultural use but allocated for employment development



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is located to the east of Tranent. It is also currently allocated for employment development and is therefore within the settlement boundary as defined in the Local Plan 2008.	Green
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. Bus stops on Haddington Road are within 400m of the site, with frequent services to Edinburgh via Musselburgh, and to Haddington and Dunbar. There is no rail station within 800m. Tranent town centre is around 700m of the site, with a wide range of services, facilities, and employment opportunities.	Yellow
Exposure	The site does not benefit from shelter from northerly winds by virtue of topography or presence of vegetation.	Red
Aspect	The site is on top of a gentle ridge. The overall area is fairly flat, but slightly north/east facing.	Yellow
Suitability for Proposed Use	The site is physically suitable for the proposed use. Adjacent land uses include retail, car sales, and agriculture. Any potential amenity conflicts could be avoided through appropriate design and layout.	Yellow
Fit with local/strategic policy objectives and direction	The site is within the East Lothian SDA as identified within SESplan and is adjacent to a main settlement. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Green
Physical	The site is served by Castle Moffat Water Treatment Works and	Yellow

infrastructure capacity	Seafield Waste Water Treatment Works which both have available capacity. Suitable access is achievable onto the road network, however there are traffic capacity constraints within the Tranent area including cumulative issues, and further consideration is required to establish how these might be mitigated. If there is any significant housing/ employment growth to the East or South of Tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	The site is within the catchment of Sanderson's Wynd Primary School which has limited capacity but may be able to expand on current site. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



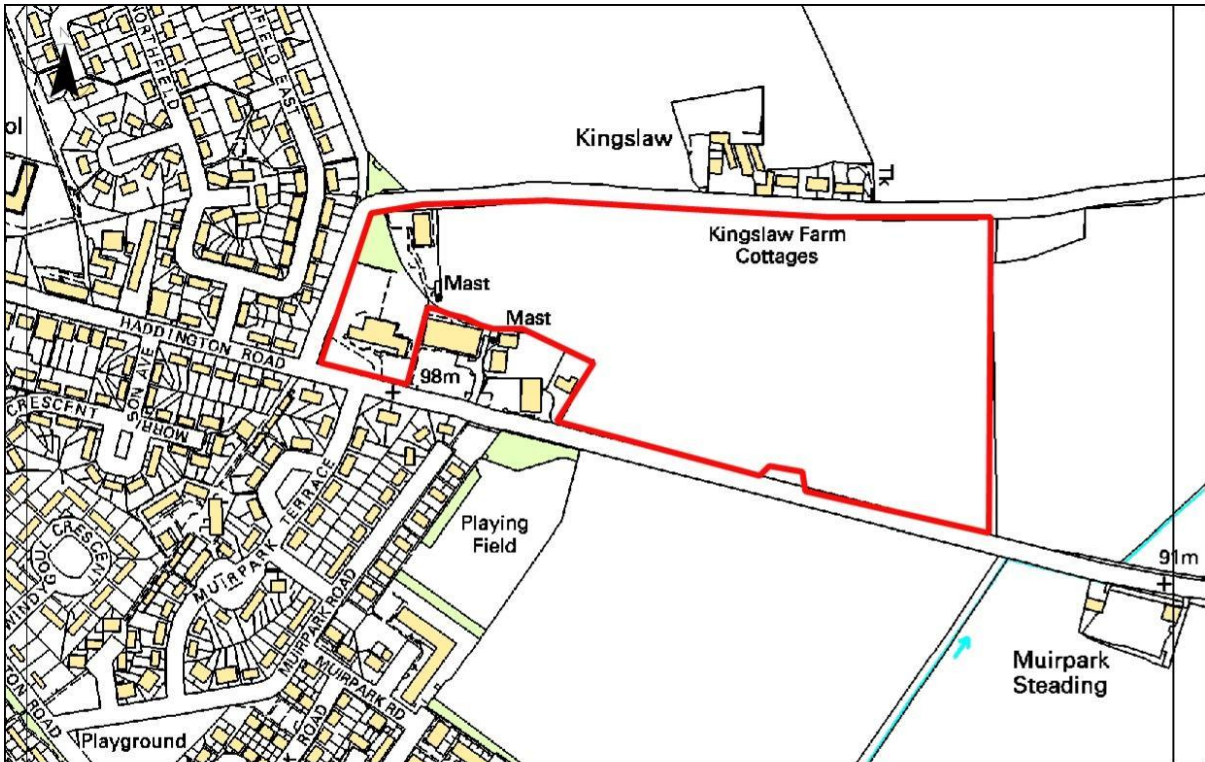
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area designated for its International, National or Local nature conservation importance. However it is approximately 3km from the Firth of Forth SPA, SSSI and Ramsar site. At this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. Its development may make a contribution to the regeneration of the disadvantaged eastern part of Tranent. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+
Human Health	Part of the site is affected by potential contamination from filled	o/?

	ground associated with former mining, which the site's development may have the potential to mitigate. The site has reasonable access to the core path network and areas of open space. Development of the site could provide opportunities to contribute to enhance the local path network.	
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are some small pockets of surface water flooding. The site is within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment. A Drainage Impact Assessment may be required.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with access to local facilities, active travel routes and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north/east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is within the designated Prestonpans battlefield. Historic Environment Scotland advises that the site does not contribute strongly to understanding of the battlefield landscape and its development would not raise issues of national importance. ELCAS advises that there is a possible undesignated cursus and mineral railway within the area, and good potential for unknown archaeological remains.	o/?
Landscape	The landscape character of the site is predominantly defined as Lowland Hills and Ridges as identified in the Lothians Landscape Character Assessment; however the south east of the site is marginally within the Lowland Plains landscape character. The site is currently allocated for employment development and therefore the principle of built development has been established, which would bring it within the settlement boundary. The A199 forms the southern boundary of the site. The north and east boundaries of the site are surrounded by arable land. All perimeters would benefit from landscape screening to reinforce boundaries and to provide shelter. There are no natural boundary features along the east of the site, therefore any development would be prominent from the A199	o/-/?

	<p>travelling from Macmerry to the east. Landscape impacts could be largely mitigated through appropriate siting and landscape design. There are panoramic views to the north of the Firth of Forth and the chimney stacks at Cockenzie Power Station. Development of the site does not fall within a Green Belt area but may contribute to coalescence between Tranent and Macmerry.</p>	
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SITE INFORMATION

Topic	Comments
Site Name	Kingslaw Option 3 (see also PM/TT/HSG028)
Site Ref	PM/TT/HSG029; LDP PROP TT6: Kingslaw, Tranent in central part; LDP Policy DC1 Rural Diversification in eastern part; Policy RCA1 in small central section by 'Mast', Policy TC2: Town and Local Centres in west.
Source of Site Suggestion	GL Hearn (agent) on behalf of Cooperative group (owner of eastern part of the site – not the Tranmare)
Site Size (ha)	6.4ha
Current Use	Arable agriculture and the site of the former Tranmare hotel, as well as the phone exchange. The undeveloped part of the site is allocated for employment.
Proposed Use	Mixed use/housing
Summary Description	A partly greenfield site on the eastern edge of Tranent, currently in agricultural use but allocated for employment development. The western part of the site formerly contained the Tranmare Hotel, which has now been demolished and has consent for a retail use. The BT phone exchange is also within the site boundary.



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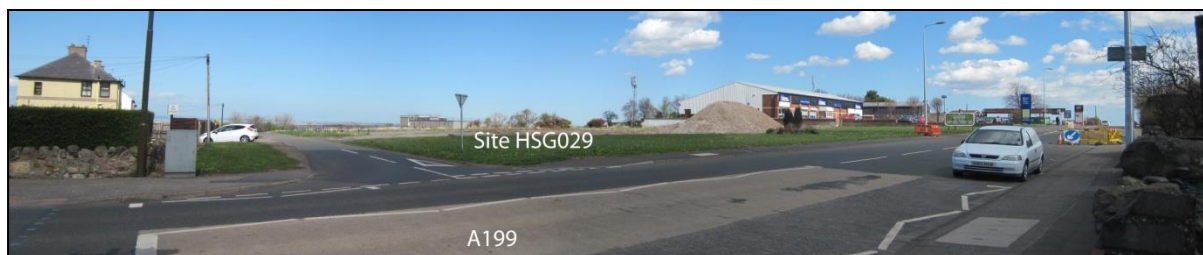


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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	Partly inside (Tranmare) but mainly outside the existing settlement however it is a previously allocated employment site.	Yellow
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. Bus stops on Haddington Road are within 400m of the site, with frequent services to Edinburgh via Musselburgh, and to Haddington and Dunbar. There is no rail station within 800m. Tranent town centre is around 700m of the site, with a wide range of services, facilities, and employment opportunities.	Yellow
Exposure	The site does not benefit from shelter from northerly winds by virtue of topography or presence of vegetation.	Red
Aspect	The site faces broadly north-west; the eastern part is fairly level and sits at the top of a broad ridge.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use. Adjacent land uses include retail, car sales, and agriculture. Any potential amenity conflicts could be avoided through appropriate design and layout.	Yellow
Fit with local/strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Green
Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. Suitable access is achievable onto the road network,	Yellow

	however there are traffic capacity constraints within the Tranent area including cumulative issues, and further consideration is required to establish how these might be mitigated. If there is any significant housing/ employment growth to the East or South of Tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	The site is within the catchment of Sanderson's Wynd Primary School which has limited capacity but may be able to expand on current site. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

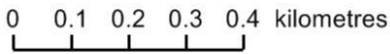
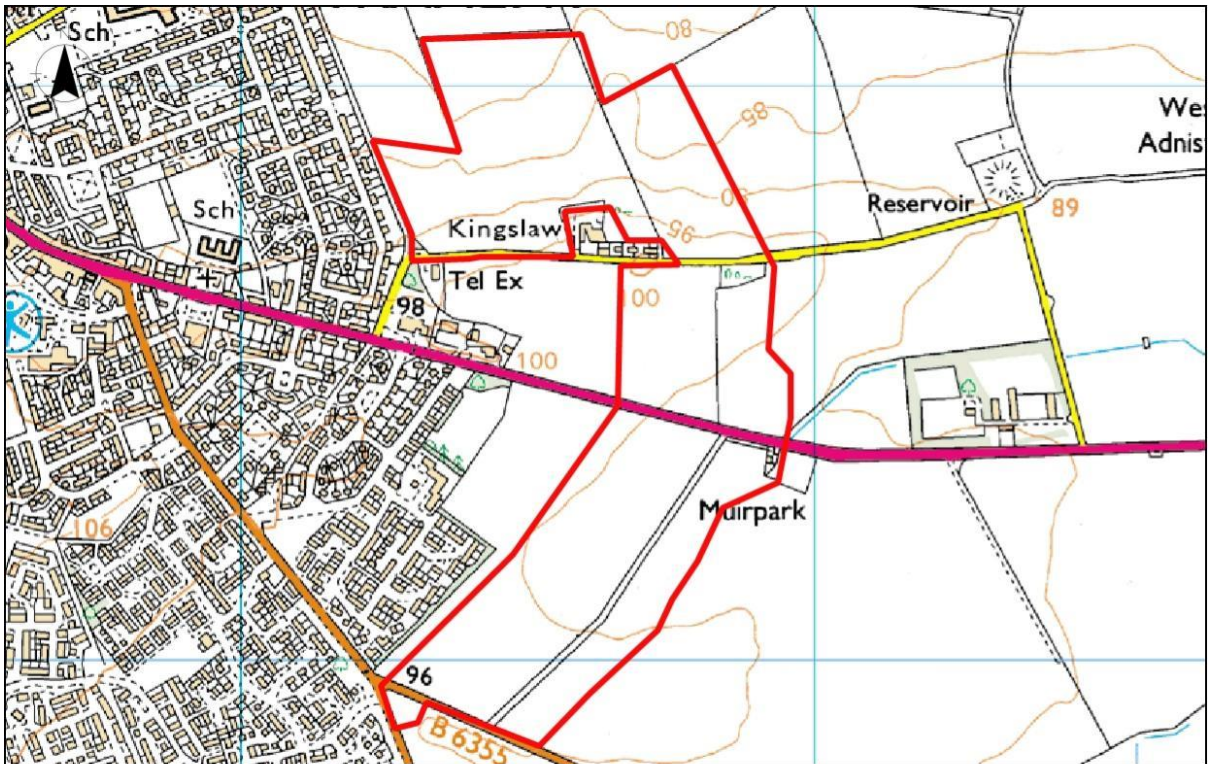


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area designated for its International, National or Local nature conservation importance. However it is approximately 3km from the Firth of Forth SPA, SSSI and Ramsar site. At this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. Its development may make a contribution to the regeneration of the disadvantaged eastern part of Tranent. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+
Human Health	Part of the site is affected by potential contamination from filled ground associated with former mining, which the site's development may have the potential to mitigate. The site has reasonable access to the core path network and areas of open space. Development of the site could provide opportunities to contribute to enhance the local path network.	o/?
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are some small pockets of surface water	?

	flooding. The site is within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment. A Drainage Impact Assessment may be required.	
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with access to local facilities, active travel routes and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north-west facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is within the designated Prestonpans battlefield. Historic Environment Scotland advises that the site does not contribute strongly to understanding of the battlefield landscape and its development would not raise issues of national importance. ELCAS advises that there is a possible undesignated cursus and mineral railway within the area, and good potential for unknown archaeological remains.	o/?
Landscape	The landscape character of the site is predominantly defined as Lowland Hills and Ridges as identified in the Lothians Landscape Character Assessment; however the south east of the site is marginally within the Lowland Plains landscape character. The undeveloped part of the site is currently allocated for employment development and therefore the principle of built development has been established, which would bring it within the settlement boundary. In the west of the site permission exists for a new supermarket on the site of the former Tranmare Hotel. The A199 forms the southern boundary of the site. The north and east boundaries of the site are surrounded by arable land. All perimeters would benefit from landscape screening to reinforce boundaries and to provide shelter. There are no natural boundary features along the east of the site, therefore any development would be prominent from the A199 travelling from Macmerry to the east. Landscape impacts could be largely mitigated through appropriate siting and landscape design. There are panoramic views to the north of the Firth of Forth and the chimney stacks at Cockenzie Power Station. Development of the site does not fall within a Green Belt area but may contribute to coalescence between Tranent and Macmerry.	o/-/?

