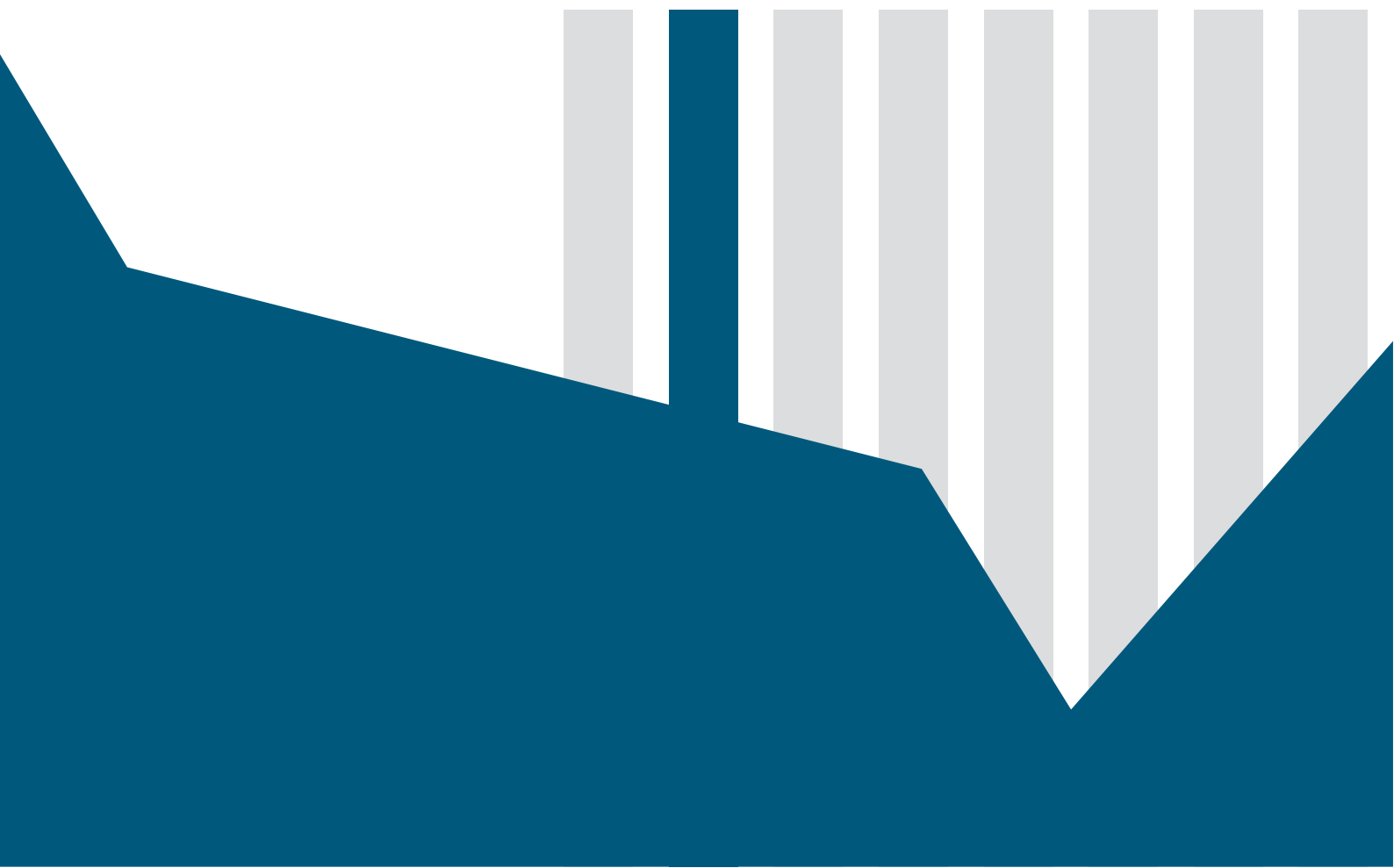


local development plan

development briefs

proposed supplementary
planning guidance 2018



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Background

Circular 6/2013 (Development Planning) describes the development planning system in Scotland and explains legislative provisions, including those contained in the Town and Country Planning (Development Planning) (Scotland) Regulations 2008. In East Lothian the development plan consists of the Edinburgh and South East Scotland Strategic Development Plan (SDP1) and the East Lothian Local Development Plan (LDP) (due for adoption in 2018). There is also scope to prepare Supplementary Guidance.

Circular 6/2013 explains that, in addition to the development plan, local authorities can prepare non-statutory planning guidance (Supplementary Planning Guidance). This can be prepared to provide detail, such as site specific planning guidance. It does not form part of the development plan, but can be a material consideration in the decision making process.

These Development Briefs have been prepared as Supplementary Planning Guidance. They supplement policy in the East Lothian Local Plan and, once adopted, can be a material consideration in the determination of planning applications. They are a set of guiding principles, and indicative design, to be followed, where possible.

Introduction

The principal policies of Scottish Planning Policy (SPP2014) are Sustainability and Placemaking the aim of which should be the creation of sustainable, well designed places and homes. To achieve these aims SPP2014 expects planning to:-

- *Take every opportunity to create high quality places by taking a design led approach.*
- *Direct the right development to the right place*
- *Support development that is designed to a high quality which demonstrates the 6 qualities of successful place:*
 - *Distinctive*
 - *Safe and Pleasant*
 - *Welcoming*
 - *Adaptable*
 - *Resource Efficient*
 - *Easy to move around and beyond*

To facilitate the Sustainability and Placemaking agenda the Scottish Government has produced policy statements: Designing Streets and Creating Places. These set out the comprehensive value good design can deliver so that successful places are created, that can unlock opportunities, build vibrant communities and contribute to a flourishing economy.

The requirement for high quality developments is echoed by Policy 1B of SDP1 which requires LDPs to have regard to the *need for high quality design* and *ensure the creation of healthy and attractive places to live*.

Policy DP9 of the emerging LDP states that 'Proposals for the development of sites that are subject to a development framework or brief that has been adopted by the Council must conform to the relevant framework or brief'.

Development Briefs

To ensure a design led approach is taken to new development in East Lothian and to encourage developers to design high quality developments which demonstrate the 6 qualities of successful places, a series of Development Briefs have been prepared for new sites allocated for development within the LDP. These have been prepared in collaboration with Scottish Natural Heritage. The Briefs will be published shortly after adoption of the Local Development Plan so the plan and the associated Development Briefs can be read together.

Once adopted, the Development Briefs will become Supplementary Planning Guidance and as such will be a material consideration in determining planning applications. They will be non-statutory extensions of the LDP Design polices and proposals, and will provide further information and guidance as to how these should be applied on a site by site basis. The purpose of a Development Brief is to inform developers and other interested groups of the type of development encouraged by the Council. The aim of a Development Brief is to achieve a higher standard of development than would be achieved without one.

The draft Development Briefs were the subject of public consultation during 2016. Since then, the following analysis has taken place:

1. Identification of those sites which now benefit from planning permission – consider the guiding principles in the brief to ensure a match with the planning consent which has seen detailed scrutiny.
2. Consideration of all representations received during the consultation period and amendments made, where appropriate.
3. Taken account of the recommendations in the Local Development Plan Examination Report (2018), particularly where the Reporter has recommended site changes or has highlighted the benefits of particular aspects of the development briefs.
4. Feedback from Council officers, including Development Management, Property services, Transport, Landscape and Housing.
5. Site visit checks to update site issues and/or photographs, as necessary.

The Development Briefs have been amended, as appropriate and are now the subject of a further public consultation period, with a view to adoption by East Lothian Council later in 2018.

Have the sites been subject to Strategic Environmental Assessment?

The sites for which Development Briefs are prepared have already been subject to SEA as part of the site assessment process in preparing the Local Development Plan and the accompanying Interim Environmental Report. SEA Gateway pre-screening - PRE 00717.

What the Development Briefs will cover

Applicants must ensure that the relevant policies of the development plans and any other associated supplementary guidance are satisfied. Supplementary Planning Guidance, such as these Development Briefs can be a material consideration in the decision making process. The Development Briefs will provide and set out principles and guidance and will consider the following matters:

- Identify high level constraints and opportunities for the site e.g. topography
- Type, general location and where relevant preferred phasing of land uses.

- Landscape, open space and green infrastructure framework
- Guidance on how pedestrians, cyclists and vehicles will access and move through the site.
- General infrastructure considerations.
- Community Infrastructure and facilities, where relevant
- Design Principles on building design, materials, scale, size, height, massing, style
- Developer contributions considerations e.g. affordable housing, education, highways contributions where applicable/appropriate.

It is important to note that the sites subject to a Development Brief have all been established in principle as suitable for development in the East Lothian Local Development Plan (2018). The purpose of a Development Brief is therefore to provide more guidance on how a site should be developed and not to review the principle of development. Also the Development Briefs will not go into the level of detail appropriate when a planning application is submitted.

Each site will have its own specific issues and constraints which will require mitigation. The Development Brief will not identify all the issues and constraints for the sites. This will only be established through further assessment and analysis in the provision of, for example:

- Arboriculture Assessment
- Archaeological Assessment
- Assessment of the impact on Battlefields
- Design Statement
- Drainage Strategy and Flood Risk Assessment
- Ecological Assessment – Appropriate Assessment where required
- Engineering Report which focuses on specific ground condition issues
- Historic Designation Impact Assessment
- Landscape and Visual Impact Assessment
- Noise Impact Assessment
- Planning Statement
- Settlement and Local Area Appraisal
- Sustainability Statement
- Transport Appraisal
- Air Quality Assessment

This is not an exhaustive list and sites may have issues that require specific site investigations and assessments. There is an expectation that where relevant investigations, assessments and appraisals are required they will be produced to support planning applications and any measures required to mitigate impacts outlined.

Applicants should also contact the Council and the Key Agencies and Consultation Authorities to scope the need for and level of detail to be addressed in any supporting studies or assessment that will be required in association with any application.

Site Layout

The Development Briefs do not go into the level of detail that set out how buildings should be laid out on each site. However there is an expectation that all sites will be developed in accordance with Scottish Governments policy statements Designing Streets and Creating Places to create safe, vibrant and coherent places that demonstrate the 6 qualities of a successful place. All development proposals should also comply with all relevant Local Development Plan policies. They should provide a range and variety of house types, sizes and tenures. Where LDP policies stipulate the provision of particular requirements for a development type, then these should be delivered appropriately, for example affordable housing, education contributions and transportation requirements. Additionally where Council standards exist all relevant proposals should accord with these standards, for example on

open space and play facilities, road and footpath layout and on parking and the Council's Design Standards for New Housing Areas.
