SITE INFORMATION

Topic	Comments
Site Name	Tranent East (all 3 phases) (see also PM/TT/HSG073, PM/TT/HSG074 and PM/TT/HSG075)
Site Ref	PM/TT/HSG072: LDP Policy DC1 Rural Diversification
Source of Site Suggestion	TMS Planning (agent) for Roy Mitchell Design Ltd
Site Size (ha)	44.7ha
Current Use	Agricultural
Proposed Use	Housing – 500 to 550 homes
Summary Description	A large greenfield site on the eastern edge of Tranent, currently in agricultural use.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the eastern edge of Tranent. It is outside the existing settlement boundary but is well related to it.	Yellow
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. The site is not within 400m of existing bus stops on Haddington Road but is within 400m of a bus route. Regular services are available providing links to Edinburgh, Haddington and Dunbar. There is no rail station within 800m. Tranent town centre is around 1km from the site, with a wide range of services and facilities.	Yellow
Exposure	The site is open and exposed and has little shelter from northerly winds.	Red
Aspect	The northern part of the site is north facing, while the southern part of the site is east facing.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use. Adjacent land uses include residential and agricultural.	Light Green
Fit with local/strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would therefore align fairly well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Light Green
Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. Suitable access onto the local road network is achievable. However, there are traffic capacity constraints in the Tranent area,	Yellow

	including at Tranent High Street, and further consideration is required to establish how these might be mitigated. If there is any significant housing/ employment growth to the East or South of Tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	The site is partly within the Sanderson's Wynd Primary School catchment which has no capacity, additional land required to accommodate appropriate expansion. Also partly within that of Windygoul Primary School which has limited capacity, and may be able to expand on current site. At secondary level the site would be served by Ross High School which has no capacity, but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



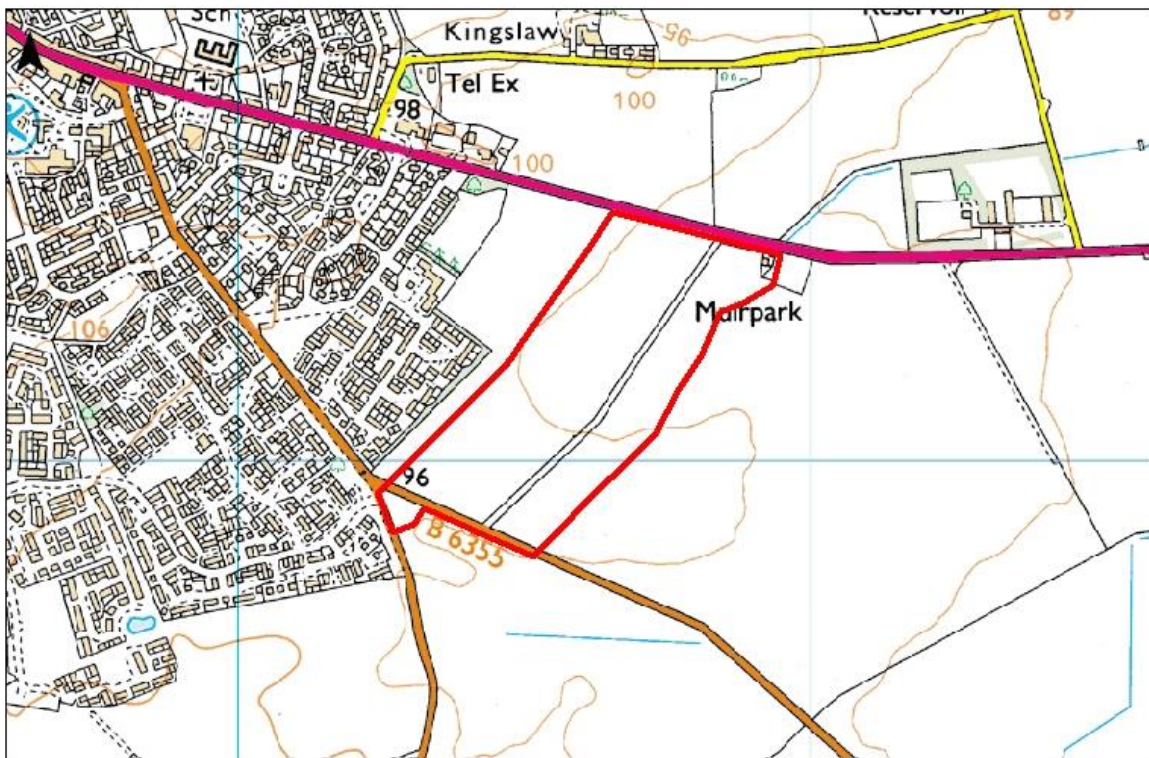
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for its International, National or Local nature conservation importance. The site is approximately 3.5km from the Firth of Forth SPA, SSSI and Ramsar site. At this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. There are small areas of priority habitat (Dense Scrub, Neutral Grassland and Marshy Grassland) distributed within the centre of the site. These should be avoided in any new development, which may also be able to extend habitat networks through the site.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. Its development may make a	+/?

	contribution to the regeneration of the comparatively disadvantaged eastern part of Tranent. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	
Human Health	There is a small area of potential contamination in the east of the site associated with filled ground from former quarrying. Development may present the opportunity to mitigate this. The site has reasonable access to the core path network and open space within Tranent. Development of the scale proposed could make a significant contribution to green network objectives through new path connections and open space. However, it could have implications for potential air quality issues in Tranent town centre.	o/?/+
Soil	The development of the site would result in a significant loss of class 2 (minority) and class 3.1 (majority) prime agricultural land. There are no areas of rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are some small pockets of surface water flooding. The site is largely within Potentially Vulnerable Area 10/23. SEPA advises that there is a minor watercourse within the site boundary and a 6m buffer would be required. SEPA has not raised any further concerns with regards flood risk or potential impact on the water environment. A Drainage Impact Assessment may be required.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities and active travel routes and reasonable public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north/east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is partially within the designated Prestonpans battlefield but Historic Environment Scotland considers it does not contribute strongly to understanding of the battlefield landscape or raise any issues of national importance. ELCAS advises there is a mineral railways and possible undesignated cursus within the area, and good potential for unknown archaeological remains within the site.	o/?
Landscape	The site is on the eastern edge of Tranent and is outside the existing settlement boundary but is well related to it; therefore it is a logical area of expansion for Tranent. It is defined as straddling the Lowland Hills and Ridges and the Lowland Plains as identified in the Lothians	-/?

	<p>Landscape Character Assessment. Development on the site may contribute to potential coalescence between Tranent and Macmerry. There are uninterrupted panoramic views from within the site to the Firth of Forth, Prestonpans, North Berwick Law Area of Great Landscape Value and the Designed Landscapes at Gosford Estate and Seton Mains. Any development on this site will be visible from the A1 to the north. The A199 runs through the centre of the site from the west to east and provides connections to the A1 and to Macmerry to the east. The A199 also provides access to an existing track road at Kingslaw which provides vehicular access to the northern area of the site, there is an existing natural stone wall on the north side of the access road to Kingslaw Cottage. The B6355 road forms the south boundary and provides an access point onto the site that continues to lead onto a farm track which adjoins with the A199. From the south there are panoramic views of the Lammermuir Hills. Landscape impacts would need to be considered through layout, design and landscaping to contain the development site and to screen views in terms of sensitive landscape receptors.</p>	
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SITE INFORMATION

Topic	Comments
Site Name	Tranent East (see also PM/TT/HSG072)
Site Ref	PM/TT/HSG073: LDP Policy DC1 Rural Diversification
Source of Site Suggestion	TMS Planning for Roy Mitchell Design Ltd
Site Size (ha)	18.2ha
Current Use	Agricultural
Proposed Use	Housing (part of PM/TT/HSG072) - Phase 1- 200 units, sports facilities, parking, community woodland
Summary Description	A greenfield site on the eastern edge of Tranent, currently in agricultural use. Part of larger site PM/TT/HSG072.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the eastern edge of Tranent. It is outside the existing settlement boundary but is well related to it.	Yellow
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. The site is not within 400m of existing bus stops on Haddington Road but is within 400m of a bus route. As well as regular services to Edinburgh, Haddington and Dunbar that can be accessed on Haddington Road, bus services on Ormiston Road provide access to Pencaitland and the Western General Hospital. There is no rail station within 800m. Tranent town centre is around 1km from the site, with a wide range of services and facilities.	Yellow
Exposure	The site is open and exposed and has little shelter from northerly winds.	Red
Aspect	The site faces east.	Yellow
Suitability for Proposed Use	The site is physically suitable for the proposed use. Adjacent land uses include residential and agricultural.	Light Green
Fit with local/strategic policy objectives and direction	The site is adjacent to a main settlement and is within the East Lothian SDA as identified within SESplan. Its development would align quite well with strategic and local policy objectives including meeting housing need and demand in the most sustainable locations that minimise the need to travel. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Light Green
Physical infrastructure	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available	Yellow

capacity	capacity. Suitable access onto the local road network is achievable. However, there are traffic capacity constraints in the Tranent area, including at Tranent High Street, and further consideration is required to establish how these might be mitigated. If there is any significant housing/ employment growth to the East or South of Tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	The site is within the catchment of Windygoul Primary School which has no capacity with additional land required to accommodate appropriate expansion. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

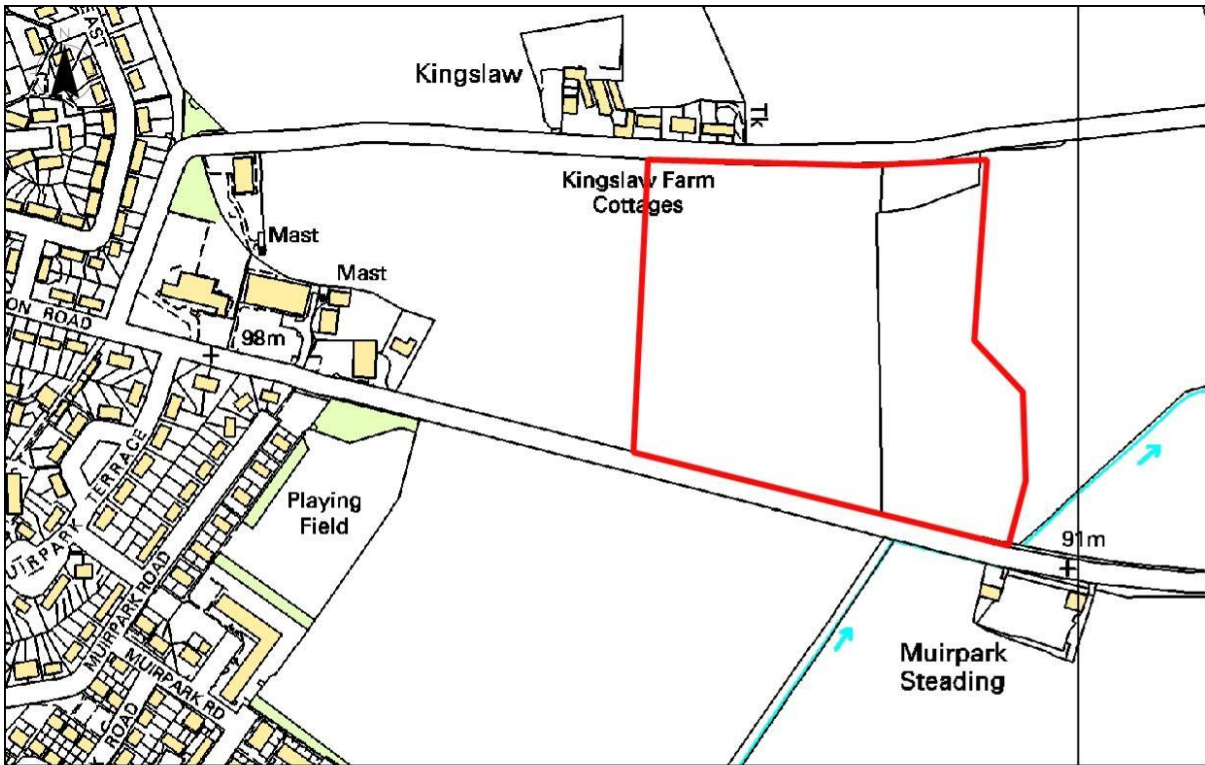


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for its International, National or Local nature conservation importance. It is situated approximately 4km from the Firth of Forth SPA, SSSI and Ramsar site. At this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. A small area of Marshy Grassland priority habitat located in the north east of the site could possibly be incorporated during the design phase of proposed development and/or extended through the site.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. Its development may make a contribution to the regeneration of the comparatively disadvantaged eastern part of Tranent. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+/?
Human Health	There is no known contamination within the site. Access to the core path network and open space within Tranent is reasonable. Development may be able to contribute to green network objectives through new path connections and open space. However, it could have implications for potential air quality issues in Tranent town	o/?

	centre.	
Soil	The development of the site would result in some loss of class 2 and class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map but there is a small watercourse which runs through the site. SEPA advises that the minor watercourse within the site boundary may require a 6m buffer. There are some pockets of surface water flooding. The site is partly within Potentially Vulnerable Area 10/23. SEPA has not raised any further concerns with regards flood risk or potential impact on the water environment however an FRA may be required.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities and active travel routes and reasonable public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is adjacent to the designated Prestonpans battlefield but Historic Environment Scotland considers it does not contribute to understanding of the battlefield landscape and its development would not raise issues of national importance. ELCAS advises there is moderate potential for unknown archaeological remains.	o/?
Landscape	The site is an area of flat arable land on the eastern edge of Tranent where existing housing developments back on to the site. It is not within the settlement boundary but is well related. The site is defined as Lowland Plains as identified in the Lothians Landscape Character Assessment although the south west corner is marginally with the Lowland Hills and Ridges area. The site is not within the Green Belt. The A199 and B6355 form the northern and southern boundaries of the site and would require a suitable landscape buffer to be put in place in order to minimise visual impacts. The eastern edge of the site would also require screening as there are no natural boundaries currently in place to separate it from neighbouring arable fields. There are panoramic views from the site to the Lammermuir hills to the south and east. Landscape impacts could be designed out to an extent by siting and landscape design. The site submission proposes an area of community woodland, which would support open and green space within the landscape.	-/?/o

SITE INFORMATION

Topic	Comments
Site Name	Tranent East Middle (part of PP/TT/HSG072)
Site Ref	PM/TT/HSG074: LDP Policy DC1 Rural Diversification
Source of Site Suggestion	TMS Planning for Roy Mitchell Design Ltd
Site Size (ha)	7.8ha
Current Use	Agricultural
Proposed Use	Housing - Phase 2- 100 units, extensive public open space
Summary Description	A greenfield site to the east of Tranent, currently in agricultural use. Part of larger site PM/TT/HSG072.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is outwith the existing settlement boundary of Tranent. It is not well-related to existing development but is immediately adjacent to an area allocated for employment development.	
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. The site is not within 400m of existing bus stops on Haddington Road (these are around 500m away) but is within 400m of a bus route. Regular services to Edinburgh, Haddington and Dunbar are available from Haddington Road bus stops. There is no rail station within 800m. Tranent town centre is within 1km of the site, with a wide range of services and facilities.	
Exposure	The site is open and exposed, however the topography may provide a limited degree of shelter from northerly winds.	
Aspect	The site is south-east facing.	
Suitability for Proposed Use	The site is physically suitable for the proposed use. Adjacent land uses include residential and agricultural.	
Fit with local/strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would align quite well with strategic and local policy objectives including meeting housing need and demand in the most sustainable locations that minimise the need to travel.	
Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. Suitable access onto the local road network is achievable. However, there are traffic capacity constraints in the Tranent area,	

	including at Tranent High Street, and further consideration is required to establish how these might be mitigated. If there is any significant housing/ employment growth to the East or South of Tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	The site is within the catchment of Sanderson's Wynd Primary School which has limited capacity but may be able to expand on current site. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



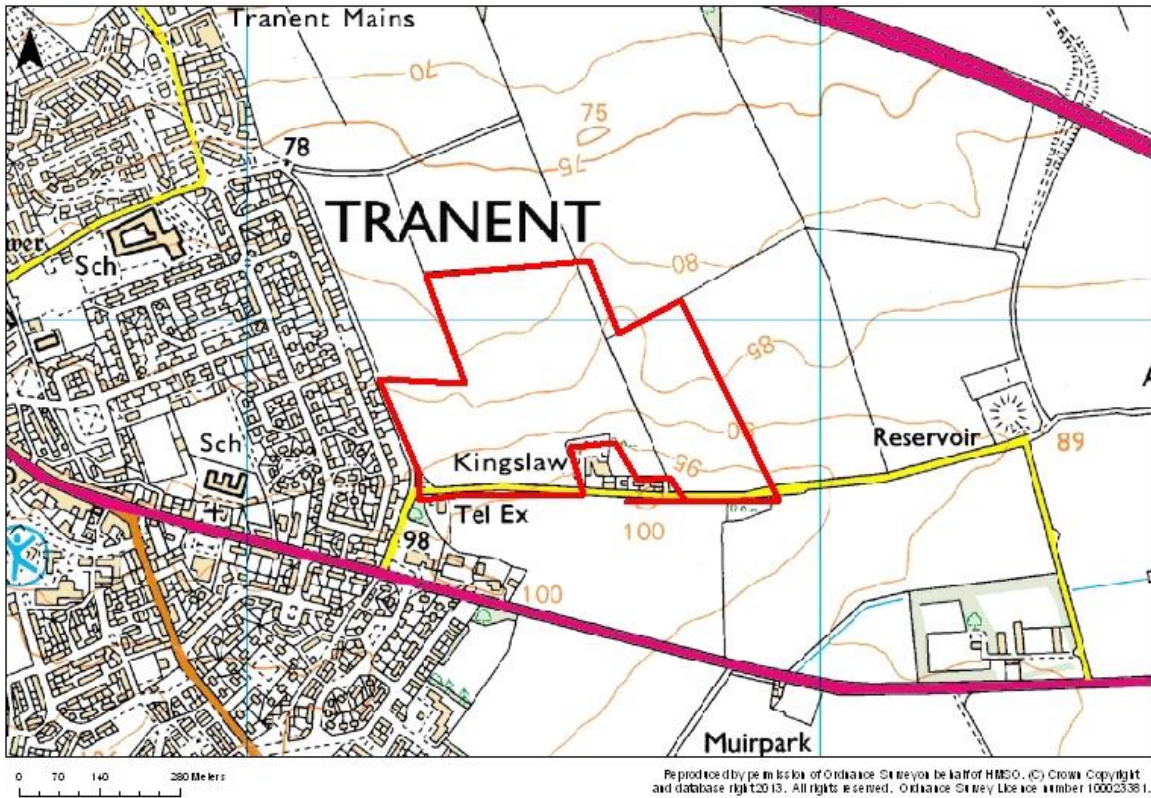
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area designated for its International, National or Local nature conservation importance. However it is situated 3km from the Firth of Forth SPA, SSSI and Ramsar site. At this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. The site's development would not result in a loss of protected trees or woodland. There are areas of priority habitat within the site which include a vertical strip of Neutral grassland that runs through the centre of the site and a small area of Dense Scrub located in the north east. There may be opportunities to incorporate these into site design and/or extend them through the site.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. Its development may make a contribution to the regeneration of the comparatively disadvantaged eastern part of Tranent. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+/?
Human Health	There is a small area of potential contamination in the north-east of the site associated with filled ground from former quarrying. Development may present the opportunity to mitigate this. The site has reasonable access to the core path network and open space within Tranent. Development may be able to contribute to green	o/?

	network objectives through new path connections and open space. However, it could have implications for potential air quality issues in Tranent town centre.	
Soil	The development of the site would result in some loss of class 2 (minority) and class 3.1 (majority) prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There are some small pockets of surface water flooding. The site is within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment. A Drainage Impact Assessment may be required.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities and active travel routes and reasonable public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's south-east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is largely within the designated Prestonpans battlefield but Historic Environment Scotland considers it does not contribute strongly to understanding of the battlefield landscape and its development would not raise issues of national importance. ELCAS advises there is a mineral railways and possible undesignated cursus within the area, and good potential for unknown archaeological remains within the site.	o/?
Landscape	The landscape character area is defined as Lowland Plains in the Lothians Landscape Character Assessment. The site is an arable field that gently slopes to the east and is outwith the Green Belt. It is outside an existing settlement boundary and not well related to existing development. Its development in isolation may therefore appear somewhat sporadic in landscape terms. However, land to the west is allocated for employment development and if that area were to be developed then further development on this site would form a more logical easterly extension. A slightly raised unimproved grass strip (approx 7m wide) dissects the site and culminates in a mounded area, covered in scrub and self seeded native trees, on the northern boundary. This existing feature could be retained and enhanced as part of the open space proposal with additional landscaping and the adoption of appropriate	-/?

	<p>management. The east and west of the site of the site have no existing natural boundaries and would benefit from shelterbelts to screen views from the A199 and Macmerry. The site's development may contribute towards potential coalescence between Tranent and Macmerry.</p>	
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SITE INFORMATION

Topic	Comments
Site Name	Tranent East (North) – part of PM/TT/HSG072
Site Ref	PM/TT/HSG075: LDP Policy DC1 Rural Diversification
Source of Site Suggestion	TMS Planning for Roy Mitchell Design Ltd
Site Size (ha)	18.7ha
Current Use	Agricultural
Proposed Use	Housing - Phase 3- 200-225 units, further open space and recreational provision
Summary Description	A greenfield site on the eastern edge of Tranent, currently in agricultural use. Part of larger site PM/TT/HSG072.





SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the eastern edge of Tranent. It is outside the existing settlement boundary but is fairly well related to it.	Yellow
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. The site is not within 400m of existing bus stops on Haddington Road but these are within easy walking distance (around 500m). Services are available which provides access in both directions to Dunbar and to Edinburgh city centre. There is no rail station within 800m. Tranent town centre is around 800m from the site, with a wide range of services and facilities.	Yellow
Exposure	The site is open and exposed and does not benefit from shelter from northerly winds.	Red
Aspect	The site is north facing.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use. Adjacent land uses include residential and agricultural.	Green
Fit with local/ strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would align quite well with strategic and local policy objectives including meeting housing need and demand in the most sustainable locations that minimise the need to travel. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Green
Physical infrastructure capacity	The site is served by Castle Moffat Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. Suitable access onto the local road network is achievable. However, there are traffic capacity constraints in the Tranent area,	Yellow

	including at Tranent High Street, and further consideration is required to establish how these might be mitigated. If there is any significant housing/ employment growth to the East or South of Tranent, there would need to be a comprehensive and co-ordinated masterplan for such an expansion. A clear approach to the most effective transport solution would also be required.	
Service infrastructure capacity	The site is within the catchment of Sanderson's Wynd Primary School which has limited capacity but may be able to expand on current site. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

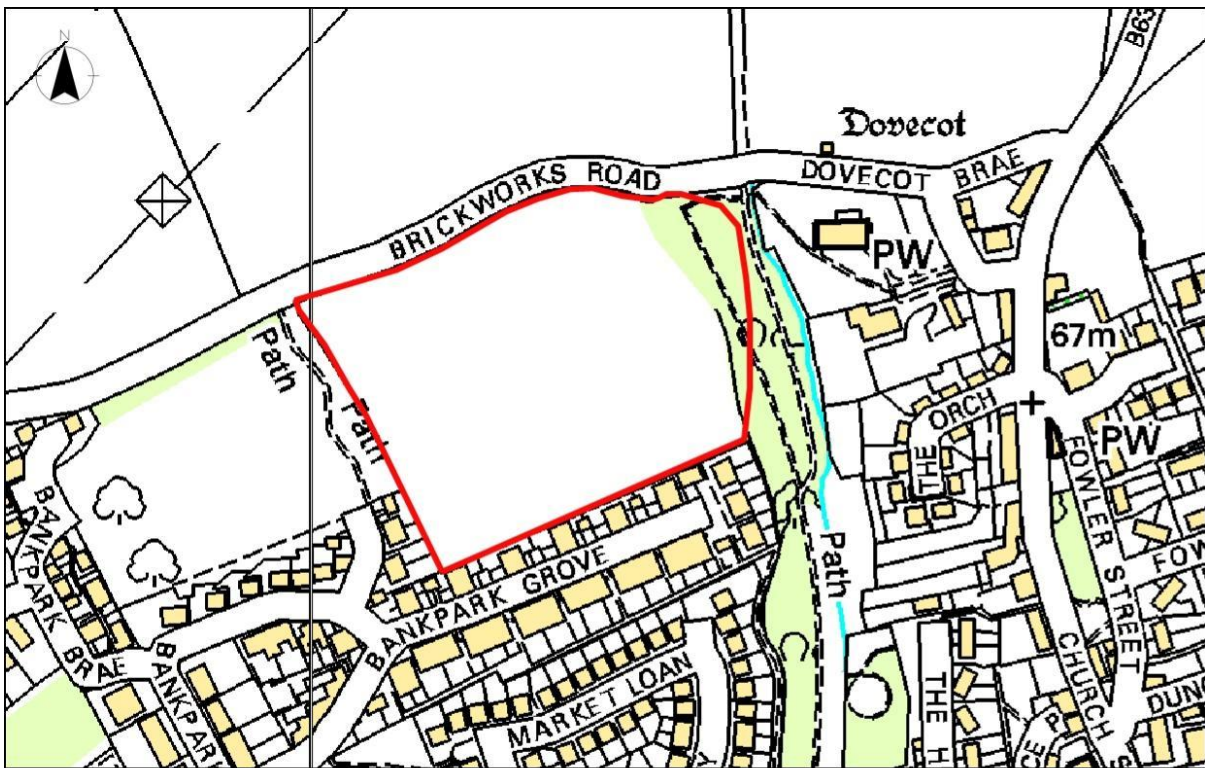


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not located in an area designated for its International, National or Local nature conservation importance. However it is 3km from the Firth of Forth SPA, SSSI and Ramsar site. At this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. The site's development would not result in a loss of protected trees or woodland. A strip of Neutral grassland priority habitat runs vertically in the west of the site which connects with a small area of Dense Scrub priority habitat in the north west corner. This should be avoided in the design of any development and/or may be extended through the site.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. Its development may make a contribution to the regeneration of the comparatively disadvantaged eastern part of Tranent. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+/?
Human Health	There is no known contamination within the site although there is potential contamination from a former mineral railway on the southern and western boundary, which development may present the opportunity to mitigate. The site has reasonable access to the core path network and open space within Tranent. Development may be able to contribute to green network objectives through new	o/?

	path connections and open space. However, it could have implications for potential air quality issues in Tranent town centre.	
Soil	The development of the site would result in some loss of class 2 and class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map and there are no small pockets of surface water flooding. The site is within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment.	o
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities and active travel routes and reasonable public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is within the designated Prestonpans battlefield. Historic Environment Scotland advises it does not contribute strongly to understanding of the battlefield landscape and its development would not raise issues of national importance. ELCAS advises there is moderate potential for unknown archaeological remains.	o/?
Landscape	The site is not within the existing settlement boundary but is fairly well related. The landscape character is defined as Lowland Hills and Ridges (west) and Lowland Plains (east) as identified in the Lothians Landscape Character Assessment. The site is outwith the Green Belt. There are uninterrupted views from within the site to the Firth of Forth, North Berwick Law, Gosford Estate, Prestonpans and Seton Mains to the north east. Development on this site will be visible from the A1. The northern boundary would benefit from screening. The eastern edge of the site would also require screening as there are no natural boundaries currently in place to separate it from neighbouring arable fields. Development here may contribute towards potential coalescence between Macmerry and Tranent.	-/?