SUDS

Whilst the Development Briefs may indicate where SUDs provision may be located on a site this is only indicative. It is for the developer to identify the most appropriate location for SUDs. However SPP2014 states 'Proposed arrangements for SUDs should be adequate for the development and appropriate long-term maintenance arrangements must be put in place'. Therefore consideration should be given to the layout and visual impact of SUDs at the inception of the design of site layouts. Each site should adapt the type of SUDs to fit into the development and be appropriate to its surroundings. Where SUDs are being incorporated into the openspace provision for the site then they should be designed to be accessible and attractive features of the development that can be maintained to a high standard.

NOTE ON THE USE OF ORDNANCE SURVEY MAPPING

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	Refer to corresponding note		Walking and cycling access
	Walking and cycling active travel connection		Vehicular access
	Landscape edge		Viewpoint or view towards feature
	Open space		Careful consideration of view
	Open space		Built form (note)
	Possible SUDS location		Green asset (note)
	Possible SUDS location		Off-site walking and cycling route
	Culvert		

Musselburgh Cluster

Development Briefs

MH1 – Craighall, Musselburgh

Mixed use development for circa 1500 homes and 41ha Employment land



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Land Use Key:

Purple: Employment land

White: Housing land

Orange: Mixed Use housing and employment land

Blue: Town centre/school

 Rail station

MH1 – Craighall, Musselburgh

The site consists of 4 main areas separated by the A1 and a freight rail loop. Design proposals should ensure the delivery of a development that integrates and connects the 4 main areas of the site to each other and also successfully connects and links them to existing settlements.

1. Area 1 should provide a new village centre, with primary school close to the settlement of Old Craighall. Timescale and phasing of development to be agreed with the Council.
2. At least two points of access should be taken from the B6415 into both areas 1 and 2 with necessary upgrades and junctions required with provision for active travel to encourage walking and cycling. Consideration should be given to proposed access arrangements into site MH3 (Old Craighall). At least one pedestrian crossing will be required across the B6415 (giving consideration to linkages into site MH3).
3. Key high quality walking and cycling connection to village centre and primary school – pedestrian rail crossing required and timing of provision to be agreed with planning authority and other relevant stakeholders. Consideration should be given to the need for controlled pedestrian crossings within the site and on routes through Musselburgh.
4. Along the northern boundary of area 1 and the southern boundary of area 2 (along the A1) there should be a substantial high quality woodland edge of variable character provided to accommodate noise mitigation measures within it. A noise study will be required. Higher density development may be provided adjacent to these locations, should the noise study identify appropriate mitigation.
5. There is an existing culverted watercourse at the southern end of the site (Area 1) which should be incorporated as part of a multi-functional green network along the watercourse. There may be potential for SUDS in this area.
6. Walking and cycling connections should be provided throughout the site from the B6415 to the footbridge over the rail line. This footbridge needs to be upgraded to accommodate walking and cycling. The provision of a bus route using the upgraded footbridge or provision of a new overbridge constructed for the purpose of bus connection should be investigated and, if feasible, delivered as part of the wider movement framework for the site to ensure sufficient access and connections, including for public transport. The bus route should link Musselburgh to a circular route around Craighall and then back on to the A1. The provision of a bus route from the site through Whitehill Farm Road to Fort Kinnaird should be investigated.
7. Utilise existing rail tunnel under the A1 which has wide access on either side of the railway for walking and cycling connection, and potentially also provision of a bus link, between the 4 parts of the site. This bus route would connect areas 1 & 2 via the tunnel however to access areas 3 and 4 a new bridge or upgrade of the existing footbridge should be investigated and if feasible delivered at 6.
8. Residential should be in the quietest part of the site. A design led approach is needed to create a walkable and cycleable neighbourhood in this location. It should be well connected to the new village centre, shops, services and bus routes etc.
9. 3.5m wide direct cycle superhighway connection to the superhighway. Safe crossing to be provided over to the B6415. Use old rail line embankment through area 4 to connect with Edinburgh route.
10. QMU junction should be completed with underpass to Queen Margaret Drive as the main access point into area 3 and to accommodate bus access within the development and link the development with QMU, rail links and wider settlements. Site access road should run adjacent to pylon line to create a boulevard approach through the centre of development.

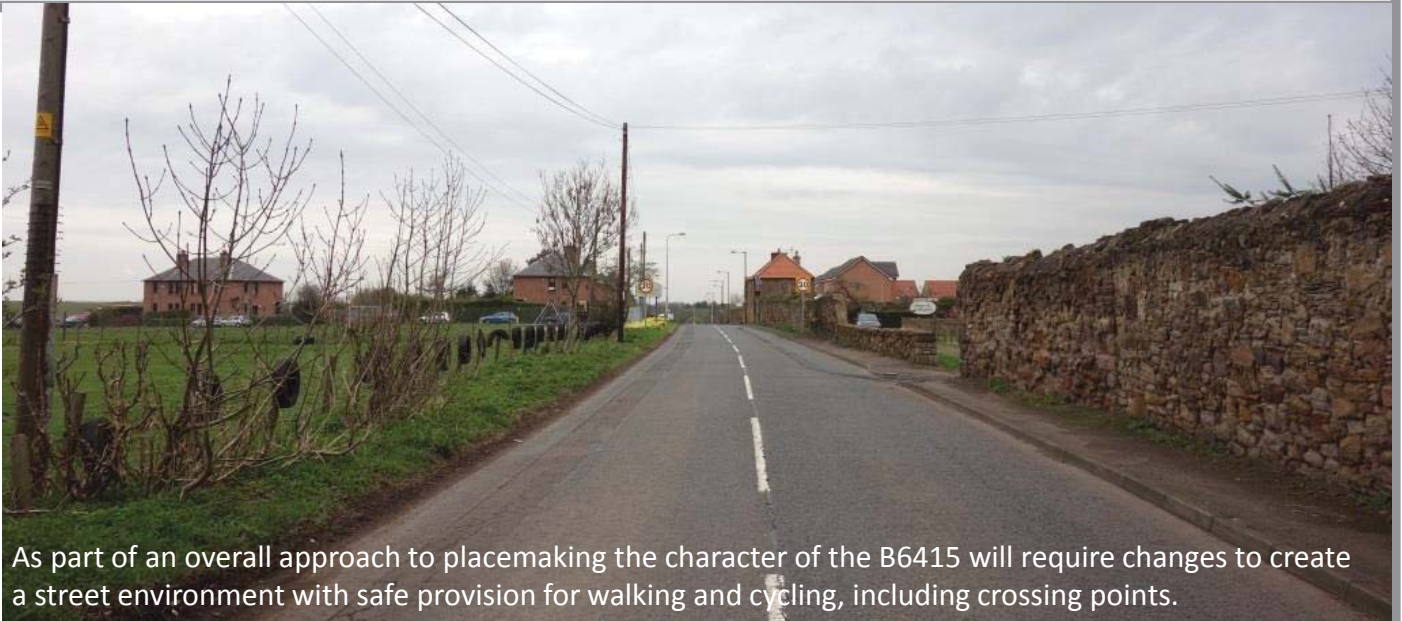
MH1 – Craighall, Musselburgh

11. Strengthen planting along the western boundary to mitigate noise, light and visual impacts from the marshalling yard and waste from heat plant.
12. Structural landscape with well designed mounding to provide noise attenuation/setting for development.
13. Walking and cycling connections throughout to connect to the footbridge over the rail link (6) under the tunnel to connect to the other 3 areas (7) over the watercourse to connect to the school (3), and out northwest corner of the site to connect through the existing underpass to QMU and Newcraighall (13) and, in particular, Newcraighall Park and Ride. Policy T19 of the LDP specifically looks at improvements in Musselburgh Town Centre and the results of a future proofing study (AECOM) for active travel will need to be considered when developing site MH1.
14. Along the eastern boundary of area 4 there should be new specimen tree planting and well designed development frontages incorporating an appropriately designed landscape edge and the provision for cycling and walking leading to Newcraighall and the development at Brunstane, Edinburgh.
15. As this area (circa 21ha) will be a place of innovation and employment in conjunction with QMU. Consideration of the boundary treatment should reflect the Newcraighall and Brunstane Development Site Briefs prepared for the City of Edinburgh Local Development Plan. To the north east of this area around 1.5ha of land shall be safeguarded for improvements to Musselburgh Station.
16. Employment-led areas of the site will need a co-ordinated approach to scale, massing and materials. The masterplan-led approach for areas 3 and 4 must ensure that built form and planting design addresses the landscape sensitivities of the site, ensuring that buildings are not overly dominant in scale or position particularly when viewed from the road.
17. Careful attention should be given to scale and design in those areas close to the few existing residential properties adjacent to the B6415, ensuring that development does not overly dominate those properties.
18. Proposed Strategic Walking and Cycling Route as part of Musselburgh's Future Sustainable and Active Travel Network.

Notes:

- A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of the Local Development Plan
- Policy SEH1 of the LDP applies. The Council supports the principle of the creation of district heat networks at Millerhill/Craighall.

MH1 – Craighall, Musselburgh Images



As part of an overall approach to placemaking the character of the B6415 will require changes to create a street environment with safe provision for walking and cycling, including crossing points.



Residential-led development, incorporating necessary community facilities and central open space to be located within western part of site 1.

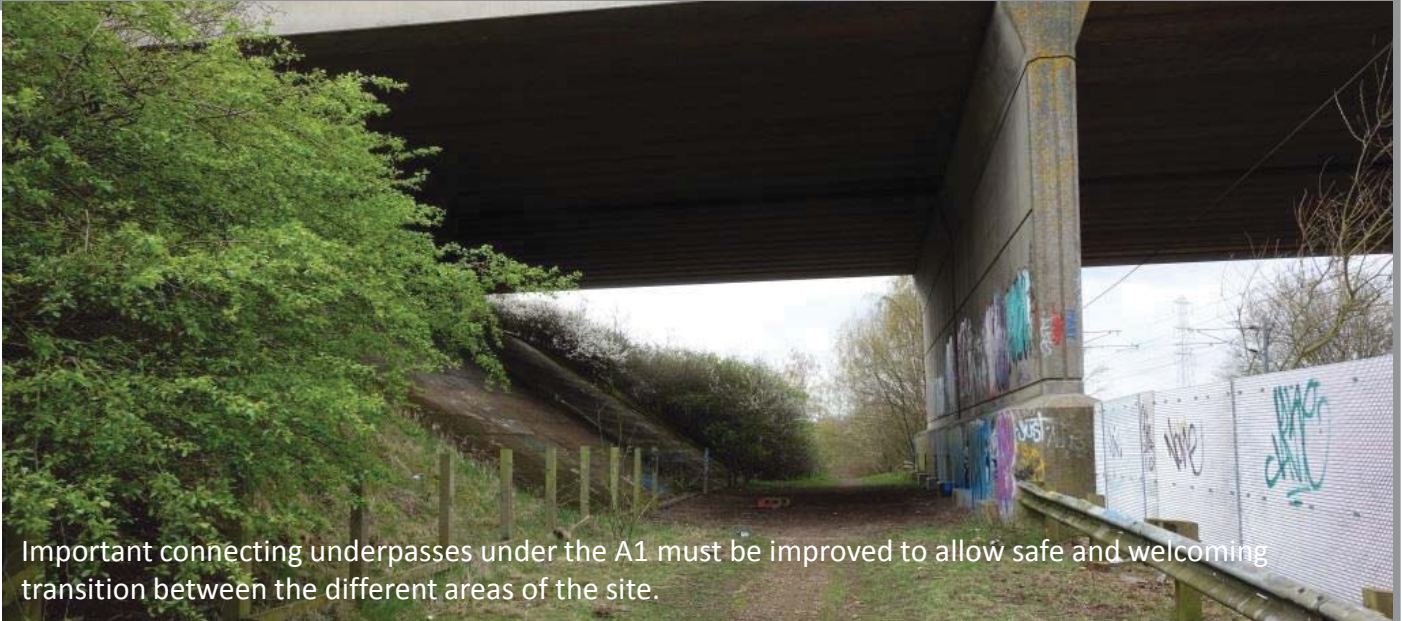


The ecological condition of this watercourse should be improved as part of an approach to create a multi-functional green network, including a path suitable for walking and cycling, connecting to Old Craighall, the new village centre and primary school.