SITE INFORMATION

Topic	Comments
Site Name	Tranent Glebe, Bankpark Grove, Tranent
Site Ref	PM/TT/HSG076: LDP PROP TT5 Bankpark Grove, Tranent; northeastern area of steep tree-lined bank removed to mitigate impacts on landscape and cultural heritage
Source of Site Suggestion	John Handley Associates for Church of Scotland General Trustees
Site Size (ha)	3.1ha
Current Use	Agricultural
Proposed Use	Housing - Range of detached , semi detached and terraced housing similar to size and scale of adjacent housing. 80 units.
Summary Description	A greenfield site on the northern edge of Tranent, between Brickworks Road (a track) and Bankpark Grove. Currently in use for agriculture.



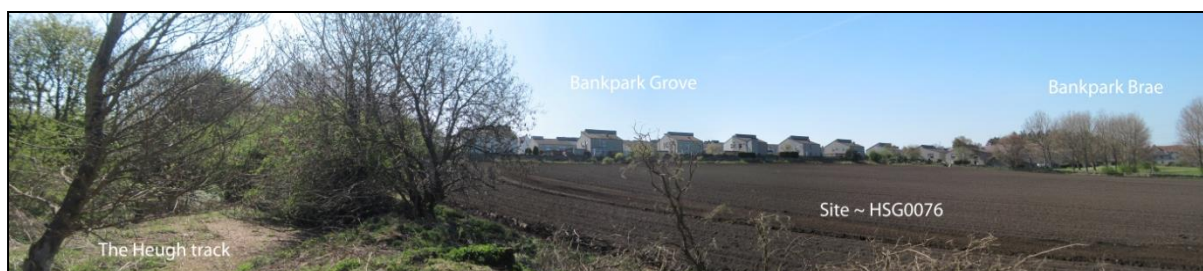
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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the northern edge of Tranent. It is outside the existing settlement boundary but is well related to it.	Yellow
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. The site is within 400m from existing bus stops on the B6371. These provide regular services in to Edinburgh as well as services to Prestonpans and Port Seton roughly every 15 minutes. Bus stops on Edinburgh road are also within 500m of the site and provide a different range of bus services from those on the B6371. These provide access to areas including Dunbar, Wallyford, Balerno, Fort Kinnaird retail park and the Western General Hospital. There is no rail station within 800m but Prestonpans rail station is within walkable distance (1400m). Tranent town centre is around 700m from the site, with a wide range of services and facilities.	Yellow
Exposure	Trees on the northern site boundary may provide some shelter, however the north-facing topography means the majority of the site will be exposed to northerly winds.	Red
Aspect	The site is relatively steeply sloping and faces north.	Red
Suitability for Proposed Use	The site is physically suitable for the proposed use. There may be noise impacts which arise from the proximity of A1 to the north of the site. Mitigation measures may be required.	Yellow
Fit with local/strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as identified within SESplan. Its development would align quite well with strategic and local policy objectives including meeting housing need and demand in the most sustainable locations that minimise	Green

	the need to travel.	
Physical infrastructure capacity	The site is served by Roseberry Water Treatment Works and Seafield Waste Water Treatment Works which both have available capacity. Suitable access is achievable via Bankpark Grove, however this is likely to send traffic via Dolphingstone junction and upgrades to Dovecot Brae may need required to allow access to Bankton junction. There are traffic capacity constraints in the area, including cumulative impacts at both A1 junctions, and further consideration is required to establish how these might be mitigated.	
Service infrastructure capacity	The site is within the catchment of Sanderson's Wynd Primary School which has limited capacity but may be able to expand on current site. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	



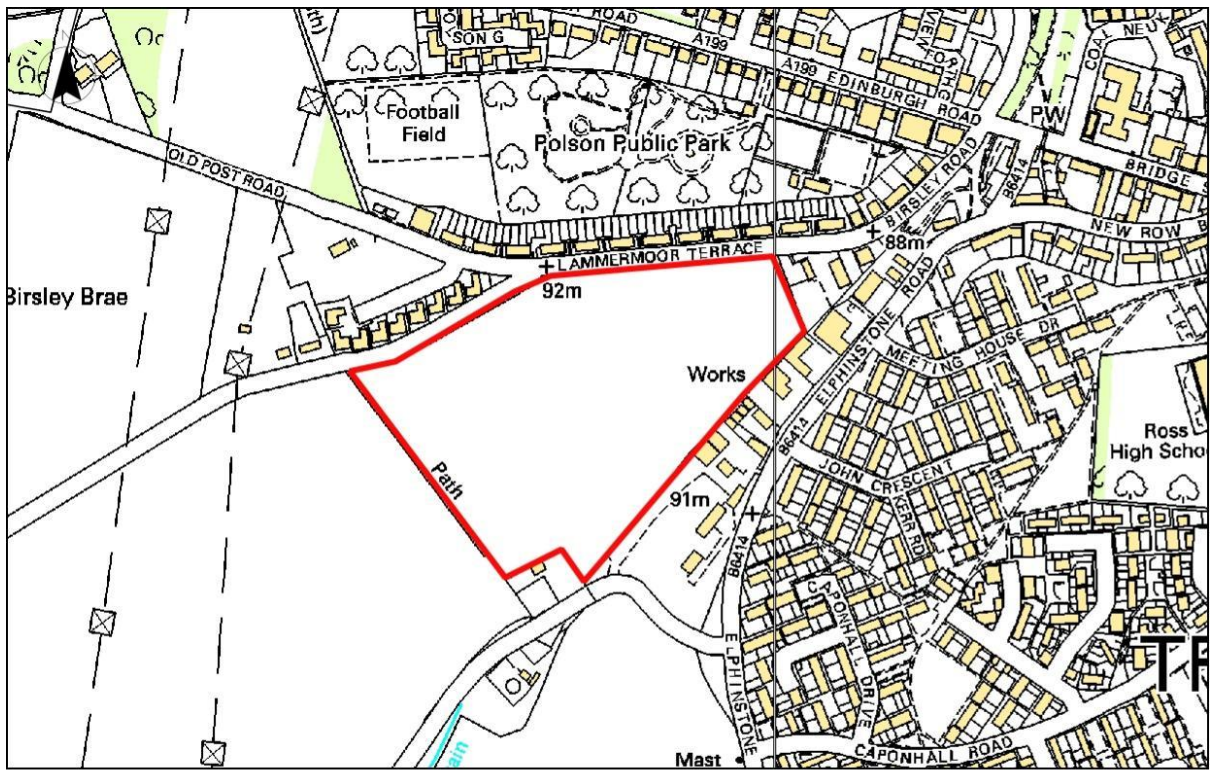
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area designated for its International or National nature conservation importance. The site is however approximately 2km from the Firth of Forth SPA, SSSI and Ramsar site. At this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. The development of the site may impact areas of native woodland in the north and east of the site. Priority habitat (Dense scrub) is also located in the east of the site. There may be opportunities to improve habitats/linkages through development.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+
Human Health	There is potential contamination associated with a former mineral railway on the eastern edge of the site. Development may present the opportunity to mitigate this. The site has very good access to the core path network and open space and to facilities at Meadowmill sports centre.	o/?

Soil	The development of the site would result in some loss of class 1 prime agricultural land. There are no rare or carbon rich soils on the site. The site is shown within the 'urban' area on land capability mapping (due to the small scale of the mapping), however adjacent land is of prime agricultural quality and it is likely that this greenfield site is of similar quality.	-
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map. There is an area of surface water flooding near the northern edge of the site, which could be avoided through appropriate design. The site is within Potentially Vulnerable Area 10/23. SEPA advises that there is a watercourse close to the eastern site boundary and a 6m buffer would be required to be maintained. SEPA has not raised any further concerns with regards flood risk or potential impact on the water environment. An FRA may be required.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities and active travel routes and reasonable public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land likely to be of prime agricultural quality.	-
Cultural Heritage	The site is adjacent to the Tranent Conservation Area and listed buildings to the east, including the parish church. Its development may have impacts on the setting of these features. The site is also within the designated area of the Prestonpans battlefield. Historic Environment Scotland considers that the site makes a contribution towards understanding of the battlefield landscape, as the initial Jacobite line. Any development coming forward within this area should be designed to avoid adverse impacts on topography and the potential for archaeological remains. Any allocation and strategy must recognise its setting in order to mitigate, as far as possible, the most significant impact of new development. ELCAS considers there to be good potential for unknown archaeological remains within the site and pre-determination surveys would be required.	-/?
Landscape	The landscape character is defined as Lowland Hills and Ridges as identified in the Lothians Landscape Character Assessment. The site is well contained and sheltered by the surrounding mature landscape features. The steep tree covered northeast corner of the	o/-/?

	<p>site falls within Tranent Conservation area boundary, therefore development may adversely impact upon its setting. There are views of Tranent Parish Church to the east of the site which is perceived to be surrounded by mature trees. The protection and retention of trees along this boundary would be required to protect the landscape setting and views of the Conservation Area. The northern border of the site consists of Brickworks Road which is also a core path that is wheelchair accessible and has a mature hawthorn hedge growing on the north embankment. It is situated higher than the site itself therefore development may be less visually prominent from the A1 situated to the north. From the path there are views of Cockenzie Power Station and pylons to the north. The south of the site borders two storey housing settlements which are at a higher level. A shelterbelt of mixed native trees would help mitigate any landscape and visual impacts. The field to the west of the site is fairly sheltered from view by existing natural boundaries and. If noise mitigation measures are required, they may have an impact upon the landscape and/or surrounding views from the A1.</p>	
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SITE INFORMATION

Topic	Comments
Site Name	Lammermoor Terrace
Site Ref	PM/TT/HSG087: LDP PROP TT4; Lammermoor Terrace, Tranent (around 120 homes) with the addition of land at Birsely Brae to the east and opposite Sandee Yard to the south
Source of Site Suggestion	Smith Gore (agent) on behalf of Moyra Ramsey Alison Goodwin
Site Size (ha)	6.3ha
Current Use	Agricultural
Proposed Use	Housing
Summary Description	A greenfield site on the western edge of Tranent, currently in agricultural use.



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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the western edge of Tranent. It is outside the existing settlement boundary but is well related to it, having development on two sides.	
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. The site is within 400m of bus stops on Elphinstone Road while those on Edinburgh Road are around 500m away. An hourly bus service which runs from Haddington to Fort Kinnaird retail park is available as well as more frequent services which provide access to Dunbar, Whitecraig, Wallyford and Edinburgh. There is no rail station within 800m but Prestonpans rail station is within walkable distance (1400m). Tranent town centre is around 600m from the site, with a wide range of services and facilities.	
Exposure	Existing development to the north will provide some shelter from northerly winds.	
Aspect	The site is generally east facing.	
Suitability for Proposed Use	The site is physically suitable for the proposed use. Adjacent land uses are residential, agricultural and employment. There is potential for amenity conflicts with employment uses to the south-east. Mitigation measures may be required.	
Fit with local/ strategic policy objectives and direction	The site is adjacent to a main settlement within the East Lothian SDA as defined within SESplan. Its development would therefore align quite well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy	

	objectives see 'Potential Impacts of Development: SEA'.	
Physical infrastructure capacity	The site is served by Roseberry Water Treatment Works and Seafeld Waste Water Treatment Works which both have available capacity. Access onto the local road network is achievable but there is limited capacity at the signalised junction with Edinburgh Road. There are also traffic capacity constraints in the area including cumulative issues, and further consideration is required to establish how these might be mitigated.	
Service infrastructure capacity	The site is within the catchment of Windygoul Primary School which has no capacity with additional land required to accommodate appropriate expansion. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

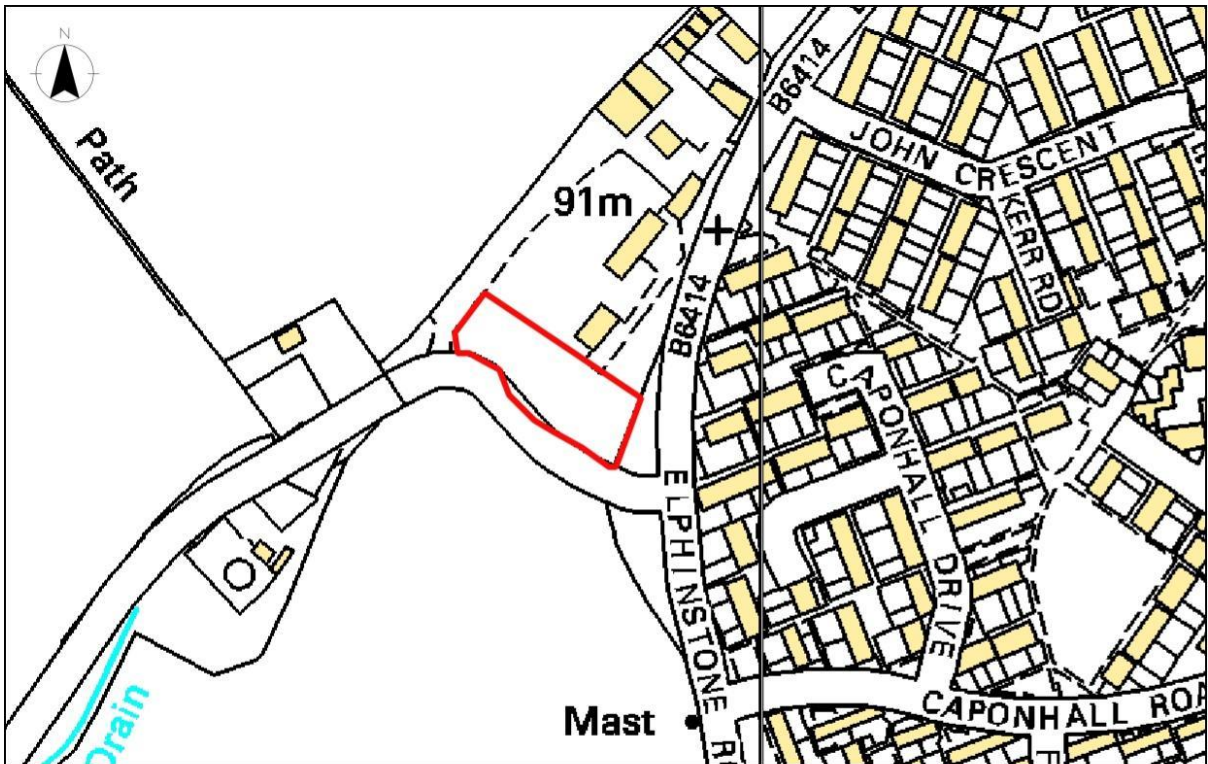


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area designated for its International, National or Local nature conservation importance. However it is 2.5km from the Firth of Forth SPA, SSSI and Ramsar site. at this stage the site is screened in for consideration through the Habitats Regulation Appraisal (HRA) process, though it might be possible to screen it out at a later stage. The sites development would not result in a loss of protected trees or woodland. Priority habitat (Dense scrub) borders the site in the south and in the north west (Neutral Grassland). There may be opportunities to improve habitat networks through the site.	o/?*
Population	The site would provide housing, including an element of affordable housing to help meet local need. Its development may make a contribution to the regeneration of the disadvantaged areas in the west of Tranent. The site has reasonable access to facilities, services, and employment opportunities by active travel or public transport.	+/?
Human Health	There is potential contamination within the site as a result of former mining activities, as well as a former mineral railway on the southern boundary. Development may have the potential to mitigate this. Access to the core path network and open space including Polson	o/?

	Park is good.	
Soil	The development of the site would result in some loss of class 3.1 prime agricultural land. There are no rare or carbon rich soils on the site.	-
Water	SEPA's flood map indicates that the southern edge of the site is at risk of flooding from a watercourse and there are surface water pockets within the site. The site is within Potentially Vulnerable Area 10/23. There is potentially a culverted watercourse which flows along the south eastern perimeter which should be investigated. Consideration should be given to PAN 69 which states that "buildings must not be constructed over an existing drain (including a field drain) that is to remain active". An FRA may be required.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with good access to local facilities, active travel routes and public transport so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's east facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is within the designated Prestonpans battlefield site but Historic Environment Scotland does not consider it to contribute strongly to the understanding of the battlefield landscape, and its development would not raise issues of national importance. ELCAS considers there to be moderate potential for unknown archaeological remains within the site.	o/?
Landscape	The landscape character is defined as Lowland Hills and Ridges as identified in the Lothian's Landscape Character Assessment. The site consists of open and exposed arable land with existing development on two sides. The site's development would therefore form a logical extension to the settlement in landscape terms, which would consolidate the existing settlement pattern. The western boundary of the site which is a core path is fairly exposed to the arable fields beyond, although a mature managed hedgerow is in place. The south east and east boundaries of the site do not have any natural features and would benefit from landscape treatment.	o/-

SITE INFORMATION

Topic	Comments
Site Name	Elphinstone Road, Tranent
Site Ref	PM/TT/HSG059: LDP Policy EMP1: Business and Employment Locations
Source of Site Suggestion	Brent D Quinn (planning consultant); architect (Slorach Wood Architects)
Site Size (ha)	0.3ha
Current Use	Vacant ground in an existing employment area
Proposed Use	Mixed Use – housing: Single storey building- 2 2000sq ft commercial units, 24 parking spaces, 4 storey building comprising 24 flats
Summary Description	A small parcel of land on the western edge of Tranent currently allocated for employment.



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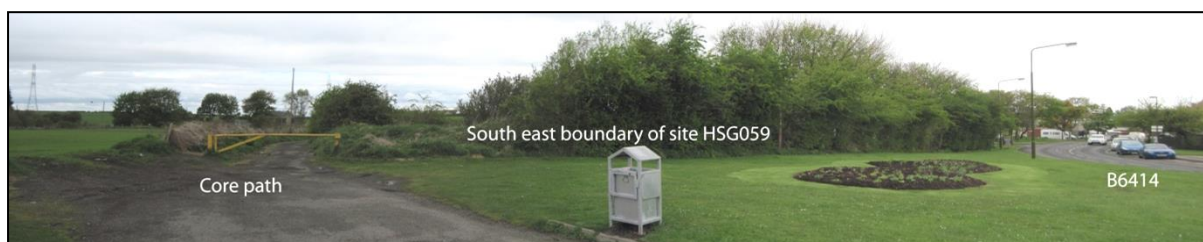


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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is on the western edge of Tranent. It is within the currently defined settlement boundary, in an area designated as employment land under Local Plan policy BUS1.	Green
Accessibility	Tranent is ranked as the fourth most accessible East Lothian settlement in SESplan's regional accessibility analysis. Bus stops on Elphinstone Road and Caponhall Road are within 400m of the site. Caponhall Road bus stops provide an hourly service with limited access to Prestonpans and New Winton. There is no rail station within 800m. Tranent town centre is around 750m from the site, with a wide range of services and facilities.	Yellow
Exposure	The site is exposed in the north due to the lack of natural boundaries and would therefore be somewhat exposed to northerly winds.	Red
Aspect	The site is fairly level but is broadly north facing.	Red
Suitability for Proposed Use	The site is allocated as BUS1 in ELLP2008 so there is no change required for any proposed commercial units. Housing development may be less obviously suitable due to its proximity to general industrial uses from which noise conflict may arise. Mitigation measures may be required.	Yellow
Fit with local/ strategic policy objectives and direction	The site is adjacent to a main settlement and within the East Lothian SDA as defined within SESplan. Its development would therefore align quite well with strategic policy objectives of steering new development towards the most sustainable locations within the city region. For assessment against other more detailed policy objectives see 'Potential Impacts of Development: SEA'.	Green
Physical	The site is served by Roseberry Water Treatment Works and Seafield	Yellow

infrastructure capacity	Waste Water Treatment Works which both have available capacity. Suitable access onto the local road network can be provided, although there are traffic capacity constraints within the Tranent area, and further consideration is required to establish how these might be mitigated.	
Service infrastructure capacity	The site is within the catchment of Windygoul Primary School which has no capacity with additional land required to accommodate appropriate expansion. At secondary level the site would be served by Ross High School which has no capacity but may be able to expand.	
Deliverability/ Effectiveness	The site is within the Coal Mining Development High Risk Area and a Coal Mining Risk Assessment may therefore be required. It is not known whether potential contamination or ground conditions would pose any constraints to development. It has not yet been established whether there is sufficient infrastructure capacity to serve the development and what the timescales would be for achieving this.	

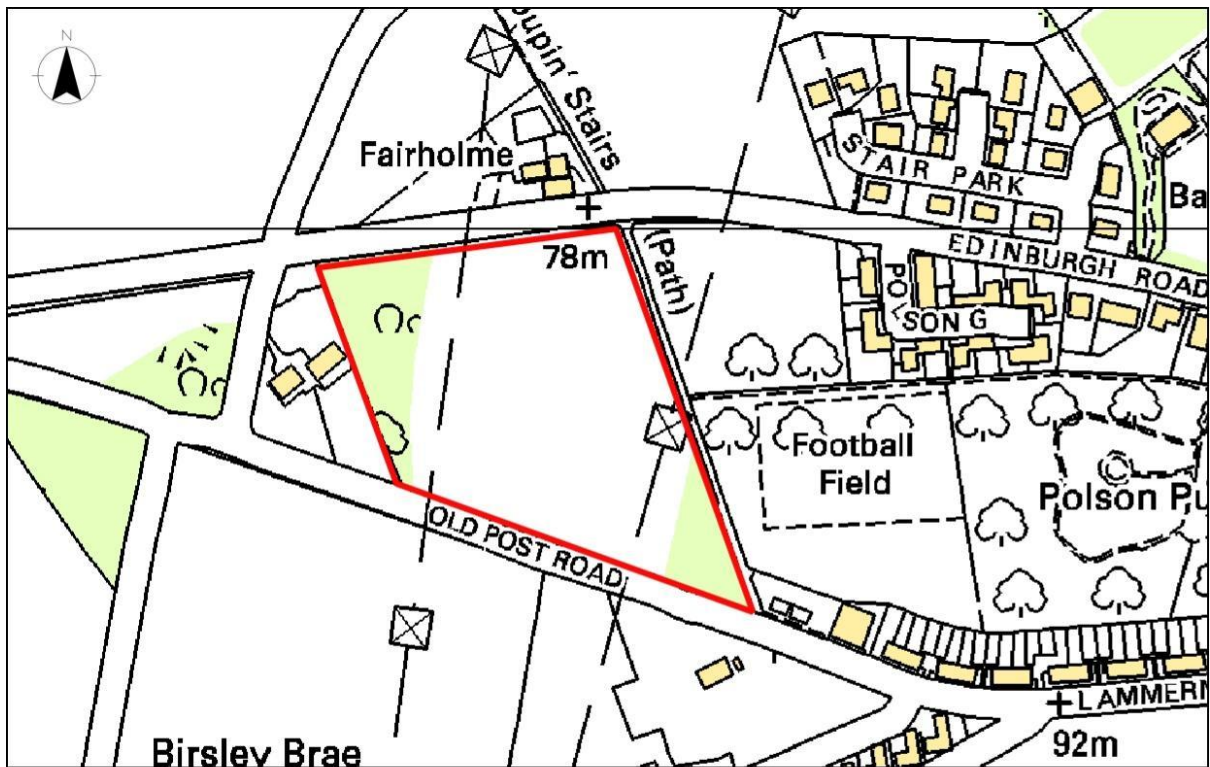


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area designated for its International, National or Local nature conservation importance. The development of the site would not result in the loss of any protected trees or woodland. A strip of priority habitat (Dense scrub) borders and marginally overlaps the north of the site.	o/?
Population	The development could provide an aspect of affordable housing. Its development for employment would widen employment opportunities for the local population. The site has excellent access by active travel to Tranent town centre and its facilities.	o/?
Human Health	There is potential contamination within the site associated with a former mineral railway. Development may present opportunities to mitigate this. The site has good access to the core path network and reasonable access to open space within Tranent. Due to the sites close proximity to neighbouring general industrial uses any housing developments may be subjected to noise pollution.	o/+/?
Soil	The site is partly classified as class 3.1 prime agricultural land	o/?

	although it is not in agricultural use and this classification may simply reflect the small scale of the mapping. There are no rare or carbon rich soils on the site.	
Water	The site is not shown to be at risk of river or coastal flooding on SEPA's flood map though land immediately to the west is at risk of flooding from a watercourse. There is no surface water flooding within the site. The site is within Potentially Vulnerable Area 10/23. SEPA has not raised any concerns with regards flood risk or potential impact on the water environment however an FRA may be required.	?
Air	Development on the site would not be affected by existing sources of air pollution. The site is in a location with access to local facilities, active travel routes and public transport so the need to travel by car is reduced. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	o/-
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. Locating housing and employment in close proximity would reduce the need to travel. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site is classified as prime agricultural land though is not in agricultural use. As an under-utilised area of vacant ground within an existing employment area, its development would be an efficient use of existing land and resources.	o/+
Cultural Heritage	The site is adjacent to but outwith the designated Prestonpans battlefield. ELCAS advises there is low potential for unknown archaeological remains.	o/?
Landscape	The landscape character is defined as Lowland Hills and Ridges as identified in the Lothians Landscape Character Assessment. The site is at the western edge of Tranent's settlement boundary and in an area already designated for development. Its development would not extend the settlement boundary nor represent an incursion into open countryside. There is no natural boundary on the west of the site and while development may have some visual impacts, it may also present an opportunity to improve the landscaped edge of the town at this location.	o/+/?