MH1 – Craighall, Musselburgh Images



MH1 – Craighall, Musselburgh Images

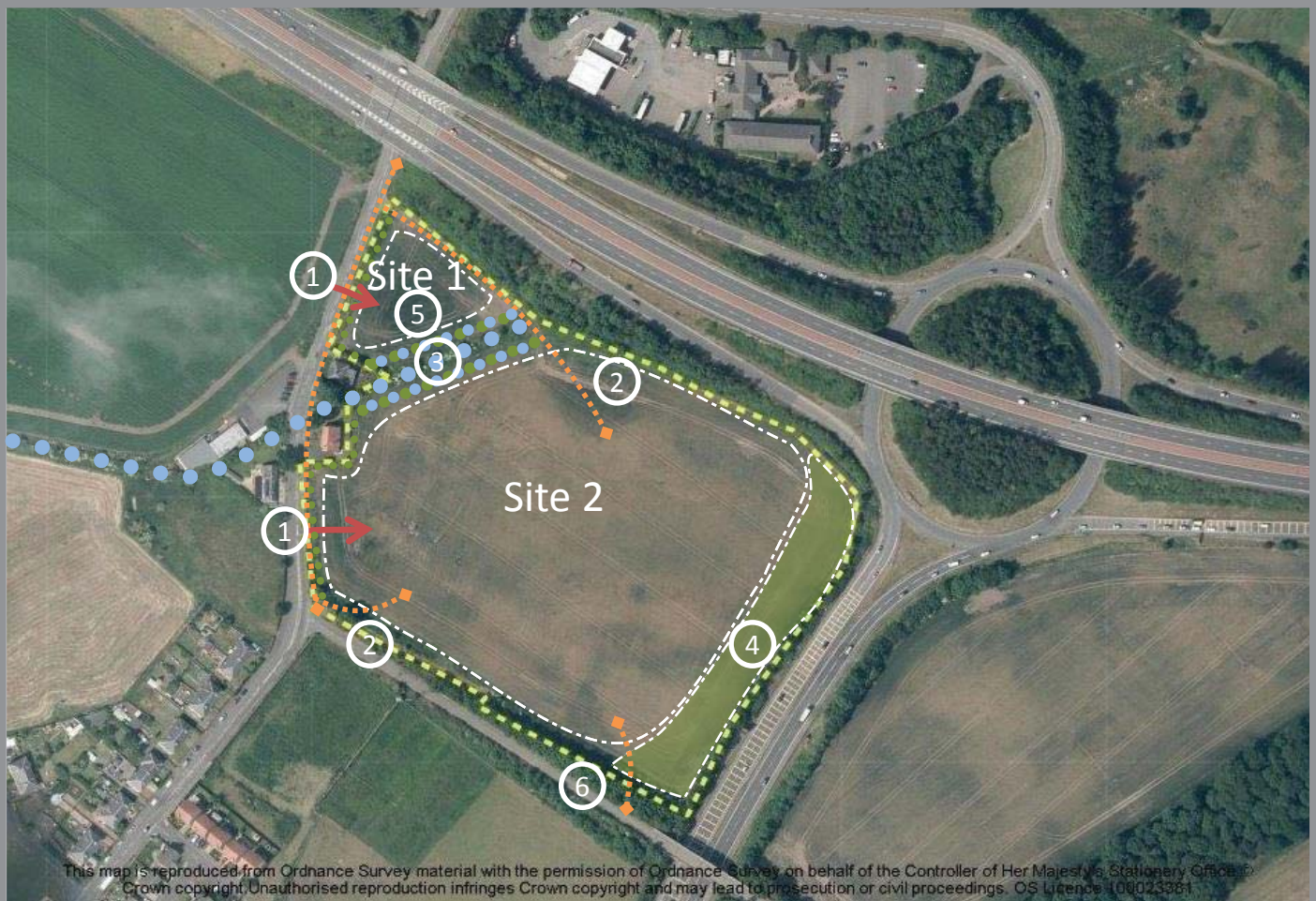


Important connecting underpasses under the A1 must be improved to allow safe and welcoming transition between the different areas of the site.



Paths within and around the site will need retained and upgraded to deliver a high quality walking and cycling network which successfully connects across different parts of the site and to adjoining communities and facilities.

MH3 - Old Craighall Junction South West Development of Employment land of circa 5 Ha



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1. Vehicular access to be taken from the B6415: site to be treated in two parts (site 1 and site 2) with a single vehicular access to each part, no vehicular connection is to be created across the minor watercourse. Consideration should be given to the access proposals for site MH1 and junction arrangements. Formal specimen tree avenue planting and a 3m wide shared use path for walking and cycling should be provided along the B6415 frontage. A pedestrian crossing will be required across the B6415 (giving consideration to linkages into site MH1). The existing stone wall should be repaired and rebuilt as necessary.
2. An access from the B6415 for cycling and walking should be created into site 1 connecting through to site 2, using the existing farm crossing of the minor watercourse. A second access for cycling and walking into site 2 should be provided at the south-west corner of B6415 – all stone walls along the edge should be repaired/rebuilt and incorporated into this edge.
3. The watercourse should be retained and enhanced with a bio-diverse designed landscape edge, forming a green corridor of at least 10m width.
4. This is a sensitive site in landscape terms – a minimum 30m build set back will be required from the A720, behind a 15m-wide noise attenuation mounding with specimen tree and understorey planting.
5. A minimum 15m build setback from B6415 is needed.
6. A pedestrian access may be created at the south east corner between site 2 and the minor road to the south.

MH3 - Old Craighall Junction South West

Notes:

- Careful attention should be given to the height and massing of the built form to ensure that buildings are not overly dominant in terms of scale or position, particularly when viewed from the road. Careful attention should be given to scale and design in those areas close to the few existing residential properties adjacent to the B6415, ensuring that development does not overly dominate those properties.

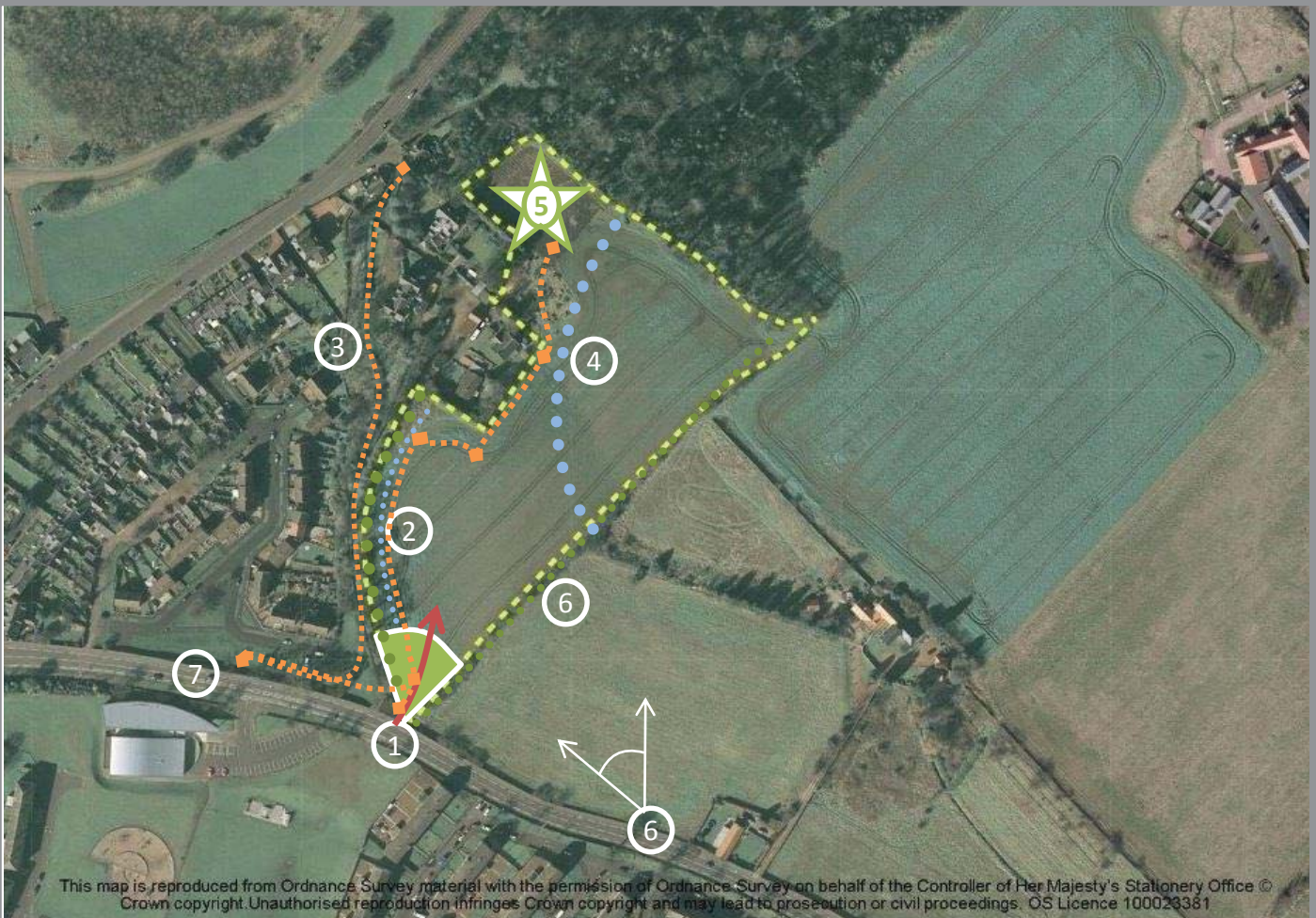
MH3 - Old Craighall Images



MH3 - Old Craighall
Images



MH8 – Levenhall, Musselburgh Residential development of circa 65 homes



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1. Site access to be taken from the A199: the stone wall is a feature of the local area and should be retained and repaired and where necessary reconstructed to serve the new entrance. A landscaped area, with bridge access to the site, covering a depth of least 40m into the site from the A199 should be created with an open, informal character containing specimen trees and making use of the existing burn. Built development should be set back to the north of this landscaped area. This will ensure that the development complements the set back of other housing on this main road.
2. The southern part of the west boundary of the site should comprise a minimum 5m-wide designed landscape edge, potentially incorporating SUDs features. Sympathetic long lasting repairs should be made to the stone walls/banks of the watercourse as necessary to ensure that it provides a high quality feature of the site.
3. Provision should be made to link to the existing built up area to the west of the site to facilitate connectivity between the site and the coast and public transport provision.
4. The Ravenshaugh Burn is culverted. It offers an opportunity to enhance the site and the developer should investigate whether it can be de-culverted and incorporate proposals into the site design and layout.
5. An area of open space to provide local amenity could be provided to the north of the site. This may be an alternative location for SUDs. This should be well landscaped around the edge to blend with the surrounding woodland.

MH8 – Levenhall, Musselburgh

6. The design of the built form on the south eastern edge of the site will be important to mitigate the visual impact of development from the A199. The building line should have a varied form and roofscape. External finishes should be of muted colour to avoid the new development being overly prominent in the wider landscape. Sufficient space to allow for a future vehicular and path connection to the south eastern boundary of the site should be provided.
7. Off-site, a controlled crossing of the A199 may be required to ensure safe pedestrian and cycling connectivity to adjoining open spaces and local services – this must be agreed with East Lothian Council Road Services.

Notes:

- Repair of the walls and banks of the Ravensaugh Burn on the west boundary of the site.
- Provision of a pedestrian crossing point on the A199.

MH8 – Levenhall, Musselburgh
Images



MH10, Dolphingstone, Wallyford

Mixed use development for circa 600 homes



1. The approach to development of this site must demonstrate through landscape and visual impact appraisal (LVIA) that important regionally distinctive views towards the Edinburgh skyline and the East Lothian coastline and sea, will be maintained from the A1. An area of open space, of minimum 300m by 185m, should be left undeveloped as a necessary measure to ensure these key views are maintained. Planting chosen for this open space should be of a scale so as not to obscure views in the longer-term (i.e. tall growing tree species should be avoided).
2. The impact of potential noise attenuation measures are to be explained through LVIA. Proposals should demonstrate how any earthworks (or other features) are appropriately designed and not of a scale or position that obscures the regionally-distinctive views highlighted in 1.
3. Noise attenuation measures should be appropriately designed with any acoustic barriers fully integrated with planting proposals. An area of specimen tree planting should be provided at the eastern corner of the site.

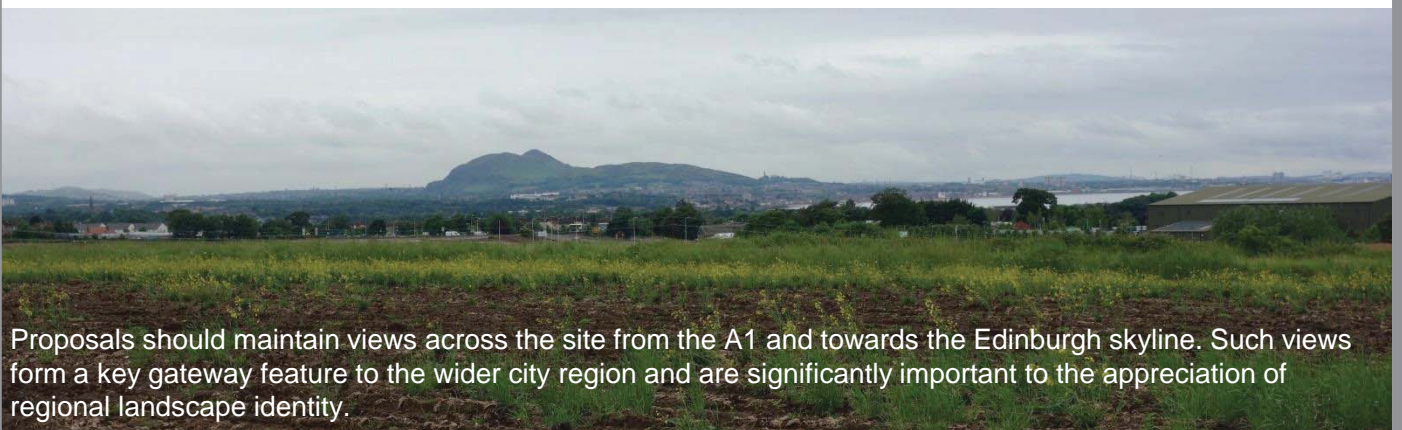
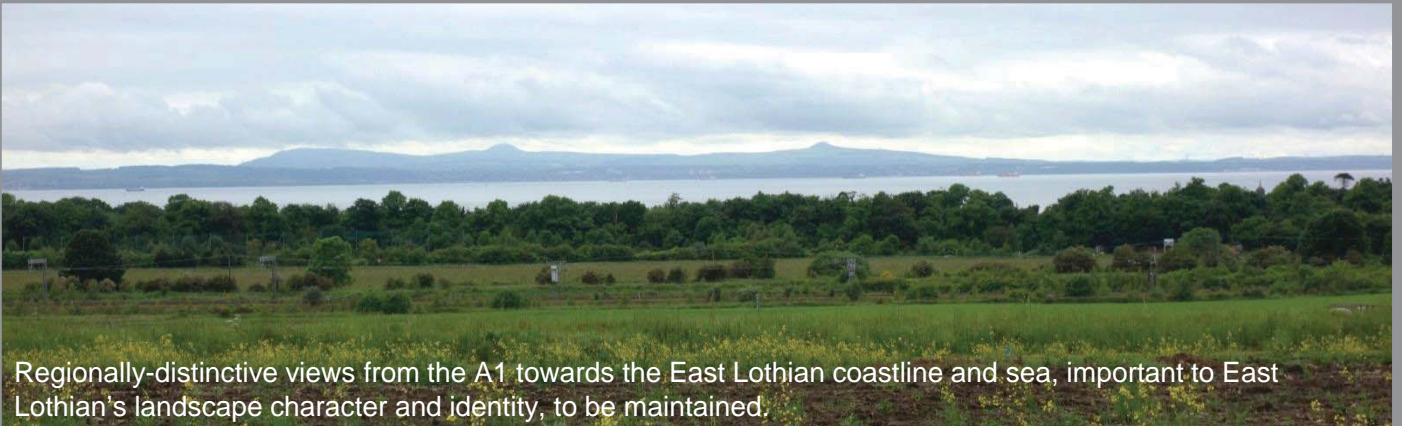
MH10, Dolphingstone, Wallyford

4. A design-led approach to development along the interface with the A199 should seek to create a change to the road character in keeping with the more urbanised context and the requirement for lower speed limits. A minimum of two site access points from the A199 are required and these should be designed in an integrated manner along with necessary measures for traffic calming, the requirements for East Lothian Segregated Active Travel Corridor and the need for a footpath along the entire development frontage. Off-site, a contribution towards the development of the East Lothian Segregated Active Travel Corridor along the A199 will be required. The existing stone wall should be retained, repaired or repositioned as necessary, potentially with a pedestrian path to the south of it. Landscaping proposals, including specimen tree or avenue planting, will be required along the development frontage.
5. A new secondary school establishment will be provided as part of the Wallyford expansion (PROP MH11), either within PROP MH9 or PROP MH10, but preferably within PROP MH9. The applicant shall investigate and identify where within PROP MH10 a new secondary school facility could be accommodated in the event that it cannot be delivered at PROP MH9.
6. A bio-diverse and designed landscape edge, forming a green corridor of at least 10m width, incorporating path provision along its length, should be provided along the western edge of the site, where it adjoins the consented development to the west. Proposals should retain a visual link to Fa'side Castle. Development should front on to this space. The potential to incorporate well-designed, accessible SUDS features within this green network edge should be explored.
7. A street network, including tree lined streets, should ensure connections with the adjoining consented development and also frame views towards Edinburgh, the East Lothian Coastline and Fa'side Castle. The small electricity line running through the site must be removed or undergrounded.
8. A consistent building line with mixed gables and backs is desirable along the eastern edge of the site. A path (suitable for walking and cycling) should be provided along the eastern boundary, connecting to the path along the A199, and the new open space (1) potentially via the street network. Equally-spaced, large-growing specimen trees on the development side of the path should be incorporated to soften this edge and create a lane character, which will provide setting for the listed buildings, adjacent to the east of the site. Gardens along this edge should have hedgerow boundaries.
9. Existing tree line to be retained with new planting as enhancement to the space.

Note:

A Habitats Regulation Appraisal and if necessary Appropriate Assessment of the proposal will also be necessary, in accordance with Policy NH1 of the Local Development Plan.

MH10, Dolphingstone, Wallyford Images



MH13 - Whitecraig South, Whitecraig

Mixed use, including circa 300 homes



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1. Main site access should be taken from the A6094 and/or Smeaton Road. The existing speed limits will need to be extended to include the new site access points with footways provided along the site frontage. Consideration should be given to the internal road layout, to permit a bus route, if necessary.
2. The western boundary should include new specimen tree planting and well-designed development frontage onto the A6094. It should incorporate a minimum 8m wide high quality edge to the development such as a wall and hedgerow treatment, appropriately designed to relate to the character of the adjoining designed landscape. Provision should be made for cycling and walking within the landscape edge in this location. The 30 mph speed limit should be extended along the western boundary of the site.
3. If SUDS is to be located in the low point along Salters Road it should be designed and landscaped to a high quality to provide attractive open space which provides setting to development. It should form green network linkages to the proposed open space expansion area (see 8).
4. Southern boundary may be of a variable character, consisting of a 15-20m wide perimeter woodland edge, incorporating new path and specimen tree planting to provide appropriate habitat connectivity, shelter and setting for the development. The path should connect on to the Dalkeith-Musselburgh active travel route.
5. Along the eastern boundary a minimum 5m set back should be provided of garden boundaries from the Dalkeith to Musselburgh walk and the development should provide a minimum of three access points through the development to link to this walkway.
6. The existing desire line along the northern boundary should be upgraded to provide a path suitable for walking and cycling and connecting new and old parts of the village to the railway walk. Landscaping, including tree planting should be included along the route of this path.