SITE INFORMATION

Topic	Comments
Site Name	Field next to Polson Park Western Boundary, Opp Jet Garage
Site Ref	PM/TT/HSG017: LDP Policy DP1 Rural Diversification
Source of Site Suggestion	David Roy (Owner)
Site Size (ha)	2.7ha
Current Use	Agricultural/grazing
Proposed Use	Housing: 6 detached houses, free hold
Summary Description	A greenfield site on the western edge of Tranent and to the south of Edinburgh Road, containing high voltage electricity pylons.



0 0.025 0.05 0.075 0.1 kilometres

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

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

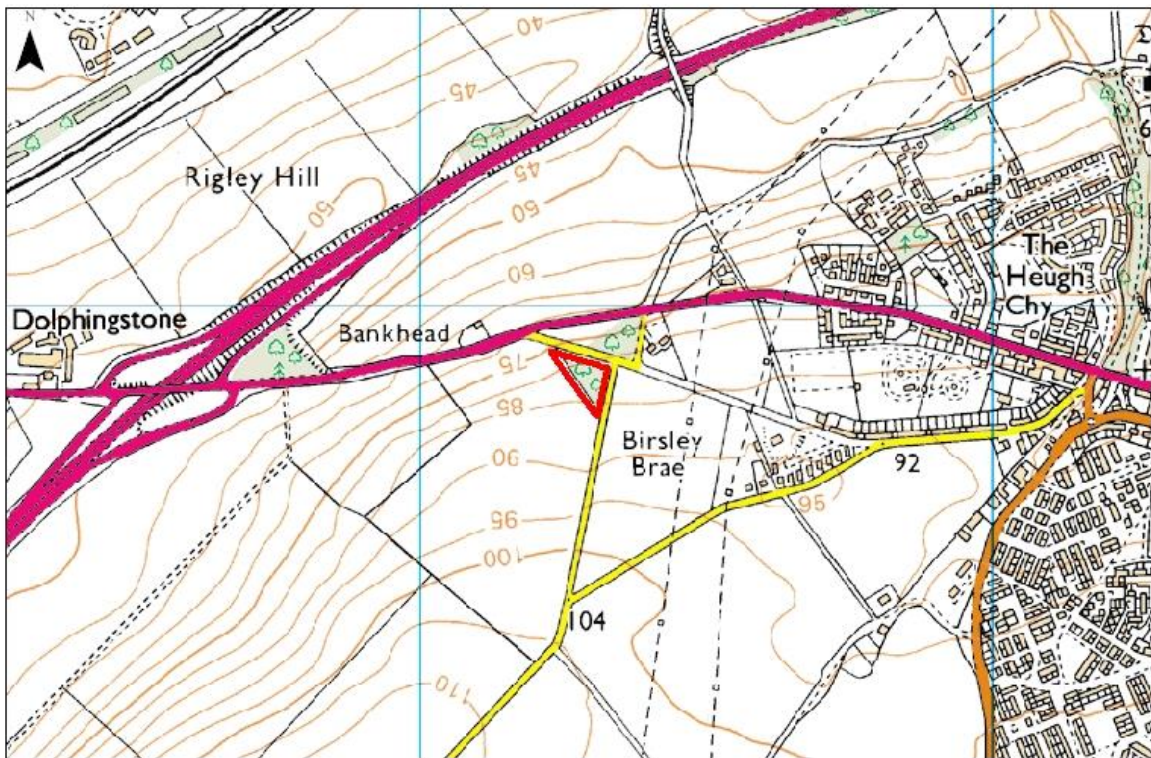


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not located within an area designated for its International, National or Local nature conservation importance. However it is approximately 2km from the Firth of Forth SPA, SSSI and Ramsar site. At this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

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

SITE INFORMATION

Topic	Comments
Site Name	Birsley Brae, Tranent
Site Ref	PM/TT/HSG003; LDP Policy DC7 Development in Edinburgh Green Belt
Source of Site Suggestion	Richard Amos Ltd for Thomas Dykes
Site Size (ha)	0.4ha
Current Use	Woodland [submission, scrub with occasional trees]
Proposed Use	Housing/other: Housing with amenity ground in mature tree area. 3 family cottages detached.
Summary Description	A small site to the west of Tranent within the Edinburgh Green Belt, currently containing scrubby woodland.



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

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

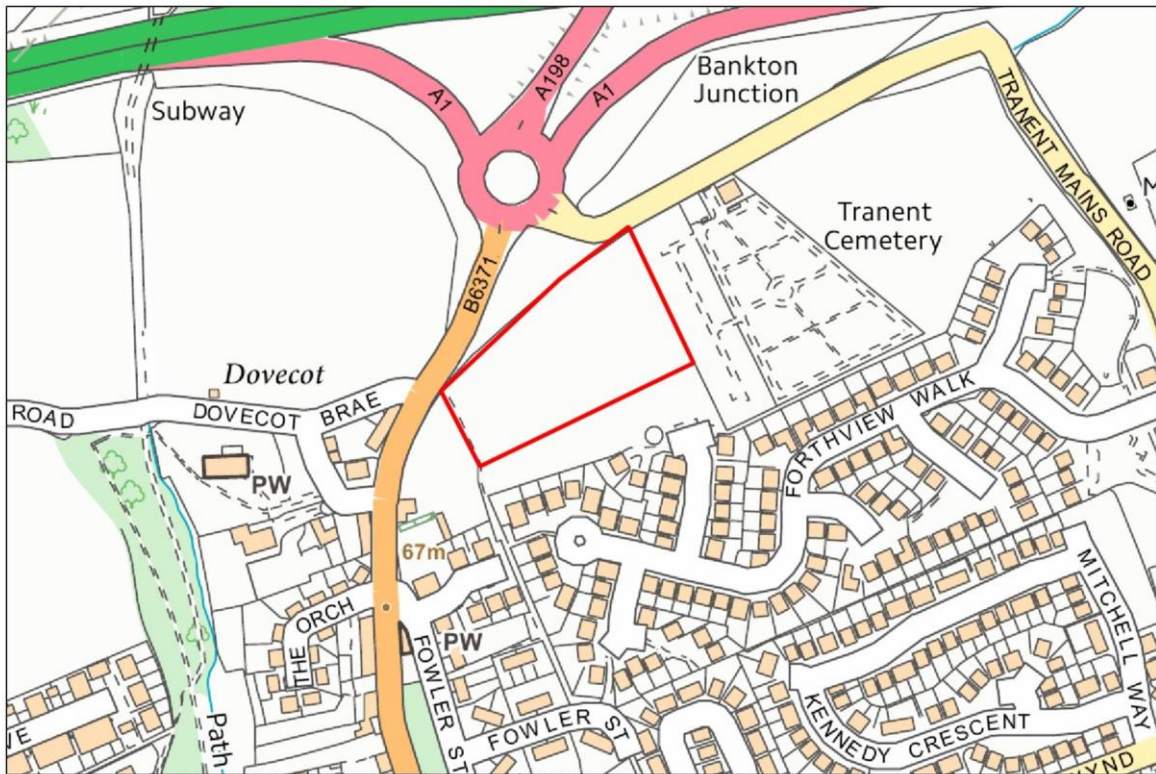


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area designated for its International, National or Local nature conservation importance. The site is an area of priority habitat (Woodland, Broadleaved, Semi-natural) and the trees within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

	facilities, active travel routes and public transport accessibility so the need to travel by car is minimised. Yet, the site's development could exacerbate potential air quality problems in Tranent town centre by increasing vehicular traffic.	
Climatic Factors	Tranent is in an accessible location in regional terms and closer to major centres of employment than most other East Lothian settlements, and therefore development of this site would be focusing development in the most accessible and sustainable locations. The site is well positioned to access public transport, active travel routes, as well as local facilities and services. Realistically, however, development on the site would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The site's north facing aspect does not lend itself to development that is resource efficient through siting (i.e. solar gain).	o/-
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	The site is within the designated Prestonpans battlefield and is also a scheduled monument (Birsley Brae, medieval coal mine, index no 3352). Historic Environment Scotland has advised it would object to the site's allocation. ELCAS advises that the site is also adjacent to undesignated cropmarks and there is good potential for unknown archaeological remains.	--
Landscape	The landscape character is defined as Lowland Hills and Ridges as identified in the Lothians Landscape Character Assessment. The site is separated from the existing settlement boundary of Tranent and its development would not therefore represent a logical urban extension but would be sporadic development in open countryside that forms part of the Edinburgh Green Belt. The site is elevated relative to the surrounding landscape to the north, and trees within it are highly visible from the A1 corridor and the A199, providing significant visual amenity. These are protected by Tree Preservation Order 12. The site could not be developed without having a significant impact on the character and setting of this pocket of woodland. Removal of the woodland would affect the approach to Tranent, and its setting.	--

SITE INFORMATION

Topic	Comments
Site Name	Tranent Burial Provision (see also SDP/TT/HSG005)
Site Ref	MIR/TT/OTH028: LDP Policy DC1: Rural Diversification
Source of Site Suggestion	ELC Amenity Services
Site Size (ha)	1.114 Ha
Current Use	Agriculture
Proposed Use	Burial Grounds
Summary Description and Planning History	The site is an area of overgrown agriculture land located on the south side of the Bankton Junction and on the north side of Tranent.



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

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

PHOTOS



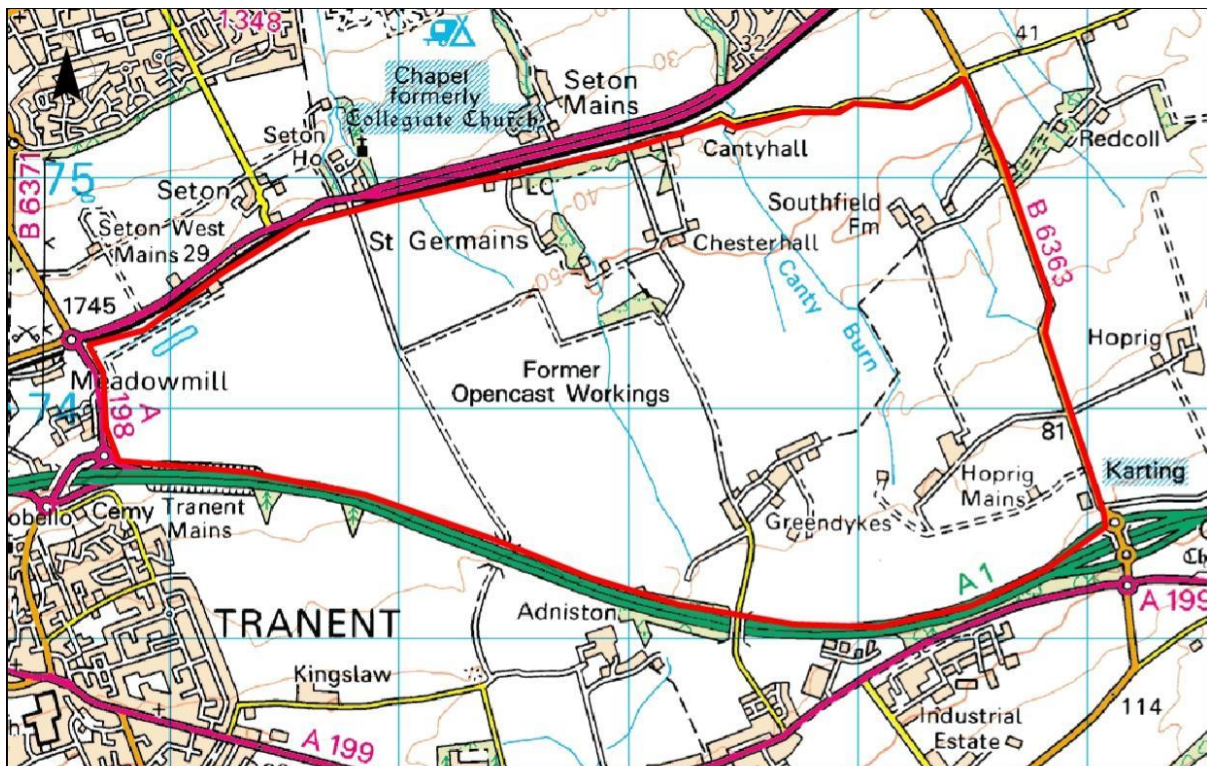
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POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within any areas designated for their international, national or local nature conservation importance. The use of the site for burial is likely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

SITE INFORMATION

Topic	Comments
Site Name	Blindwells Expansion Area of Search (whole area); see also comments on smaller site submissions PM/TT/HSG004, PM/TT/OTH003 and PM/TT/HSG013
Site Ref	PM/TT/OTH103:LDP PROP BW1 Blindwells New Settlement to west of track to east of A198 at Meadowmill; LDP PROP BW2 Safeguarded Blindwells Expansion Area for remainder of site excluding land at St Germain's, prioritising previously developed land and to mitigate landscape impacts.
Source of Site Suggestion	Existing Local Plan allocation plus potential expansion area of search. Parts of site have been submitted by landowners – see smaller site submissions PM/TT/HSG004, PM/TT/OTH003 and PM/TT/HSG013
Site Size (ha)	672ha
Current Use	Partly greenfield agricultural land, partly former opencast coal workings (restored)
Proposed Use	New settlement of 4600+ homes, and employment, including new town centre
Summary Description	This is a very large, north facing site, the western portion of the site being the former Blindwells opencast workings, now restored to agricultural land. The eastern part of the site is mainly agricultural land. The existing Local Plan contains an allocation of 1600 homes in the western part of the site and this has been subject to a number of planning applications, however it is not yet a 'committed' housing site in terms of any planning permission.



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

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



POTENTIAL IMPACTS OF DEVELOPMENT: SEA

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

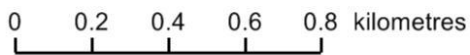
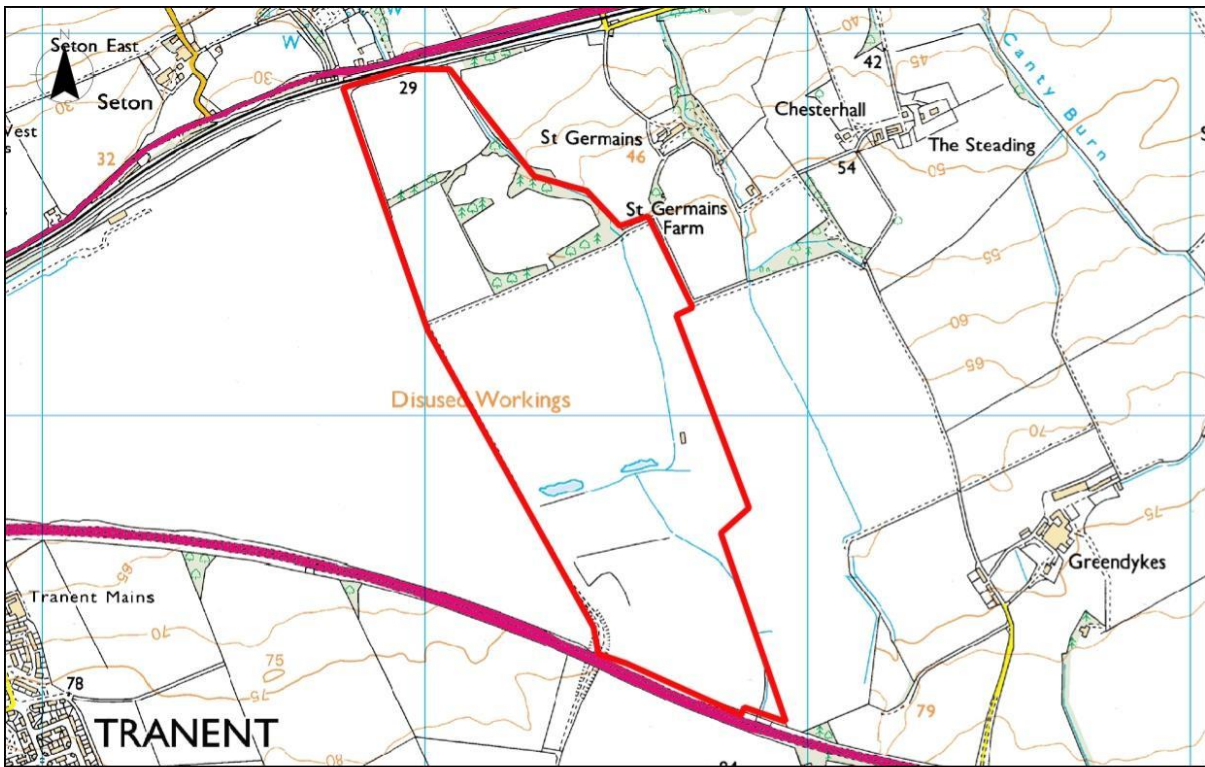
	design, the site should have good access to its own facilities, services, and employment opportunities by active travel or public transport. The site would also provide additional employment opportunities in an accessible location from other settlements in East Lothian.	
Human Health	There are two core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

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

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

SITE INFORMATION

Topic	Comments
Site Name	Eastern Extension of Allocated Blindwells Site (see also PM/TT/HSG004, PM/TT/OTH103 and PM/TT/OTH003)
Site Ref	PM/TT/HSG013: LDP PROP BW2 Safeguarded Blindwells Expansion Area with the addition of land between this site and the B6363 and A1 roads to the south of St Germain's and Chesterhall.
Source of Site Suggestion	SRG for SRG/Scottish Coal and Mr Kennedy (owner of southeastern part of land)
Site Size (ha)	85ha
Current Use	Partly greenfield agricultural land, partly former opencast coal workings (restored)
Proposed Use	Mixed Use/housing - potential for up to 1700-2000 dwellings, subject to technical assessments, mixed tenure and type. Business and offices class 4.
Summary Description	Land in the countryside located immediately to the east of the existing 1600-home Blindwells new settlement allocation.



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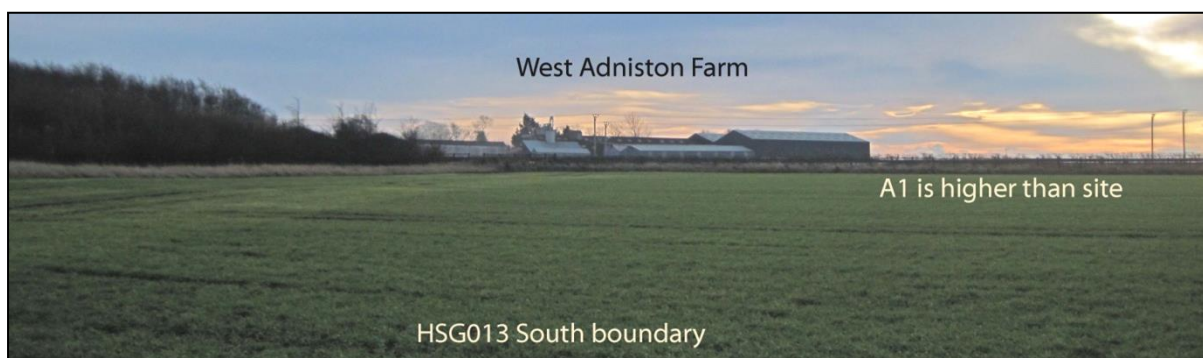


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SUITABILITY AND DELIVERABILITY OF SITE		
Topic	Assessment	Score
Location	The site is not currently well related to any existing settlement but would be well related to the existing allocation at Blindwells if that site were developed.	
Accessibility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

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



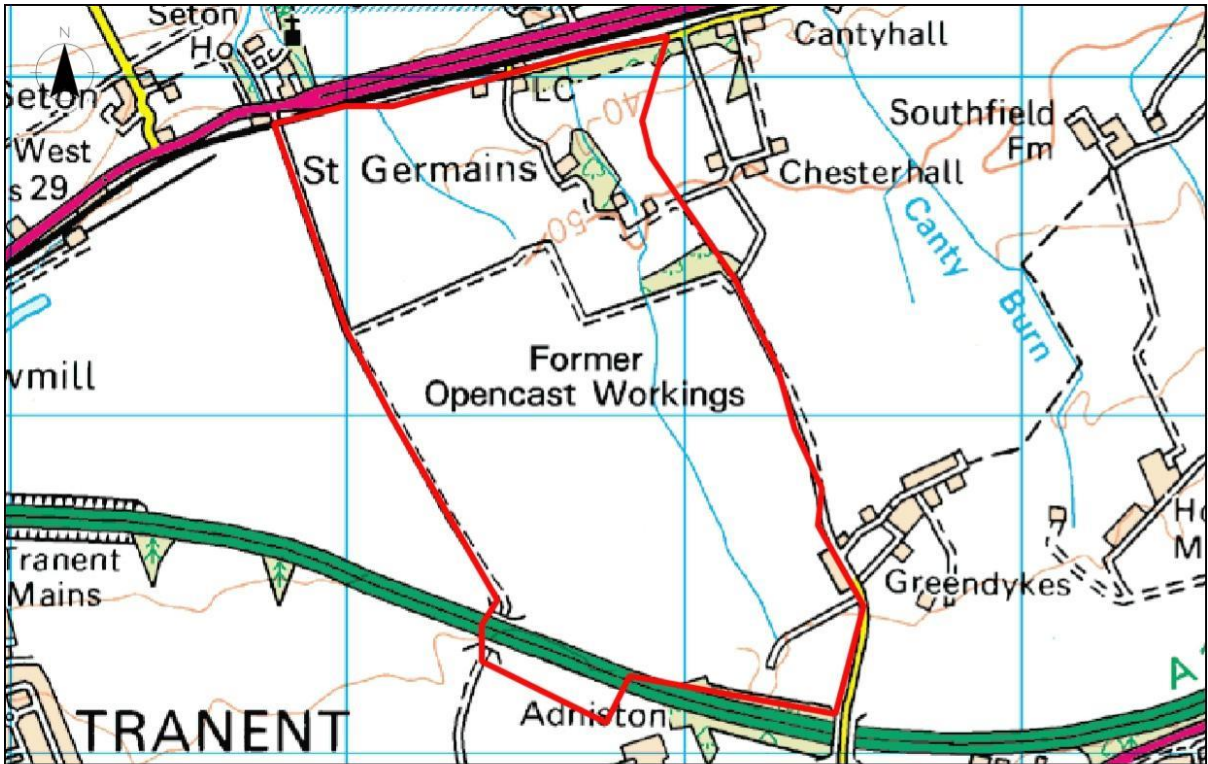


POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area of International, National or Local nature conservation importance. However it is approximately 2km from the Firth of Forth SPA, SSSI, Ramsar site. The site is screened in to the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

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

	<p>degraded landscape of the former opencast area. Development of a new settlement in this area would inevitably represent a significant degree of landscape change. However, the site is outwith the Edinburgh Green Belt and there are no landscape designations within the site itself. There are a number of designated landscapes in the surrounding area, including the Longniddry to North Berwick Coastline 'Area of Great Landscape Value' and the Seton House Palace Designed Landscape, both to the north. Impacts on these designated areas are uncertain at this stage and would depend on site design and masterplanning, which should take them into account. The south of the site consists of unimproved grassland where it is predominantly flat, with a north easterly aspect. A post and wire fence form the eastern boundary, at the south east corner there is a copse of trees and a deep ditch that carries water away from the A1 draining into a collection pond in the centre of the site. At the south west corner there is a tunnel and a single track that leads from Adniston Farm in the south to Blindwells water pumping station in the north. This track forms the western boundary. From the western boundary there is a track that cuts across the site from west to east bounded by a natural stone wall, marking a dramatic change in the lands character and scale. To the north of the track there are mixed shelterbelts that form the boundaries of arable land that slopes down to a lower level area adjacent to the access track running parallel to the railway line. The northern section of the site is more sheltered and smaller in perceived scale due to the presence of mature mixed shelterbelts and hedgerow boundaries that help to break up views and create a more intimate landscape. The A1 forms the southern boundary of the site and there is clear inter-visibility between the site and this road, from which there are open views over the site towards the Firth of Forth and Cockenzie Power Station. Development is likely to have a significant impact on views from this route, dependent on provision of structural landscaping and/or noise mitigation measures. There are views from within the site north towards the Firth of Forth. From the path on the west of the site there are views of the Seton Gardens and the Collegiate Church designed landscape. There are further panoramic views to the east of the Hopetoun Monument and North Berwick Law. There are also overhead powerlines and communication masts throughout the site. Development of the site could lead to potential coalescence with Tranent and Macmerry as the A1 would be the only physical barrier between the site and these settlements. Appropriate design and masterplanning, including structural landscaping, may be able to avoid or mitigate these impacts. Development of a new settlement has significant potential to provide new areas of open space and contribute to the Green Network, including enhancement of existing landscape features.</p>	
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SITE INFORMATION	
Topic	Comments
Site Name	Blindwells New Settlement, Eastern expansion of allocated Blindwells (see also PM/TT/OTH103, PM/TT/OTH003 and PM/TT/HSG013)
Site Ref	PM/TT/HSG004: LDP PROP BW2 Safeguarded Blindwells Expansion Area excluding land in the NE at St Germain's and also excluding area south of the A1 to which Policy DC1: Rural Diversification is applied; with the addition of land between this site and the B6363 and A1 roads to the south of St Germain's and Chesterhall.
Source of Site Suggestion	TMS Planning and Roy Mitchell Design Limited.
Site Size (ha)	204ha
Current Use	Partly greenfield agricultural land, partly former opencast coal workings (restored)
Proposed Use	Extension to Blindwells allocation – 1400 additional homes giving a total of 3000 with related infrastructure and facilities
Summary Description	Land in the countryside located immediately to the east of the existing 1600-home Blindwells new settlement allocation.