MH13 - Whitecraig South, Whitecraig

7. The approach along Salters Road should be acknowledged with a high quality sense of arrival provided at the village gateway. Careful design of the built form and landscape edge should be provided to successfully integrate the development in this important area of the site.
8. A new area of open space should be provided as an extension to the existing area of open space to the north. The open space may be fronted by well-designed development incorporating appropriate landscaping. Provision should be made for cycling and walking to connect between the new development and the school into old Whitecraig to facilitate accessibility between sites.
9. Potential for this area to become a local centre, with the addition of a local shop, cafe and/or other facility. Examples of built form are illustrated below. Proposals for this area should include a well designed and landscaped frontage due to the location at an important inter section within the village. Safe pedestrian connectivity will be required to the new development, surrounding housing areas and the school. Proposals should create a well designed civic space and facility that forms an important local hub for the village.
10. Land to the north of the site is allocated for expansion of Whitecraig Primary School (PROP MH15). PROP ED1 explains that the Council will provide additional pre-school and primary school campus land at Whitecraig Primary school. Policy SECF1 encourages shared use of any new education facilities.

Notes:

- Existing open space is to be improved through an off-site contribution towards new path provision and tree planting which seeks to expand and diversify the tree cover within the park and towards relocation and upgrading of the existing play park facilities, which will require to be moved to permit expansion of the primary school.



MH13 - Whitecraig South, Whitecraig Images



View of south western corner of site, on approach from Dalkeith along Salter's Road – a sensitive, well-designed and well-landscaped response is required to acknowledge this important village gateway



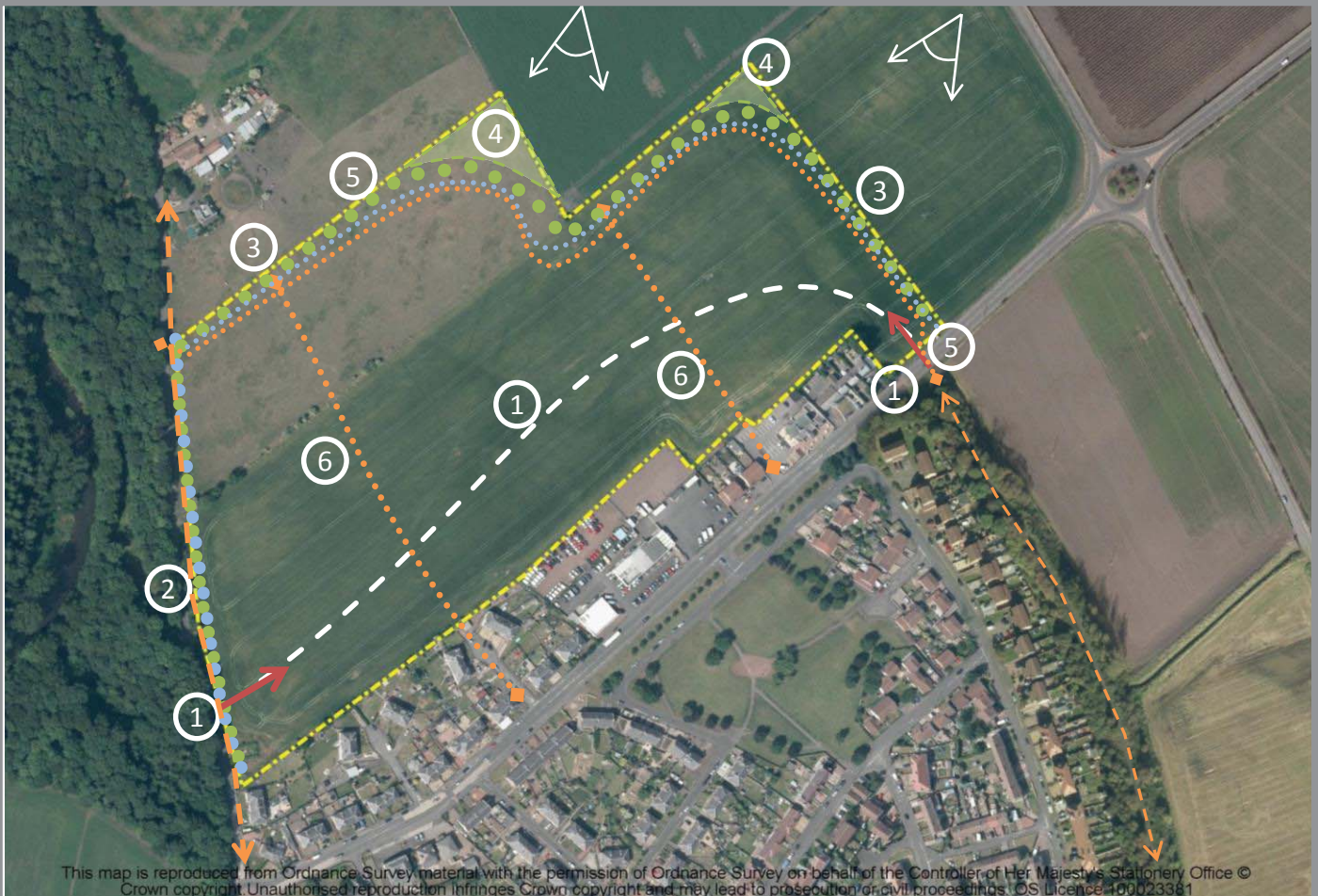
Edge with Salter's Road – a minimum 8m wide high quality edge to the development such as a wall and hedgerow treatment is required, appropriately designed to relate to the character of the adjoining designed landscape, which includes a stone wall. Provision for walking and cycling should be incorporated into the designed edge.



Looking towards Salter's Road, along the edge of the existing playing fields. Open space should be provided to extend the existing open space, with an off-site contribution required to enhance the existing park. The existing desire line (visible in this image) should be surfaced and existing specimen trees should be incorporated along with new landscaping and specimen tree planting along this route.

MH14 - Whitecraig North, Whitecraig

Residential development of circa 200 homes



1. Vehicular access to the site should be taken from Cowpits Road. This will require the road to be upgraded and street lighting and path/landscape requirements as set out in 2. The road will require widening from the south west corner of the site to the point of access on the western boundary. Traffic calming will be required along the western boundary, continuing northwards. A second access could be taken from the A6094 Whitecraig Road. The 30mph speed limit area would need to be extended to accommodate the new accesses within the village. A connection through the site linking between these two access points should be capable of accommodating buses.
2. The western boundary should respond to the quality and character of the boundary treatment of the adjacent Dalkeith House Garden and Designed Landscape. This could take the form of a mix of stone wall and specimen tree planting with a swale set within a grass verge. The edge should include a shared use path suitable for walking and cycling.
3. A 15-20m wide landscape edge comprising woodland, hedgerow and specimen trees is required along the northern end of the eastern boundary. A landscaped swale or well-designed and landscaped SUDs could be located in this area.
4. Leaving the corner areas (marked) open, either as part of the adjoining fields, or designing the landscape edge to incorporate well-landscaped SUDs, or managed open space in these locations will help aid overall integration of the development with the village in wider views, particularly from the north and east.
5. A 3m wide pedestrian and cycle path should be provided through the landscaped edge (No. 3) to connect from the A6094 to Cowpits Road: A safe point of crossing the A6094 will be required to connect to the Dalkeith Walk on the south side of the road.

MH14 - Whitecraig North, Whitecraig

6. Path links through the development should be provided to ensure good connections between the development and the existing village. At least one access point should be provided to connect through the existing development to the A6094 Whitecraig Road.

MH14 - Whitecraig North, Whitecraig Images



Looking south along Cowpits Road, and the western boundary of the site – a designed landscaped edge to development must respond to the quality and character of the boundary treatment of the adjacent Dalkeith House Garden and Designed Landscape (stone wall and woodland edge visible in image).

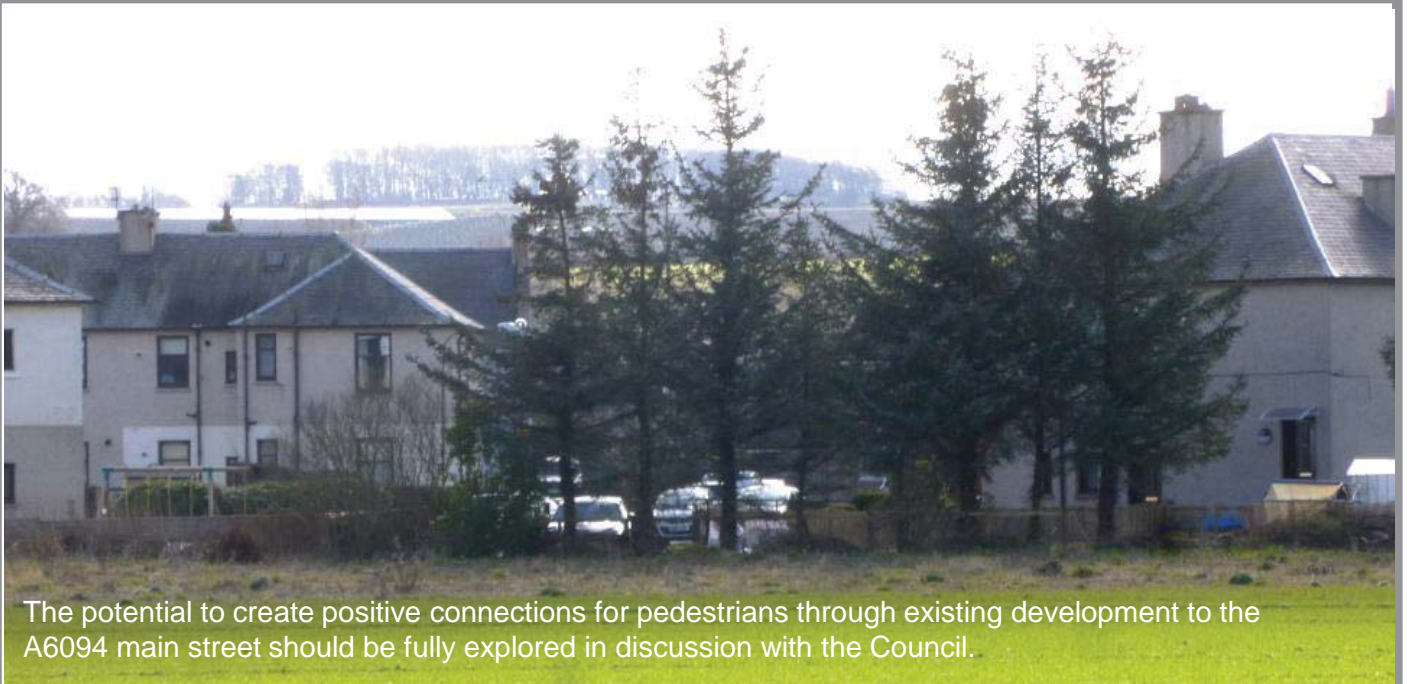


Looking north along Cowpits Road and the western boundary of the site, adjoining – a designed landscaped edge to development must include provision for walking and cycling.