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

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





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

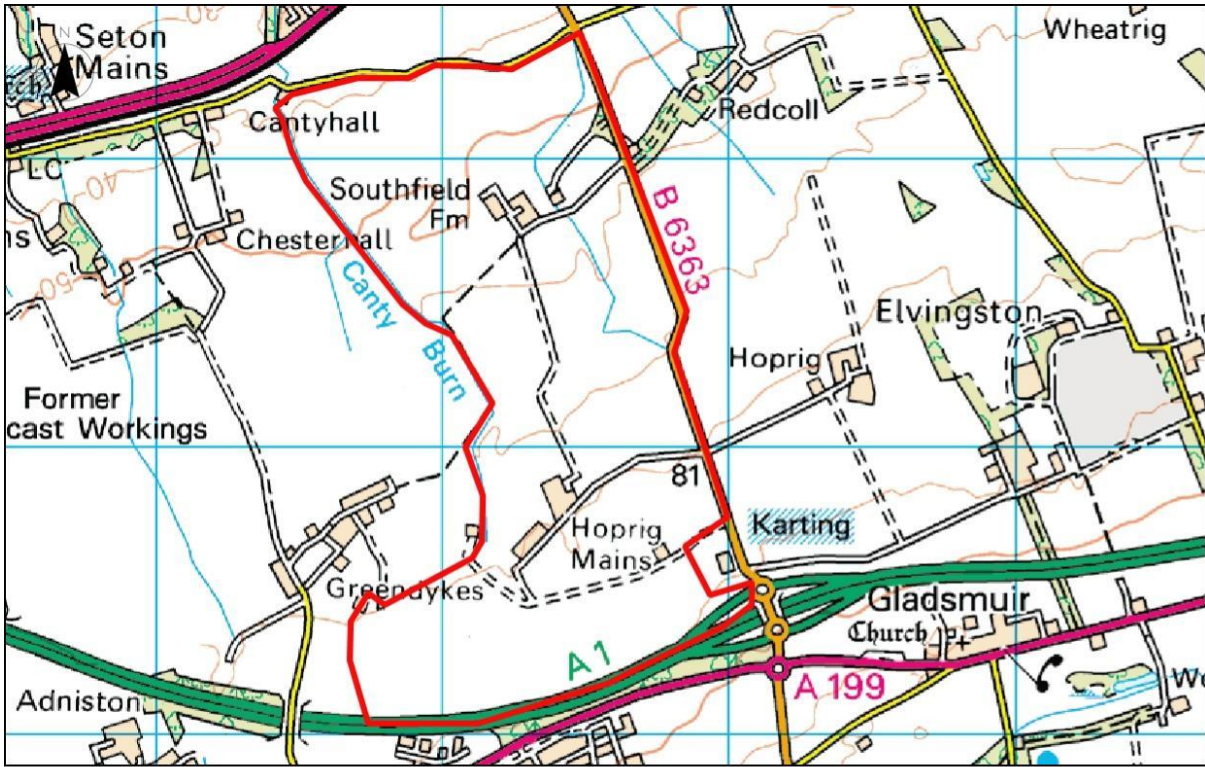
	<p>from additional flows from the minewater pumping at Blindwells. There are also issues on the Seton Dean Burn from poorly designed culverts. SEPA considers there may be serious downstream implications should there be any increase in flows. Therefore, a FRA is required which assesses the flood risk from the watercourses located within the site. Careful consideration should also be given to mine water discharges, groundwater flooding and culverts. The proposed development should have a neutral flood risk impact and there should be no increase in flows downstream as a result of the development. Any changes to the hydrology as a result of the nearby mine workings should be considered. The East Coast Main Line railway runs along the northern boundary and therefore caution regarding culvert and SUDS design is stressed. The site is also within the surface water catchment for the Longniddry and Seton Sands bathing water. The bathing water is an environmentally sensitive receptor that may be at risk from increased rates of surface water discharge. It is likely that enhanced SUDS may be required to ensure a high standard of run-off and maintain the quality of the bathing water. Buffer strips adjacent to watercourse would be required and these will also help protect bathing water quality by reducing run-off.</p>	
Air	<p>Development on the site would not be affected by existing sources of air pollution. Subject to appropriate design and masterplanning, development of a new settlement on the site would be well served by local facilities, active travel routes and public transport accessibility so the need to travel by car would be minimised.</p>	o
Climatic Factors	<p>Blindwells is in an accessible location in regional terms, and there are opportunities to improve this. Development of a new settlement here would be focusing development towards the most accessible and sustainable locations. A new settlement of significant scale could provide housing, employment and facilities in close proximity and thereby minimise the need to travel. Realistically, however, development here would still lead to some increase in car-based journeys and resultant greenhouse gas emissions. The sites north facing aspect does not lend itself to development that would be energy and resource efficient i.e solar gain. The site's watercourses may be subject to effects of climate change and may be subject to flooding.</p>	o/-/?
Material Assets	<p>The site's development would make fairly efficient use of land and resources, being largely previously developed land (although it is classified as being prime agricultural quality).</p>	?/+
Cultural Heritage	<p>The site is partially within the designated Prestonpans battlefield. Historic Environment Scotland considers that the site does not contribute strongly to understanding of the battlefield landscape and its development would not raise issues of national importance. It further advises that development of the north-western part of the site has the potential to adversely affect the setting of the A listed Seton Castle, and its associated A listed curtilage buildings and designated designed landscape. Suitable design may be able to avoid or mitigate these impacts. There are also listed Category B and C buildings within the site associated with St Germain's House</p>	-/?

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

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

Topic	Comments
Site Name	Blindwells East (see also PM/TT/OTH103, PM/TT/HSG004 and PM/TT/OTH013)
Site Ref	PM/PP/OTH003 LDP PROP BW2 Safeguarded Blindwells Expansion Area; land in the north at St Germain's and on the A1 is excluded; Policy DC1 Rural Diversification is applied to those areas. Additional land between this and the allocated PROP BW1 site is included in the safeguard.
Source of Site Suggestion	Agent (Holder Planning) on behalf of developer (Taylor Wimpey)
Site Size (ha)	216ha
Current Use	Agricultural land
Proposed Use	Mixed use – housing, business, community etc
Summary Description	A large greenfield site to the north of the A1 between Macmerry and Longniddry and adjacent to the B6363 'coal road'.



0 0.25 0.5 0.75 1 kilometres

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

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



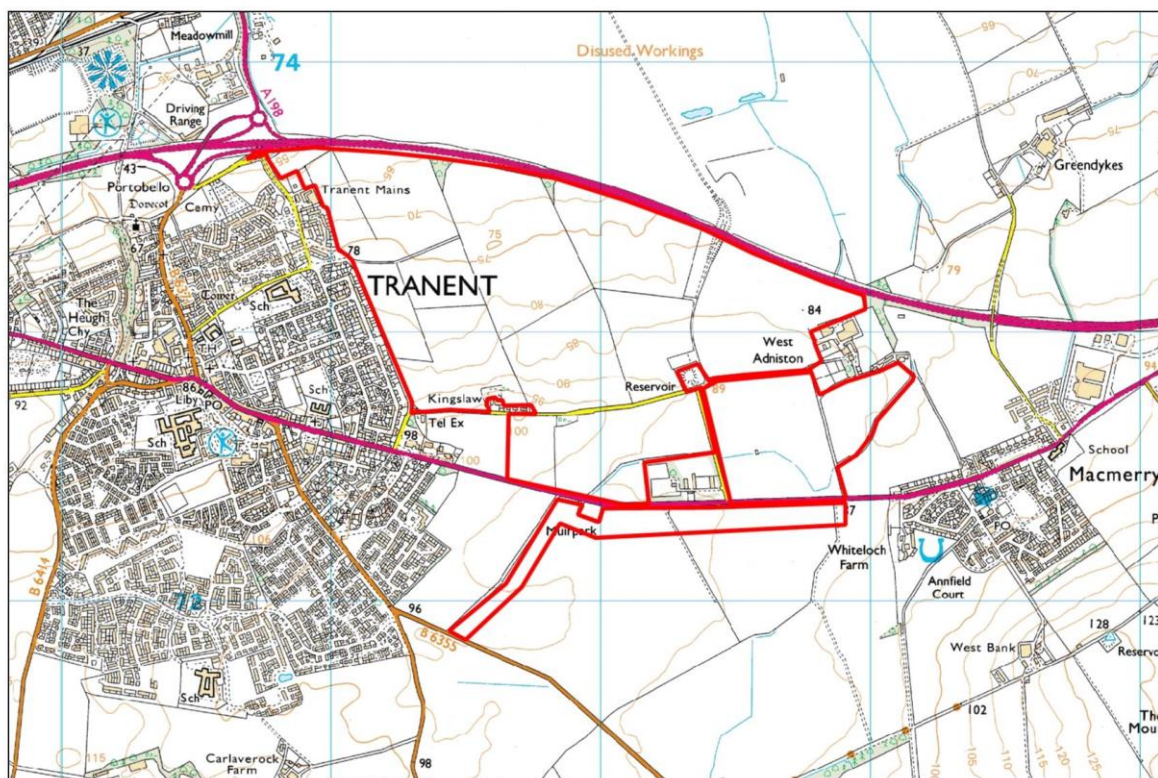
POTENTIAL IMPACTS OF DEVELOPMENT: SEA		
Topic	Comments	Score
Biodiversity, Flora and Fauna	The site is not within an area of International, National or Local nature conservation importance. However it is approximately 2km from the Firth of Forth SPA, SSSI and Ramsar site. The site is screened in to the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

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

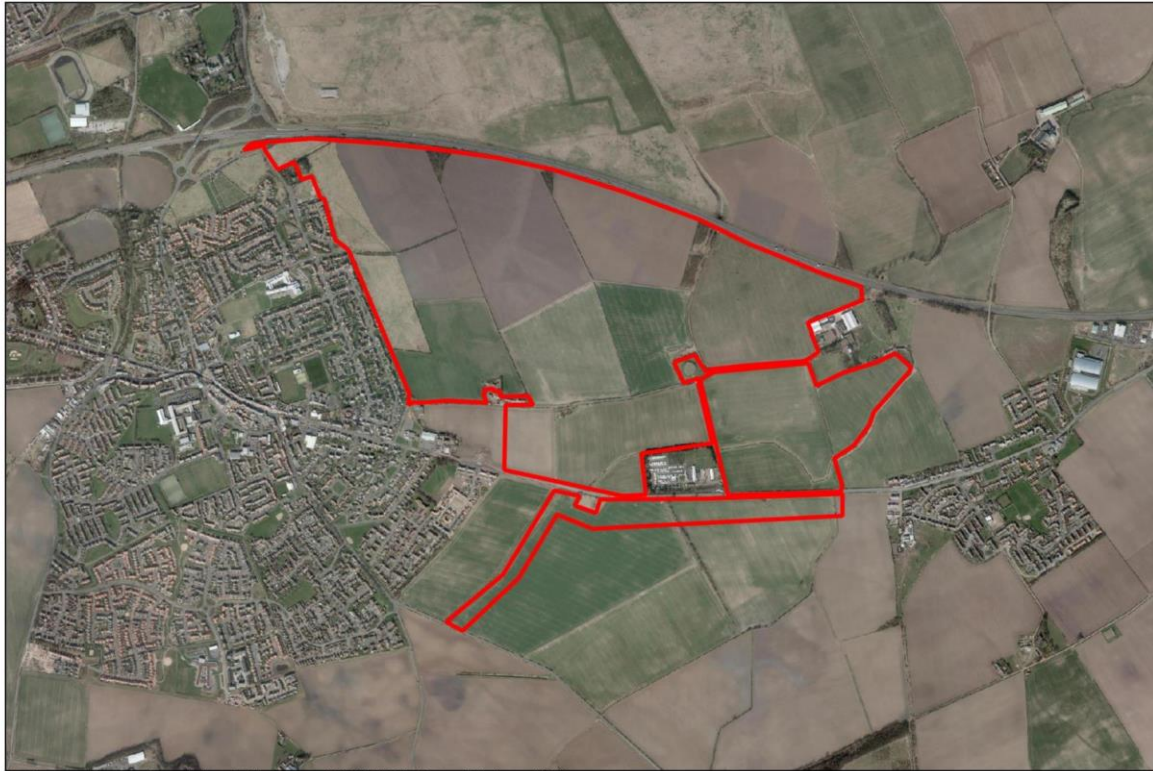
	change and may be subject to flooding.	
Material Assets	The site's development would not make efficient use of land and resources, being greenfield land of prime agricultural quality.	-
Cultural Heritage	There are 2 scheduled monuments within the site, and a category B listed building at Southfield House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

	<p>minor road which acts as a barrier between the site and arable land beyond, the A198 and the East Coast Mainline. The Canty Burn forms much of the site's western boundary and there are mature trees and a natural stone wall which run adjacent to the river corridor. These contribute towards a mature landscape and boundary feature. At the southwest corner of the site there is a drain spur off the A1 that tapers off into a clump of mixed mature trees. Development of the site could lead to potential coalescence with Tranent and Macmerry as the A1 would be the only physical barrier between the site and these settlements. Appropriate design and masterplanning, including structural landscaping, may be able to avoid or mitigate these impacts. Development of a new settlement has significant potential to provide new areas of open space and contribute to the Green Network, including enhancement of existing landscape features such as the Canty Burn towards the east.</p>	
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Topic	Comments
Site Name	Blindwells Expansion South of A1 (see also PM/TT/HSG072, PM/TT/HSG073 PM/TT/HSG074 and PM/TT/HSG075)
Site Ref	MIR/TT/128, MIR/TT/OTH016 and MIR/TT/OTH017; LDP Policy DC1 Rural Diversification
Source of Site Suggestion	Roy Mitchell Design Ltd
Site Size (ha)	340.6 hectares
Current Use	Agricultural
Proposed Use	Housing (northwest section), Other (southeast section), Woodland planting (south of A199)
Summary Description and Planning History	The site is located between Tranent and Macmerry, from the western edge of Tranent along the Tranent ridge to Adniston. The western part of the site was presented as an Alternative site in the MIR. Coal was extracted by opencast from the central northern part of the area under 96/00044/HIS_P.



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

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

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

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



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