View looking across the site from Cowpits road. A 15-20m wide landscape edge comprising woodland, hedgerow and specimen trees is required along the northern end of the eastern boundary and the northern boundary. A landscaped swale or well-designed and landscaped SUDs could be located within this area, and a 3m wide path for cycling and walking should connect through from Cowpits Road to the A6094. Existing stone walls could be re-used and re-positioned.

MH14 - Whitecraig North, Whitecraig Images



Prestonpans Cluster

Development Briefs

PS1 - Longniddry South, Prestonpans

Mixed use development of circa 450 homes



1. All listed buildings within the development site must be retained and restored, and their setting safeguarded. A phasing programme for the restoration and reuse of these buildings should be agreed with the Planning Authority. The existing farm steading buildings and their associated spaces are to form a central mixed use area within the development and all stone work restored and safeguarded. Class 1, 2, 3 and 4 would be acceptable within these buildings as would tourism or hospitality related uses. Housing for permanent occupation will not be permitted. Other small scale employment generating uses that would not undermine the residential character of the area may also be acceptable.
2. The watercourse should be retained and enhanced with a bio-diverse designed landscape edge, forming a green corridor of at least 30m width, incorporating a path and potentially well designed SUDS features. The path should extend to the Redcoll road to the south. Suitable vehicular and pedestrian access over this corridor is required to ensure good connectivity within the site.
3. Open space should be suitably sited within the development. This includes the provision of a new 11 a side football pitch the details of which must be agreed by East Lothian Council Sport, Countryside and Leisure, which will be used by both the proposed new development and the existing community. It should therefore be located in an accessible location.
4. Vehicular access is to be provided from a new access off the B6363. To ensure connectivity within Longniddry off-site improvements may be required to the A198 at Main Street to provide safe vehicular, pedestrian and cycle movement under the railway bridge and across the A198. The existing path to the northwest of the steading buildings should be retained and incorporated into the path network of the development and the mature trees growing alongside it retained.
5. The design should ensure that vehicles, cyclists and pedestrians can access the south side of Longniddry railway station through the site. Additional parking, cycle storage, passenger set down facilities should be provided close to the railway station.

PS1 - Longniddry South, Prestonpans

6. A 3m wide section of the East Lothian Segregated Active Travel Corridor (SATC) should be provided east/west through the site to encourage walking and cycling between communities. This should be designed to allow easy connection between Longniddry rail station and the old railway line path to Haddington and the B6363. An off-site developer contribution will be required to deliver a connection west of the site to link the SATC into the wider network.
7. The existing mature trees on the northern part of the west boundary of the site with the B6363 should be protected and enhanced with new specimen trees and understorey planting to form a 10m-wide designed landscape edge. Further south, a landscape edge consisting of a hedgerow, verge, and specimen tree planting should be provided. There may be potential for SUDS in this area and if that is the case then it should be well-designed and well-landscaped. Buildings should be orientated to front onto the B6363 to provide a well-designed, attractive view of the new development from this prominent edge. A shared use path should be provided along the full extent of the boundary with the B6363. An area of specimen trees (20m deep) should be provided in the south-western corner to form a landscape gateway feature on the approach to Longniddry from the south.
8. On the southern and eastern boundaries of the site a well-designed landscape edge up to 10m wide should be provided incorporating a 3m-wide shared use path, hedgerow, and groupings of specimen trees. Well-designed and landscaped SUDS could also be incorporated here. Careful design of the built form and landscape edge should successfully integrate the development in prominent views from the south.

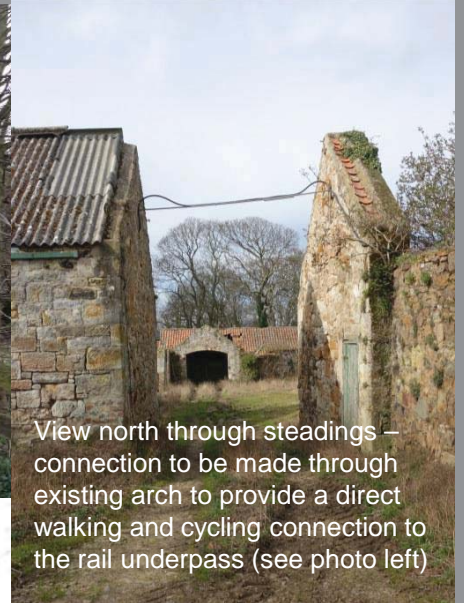
Notes:

- Housing within the site should vary in density to avoid a uniform appearance, with potential for higher density near the railway station. A range and mix of different forms of housing is appropriate across the site.
- Houses to be mainly 2 storey but there is scope for this site to accommodate some smaller or lower bungalows/cottages and up to 3 storey buildings in appropriate areas. Taller buildings should be justified in landscape and urban design terms, for example to provide a proportionate variety in an otherwise uniform street or to punctuate a view.
- Buildings should be designed to front on to areas of open space and provide a sense of co-ordinated enclosure for them.
- The new development should ensure that vehicle speed is controlled by its layout and design. This should be achieved by careful positioning of buildings, street furniture and/or carriageway design to avoid straight sections of road that would encourage vehicle speeds over 20 mph.
- Key views from within the site should be retained.
- External wall finishes should be of a variety of muted colours to ensure that the development does not appear overly prominent in long views to the site. For similar reasons, slate or dark coloured roofs would be appropriate roof coverings.
- Consideration should be given to the Gosford House Designed Landscape, the boundary of which runs close to the site. Careful consideration should be given to the design and density of the development in an attempt to mitigate any negative impacts on the designed landscape.

PS1 - Longniddry South, Prestonpans Images



View south through rail underbridge, showing steadings arch in the background – surface to be upgraded as a key walking and cycling connection



View north through steadings – connection to be made through existing arch to provide a direct walking and cycling connection to the rail underpass (see photo left)



View east along the northern edge of the farm steadings – existing route to be re-surfaced as a walking and cycling connection. Trees to be retained and listed farm buildings to be restored and suitably converted.



View south over old walled garden – to be retained and form part of the green corridor through the site and open space within the central mixed use area.

Tranent Cluster

Development Briefs

TT1 – Windygoul South, Tranent

Residential development of circa 550 homes



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TT1 – Windygoul South, Tranent

Residential development of circa 550 homes

1. Main site access should be taken from the B6371 Ormiston Road and B6414 Elphinstone Road through the site. An additional access should be created from Brotherstone Way providing a link to the main access route (this should be designed to discourage heavy vehicle use and slow down traffic). The main access road should be an access corridor with a 6m wide sinuous carriageway, a 3m wide shared use path on one side and a 2m wide footway on the other. Along this footpath hedgerow and formal specimen tree planting should be provided. Development should be well designed and orientated to front the connecting road. There should be pedestrian and cycle connectivity to the north that connect to Windygoul Primary School and beyond. Controlled crossings may be required on routes to school. The access corridor will require a controlled crossing for the core path (9), linking to site TT3. The access corridor should be designed to incorporate bus movements through the site.
2. The eastern boundary of the site should be well landscaped with new double avenue specimen tree planting along its whole length. This boundary should incorporate provision for off road cycling and walking (3m wide shared use path). Houses may be orientated to face Ormiston Road and have varied frontages, that are coordinated in colour and set back from the road.
3. To create a gateway to the development from the south a high quality formal, structured landscape edge should be provided on the south east corner. This should be a minimum 10m deep with grass and specimen tree planting, and link to the landscape treatment of the southern edge to provide an attractive approach to Tranent. The 30mph limit on Ormiston Road should be extended to the site boundary and the gateway treatment should be designed in a way that assists with slowing traffic as it enters the urban area.
4. The southern boundary of the site should comprise a managed and accessible landscape edge, which should incorporate new specimen tree planting. There is potential to incorporate well designed and well landscaped SUDs within this edge and it should incorporate a pedestrian and cycle path to facilitate connectivity within the site and beyond into Tranent.
5. In the south west corner, where the site adjoins operational employment land, separation between the uses should be secured with development offset by a minimum of 10m from the boundary. This will also serve to protect the existing tree screening. This area could incorporate landscaping and an amenity area possibly including a walkway to formalise the existing informal pathway around the field edge and joining to the core path route. The design of the development should not prejudice the future inclusion of a pedestrian access from the south west of site TT1 into the employment site.
6. The layout of the site should encourage direct pedestrian and cycle routes to the school, local shop and the town centre; these links should also be made to the west and east of Gavin's Lee, to the east of George Grieve Way and into Winton Court.
7. The main open space provision should be located on the northern edge of the site to link into the existing open space to the west of the school and area for future school expansion (Proposal TT2). Open space should be provided elsewhere throughout the site in accordance with the Council's open space standards. The area between Carlaverock Farm and the research centre, and the northwest corner of the site are the higher parts of the site. Therefore these areas should be kept free from visually obtrusive development. They would be appropriate areas for open space within the site.
8. The potential for higher density housing may be explored in the area indicated to the east of the expanded school (Proposal TT2), the most convenient location for access to the school and shop.
9. The core path along the western boundary should be safeguarded. The path should be upgraded to 4m wide and lit for walking and cycling and should be enhanced with specimen tree planting to provide an appropriately designed landscape edge with links into both site TT1 and TT3. The line of the path could curve between the sites. Buildings should be appropriately designed and orientated with staggered frontages, set back from this boundary and should be a maximum height of 2 storeys (see indicative diagram below). Some of the dwellings could overlook and be accessed from the path.

TT1 – Windygoul South, Tranent

Residential development of circa 550 homes

Notes:

- External finishes of new development should be in muted colours to be agreed with the Planning Authority;
- Around the edges of the site development should be no higher than 2 storeys (with the exception of the higher density area);
- Any development around the areas of openspace should front onto the open space to ensure that it is overlooked.
- Surveys for noise, odour and emissions will be required to consider the adjoining employment use at Elphinstone Research Centre. These should inform any necessary mitigation of negative impacts on the proposed residential development.

TT1 – Windygoul South, Tranent Images



South west boundary adjoining operational employment land. Development should be set back by at least 10m and there should be appropriate landscaping and a pathway.



Looking north across the site

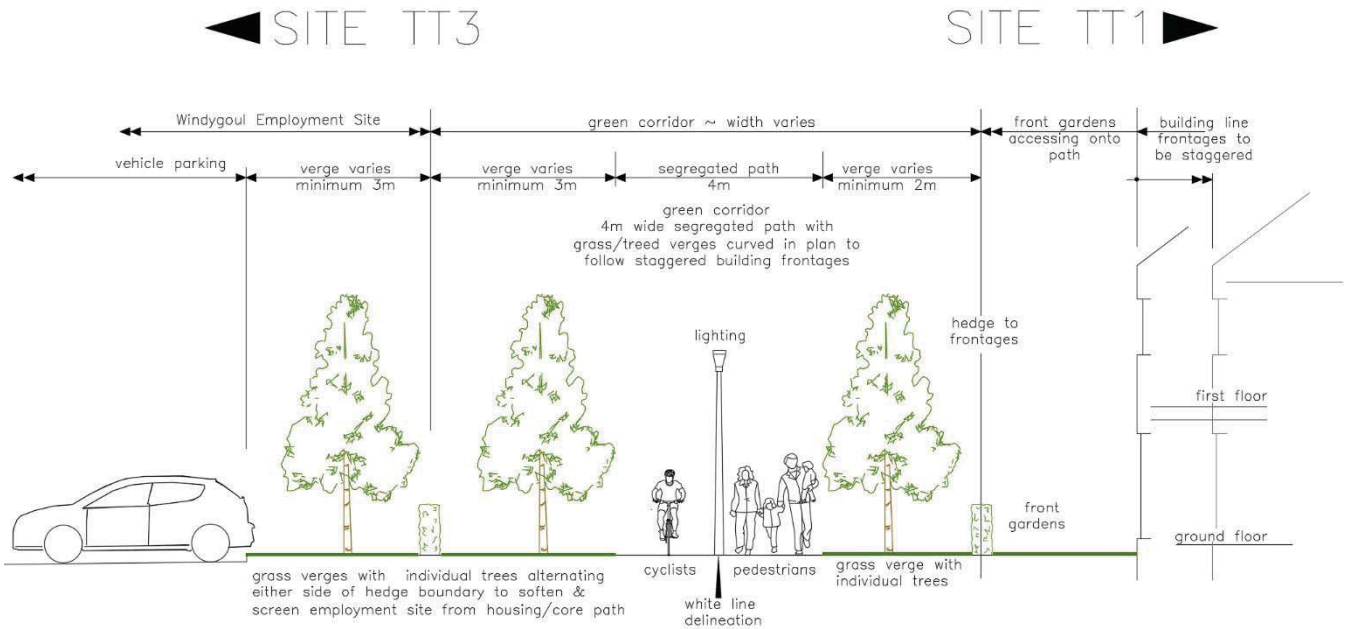


Core path to be upgraded between sites TT1 and TT3.

TT1 – Windygoul South, Tranent

Images

Indicative cross section of upgraded core path between sites TT1 and TT3.



TYPICAL SECTION THROUGH CORE PATH 345 EAST (NORTH TO SOUTH)

~ NOT TO SCALE ~

TT3 - Windygoul Employment Site, Tranent

Employment site of circa 8.6ha



1. Site access should be taken from the B6414 and create an access corridor with a 6m wide sinuous carriageway, a 3m wide shared use path on one side and a 2m wide footway on the other, linking to Site TT1 (residential allocation). The access corridor will require a controlled crossing for the core path (3) and should be designed to incorporate bus movements through the site and beyond to site TT1.
2. The existing hedgerow on the western boundary should be retained and enhanced with specimen tree planting. Development fronting onto the B6414 should be appropriately designed and orientated. Buildings on this edge should be of a dark green, blue or grey colour and be of a maximum height of 2 storeys, to best fit into the rural landscape.
3. The existing hedgerow on the southern boundary of the site should be retained and enhanced with new specimen planting where required. To create a gateway to the development from the south a high quality gateway treatment should be provided on the south west corner. The 40mph limit on Elphinstone Road should be extended to the site boundary and the gateway treatment should be designed in a way that assists with slowing traffic as it enters the urban area.
4. The core path along the eastern boundary should be safeguarded. The path should be upgraded to 4m wide for walking and cycling and should be enhanced with specimen tree planting to provide an appropriately designed landscape edge with links into both site TT1 and TT3. The line of the path could curve between the sites. Development proposals should respond to the site brief for the adjoining allocation to the east. Buildings should be appropriately designed and orientated with staggered frontages, set back from this boundary and should be a maximum height of 2 storeys. Consideration should be given to the residential amenity impacts of development to the (future) occupiers of the houses to be built to the east of the site. A layout incorporating set back buildings and car parking at this edge, would be preferable (see indicative diagram below).

TT3 - Windygoul Employment Site, Tranent

5. Along the northern boundary a 10m wide landscape edge should be provided incorporating a hedgerow and specimen tree planting. Consideration should be given to the residential amenity impacts of development to the occupants of the houses to the north of the site.
6. The site layout should allow pedestrian and cycling connectivity through the site to link to existing paths to the north that connect to Tranent.

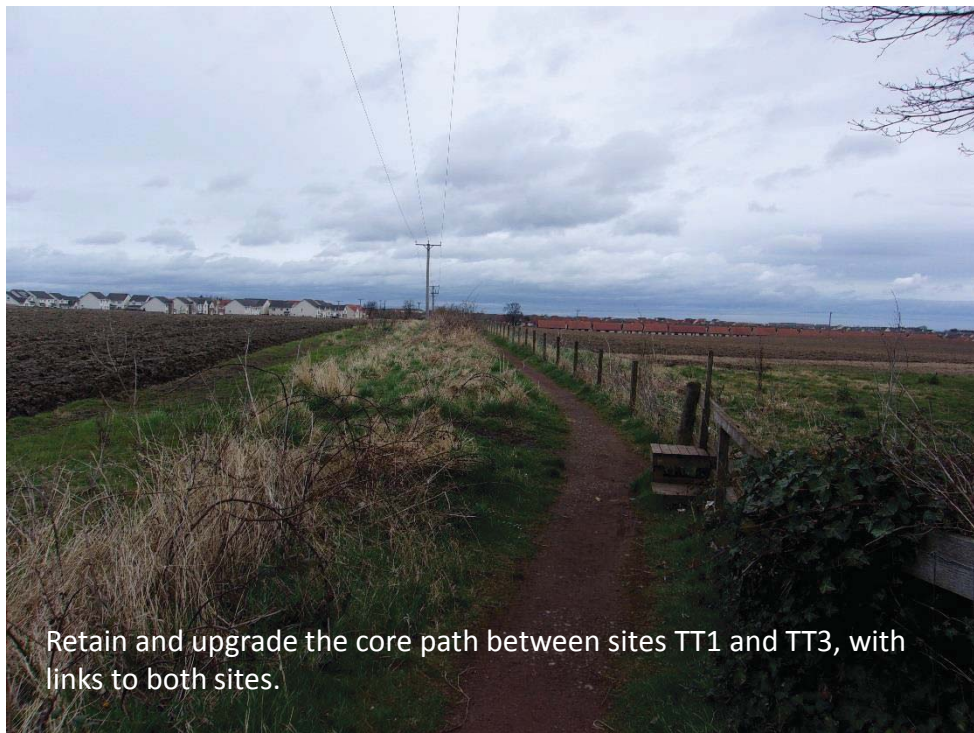
TT3 - Windygoul Employment Site, Tranent Images



Existing hedgerow on the southern boundary.



Residential properties to the north of the site. A 10m landscape edge should be incorporated.

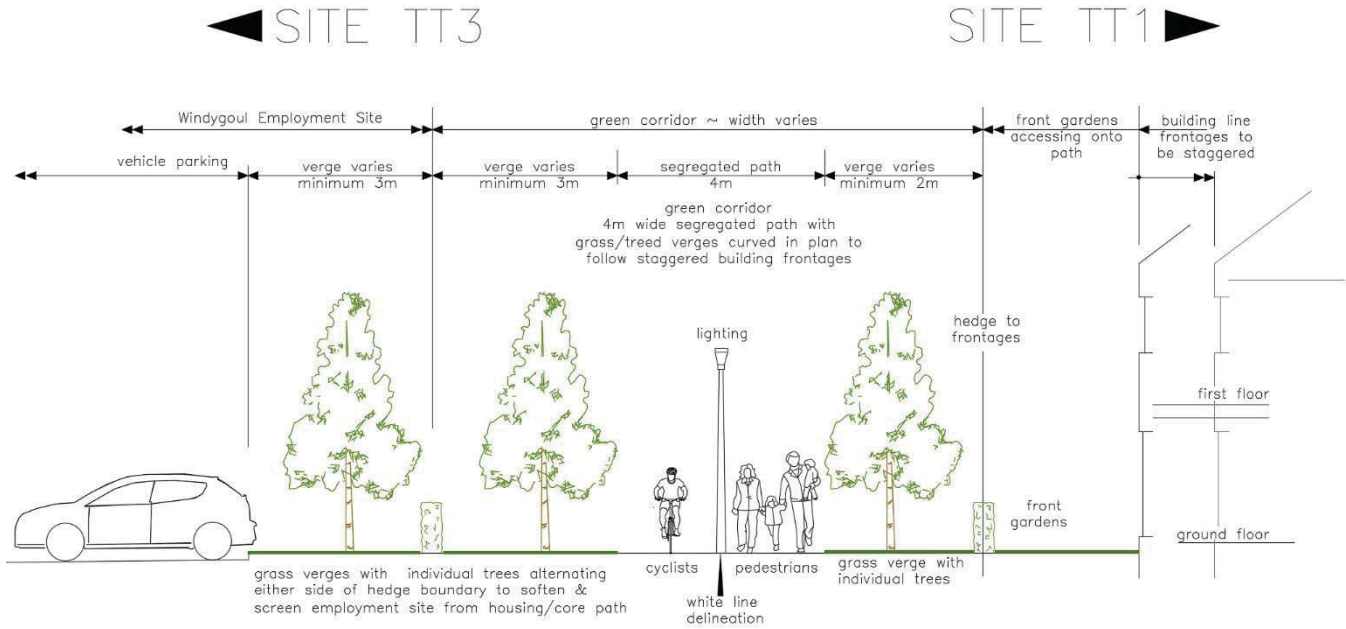


Retain and upgrade the core path between sites TT1 and TT3, with links to both sites.

TT3 - Windygoul Employment Site, Tranent

Images

Indicative cross section of upgraded core path between sites TT1 and TT3.



TYPICAL SECTION THROUGH CORE PATH 345 EAST (NORTH TO SOUTH)

~ NOT TO SCALE ~

PROP TT4 - Lammermoor Terrace, Tranent Residential development of circa 120 homes



1. The northern edge of the site should be well landscaped with new specimen tree planting, and could incorporate a landscape swale within it. Housing along this edge should be designed to have co-ordinated frontages that front onto Lammermoor Terrace and should reflect the scale and character of the existing housing on the north side of Lammermoor Terrace. Driveway accesses would be acceptable. A new footpath should be provided along the entire frontage of the site.
2. Along the western boundary a high quality landscape edge, incorporating the existing hedgerow, the existing core path route and new specimen tree planting of large growing species should be provided. This will provide appropriate shelter and landscape setting for the development.
3. Along the south-eastern boundary a managed and accessible landscape edge, incorporating a hedgerow and specimen tree planting, should be provided to give an appropriate setting for the development and screen adjoining land uses. Incorporate footpath links along this south-eastern edge connecting to Lammermoor Terrace. Possible culverted watercourse through this area – options to de-culvert to be investigated and incorporated in proposals. This landscape edge could be a location for well-designed SUDS.
4. The overall site layout should enable pedestrian and cycling connectivity through the site between Lammermoor Terrace and Elphinstone Road providing a direct link to the existing path north that connects to Prestonpans Rail Station and Polson Public Park. Open space to be provided within the site in accordance with Council Standards.
5. An off-site contribution is required to establish a new section of surfaced lit path through Polson Public Park to connect existing paths and facilitate improved access to park facilities for the development.

PROP TT4 - Lammermoor Terrace, Tranent

Note

- A controlled pedestrian crossing will be necessary on Elphinstone Road to allow access to Ross High School.

TT4 - Lammermoor Terrace, Tranent Images



Looking North East to houses on Lammermoor Terrace



Derelict building at South west boundary of site.



Boundary with Elphinstone Road Industrial Estate – an appropriate landscape setting is required.



Core path along western boundary – hedge to be retained and maintained.

TT5 – Bankpark, Tranent

Residential development of circa 80 homes

6. Improve active travel facilities along Brickworks Road and provide an accessible route along Dovecot Brae.
7. Views to the Forth and Fife should be protected.
8. Maximum of 2 story development with darker coloured buildings closest to the church. Roofscape will be visible and must therefore be dark brown/grey and pitched.

Note

- Adoptable, lit 4m wide shared use paths should connect into town creating safe routes to school. A controlled crossing may be needed on Church Street.

TT5 – Bankpark, Tranent
Images



Existing Stone Wall boundary to the West



Stone wall close to the Heugh



View into the site from Brickworks Road



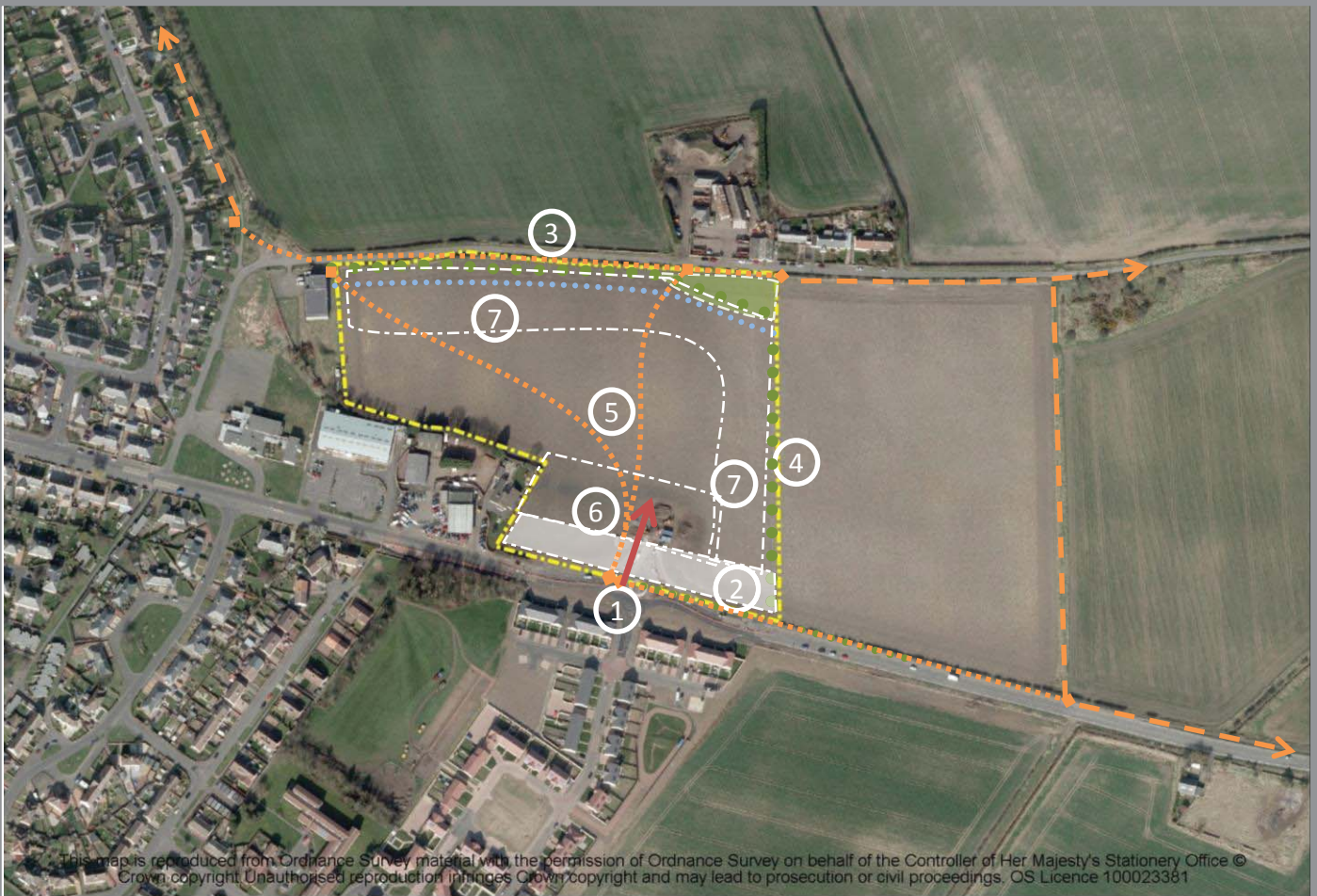
Heugh Walkway to town centre



Walkway at north end of heugh to Prestonpans and railway station.

TT6 – Kingslaw, Tranent

Employment use of circa 4.4ha



1. Vehicular access should to be taken from the roundabout on the A199. The 30mph limit along the A199 should be extended eastwards to the site boundary.
2. Buildings at the southern boundary should be set back some 30m from the road. The southern boundary should comprise a high quality, minimum 5m wide structured landscape edge with formal specimen tree planting which should compliment (and replicate if possible) the cherry trees opposite, at the south side of the A199.
3. Buildings on the northern edge should be set back minimum of 20m. A well designed and maintained landscape treatment to this boundary will be required. Buildings on the north eastern corner of the site should be set back sufficiently to safeguard the amenity of the existing dwellings on the north side of the road. Potential for locating SUDs within this lower lying landscape edge.
4. On the eastern boundary there should be a minimum 10m designed landscaped edge with specimen tree planting with hedgerow, or a woodland strip.
5. Safe pedestrian and cycling access should be created to allow linkages through the site, connecting the A199 through to the existing path network at the north-west corner of the site.
6. Due to its proximity to the A199 the southern end of the site is best suited for retail or office use. These should be of a higher quality design.
7. As a key gateway to Tranent, buildings on the southern and the eastern boundaries must be of a lower height and smaller massing, addressing all key aspects in the Notes below.

Notes:

- The colour, scale, frontage design and frontage lines of buildings should be co-ordinated, promoting a design led approach to the overall site development.

TT6 – Kingslaw, Tranent

- Car parking and access roads should be landscaped to a high specification to provide appropriate context and landscape accommodation for built development.
- Commercial signage will need a co-ordinated approach in terms of the proposed location and scale. Along the A199 it should be set back and on the external walls of buildings only. Directional site signage should be co-ordinated through a uniform site specification.
- Site lighting should be co-ordinated across the site with measures to reduce light spillage and glare incorporated.
- A contribution towards the development of the East Lothian Segregated Active Travel Corridor will be required.



Existing dwellings adjacent to the north east corner of the site.

TT7 - Macmerry North

Residential development for circa 150 homes



1. Vehicular access should be taken from the A199. A secondary access may be taken from Chesterhall Avenue, off Greendykes Road. There should be no vehicular access all the way across the site, only pedestrian and cycling provision across the core path (4).
2. Buildings on the southern boundary of the site should front onto the A199 road with parking provided to the rear. They should be no higher than 1.5 storeys in height.
3. On the western and northern boundary, gardens should be defined by a hedgerow with specimen tree planting.
4. The existing core path route should be retained and the route enhanced through the addition of hedgerows on either side and new specimen tree planting. A minimum of two points of path access are required on to the core path from the housing areas to the east and the west.
5. The overall site layout should enable pedestrian and cycling connectivity through the site providing at least one direct link from the site out through Mountfair Gardens to the southeast and into Macmerry.
6. An appropriately designed landscaped gateway should be introduced at the south west corner of the site. This should be designed to assist with the slowing of traffic on approach to the village.

TT7 - Macmerry North

Residential development for circa 150 homes

Notes:

- External finishes of the buildings should be of muted colours and not white: Roofs should be clad in dark coloured materials. Where different roofing materials are used buildings should be grouped according to their roof colour.
- The Electricity Power lines are to be undergrounded
- Off-site, a contribution towards the development of the East Lothian Segregated Active Travel Corridor along the A199 will be required.

TT7 - Macmerry North Images



View from the A199 looking towards the site and Macmerry



View from north of the site towards the A199



South west corner of site looking towards Macmerry

TT8 - Macmerry Business Park East Images



View west across site from the corner of the B6363 and the A199 – existing specimen trees visible on right



View west across site from the corner of the B6363 and the A199 – showing existing specimen trees to be managed and retained



From the corner of the B6363 looking to and over the site – showing existing hawthorn hedgerow along eastern boundary. This hedgerow should be restored or replaced with the edge substantially enhanced by further planting



From the A199 looking west towards the B6363 with the site beyond – showing ground rising to the south where careful siting of smaller buildings should be proposed

TT9 - Gladsmuir East, Tranent

Residential development of circa 20 homes



1. A new vehicular access should be created on the north side of the A199. The bus stop is currently located where the new access may go, this will need to be moved to an appropriate place. Any development along this boundary should face onto the A199 and be appropriately setback in keeping with the existing development to the west.
2. A shared use path for cycling and walking should be created off Lamington Road connecting into the site.
3. On the northern boundary a new hedgerow and specimen tree planting is required.
4. Built development should be set back from the east boundary of the site to safeguard the existing tree belt which forms the west boundary of the Elvingston Garden and Designed Landscape. This set back should be in accordance with British Standards.
5. Buildings should be of a similar height, colour and materials to the adjoining built development, with heights not exceeding 1.5 storeys. Layout should reflect the wider settlement grain.
6. Off-site, a contribution towards the development of the East Lothian Segregated Active Travel Corridor along the A199 will be required. A crossing to the bus stop on the south side of the A199 may be required.

TT9 - Gladsmuir East, Tranent Images



Existing bus stop at potential access point.



Existing tree belt which forms the west boundary of the Elvingston Garden and Designed Landscape.



Buildings to be of similar height, colour and materials to the adjoining built development.

TT10 – Limeylands Road, Ormiston

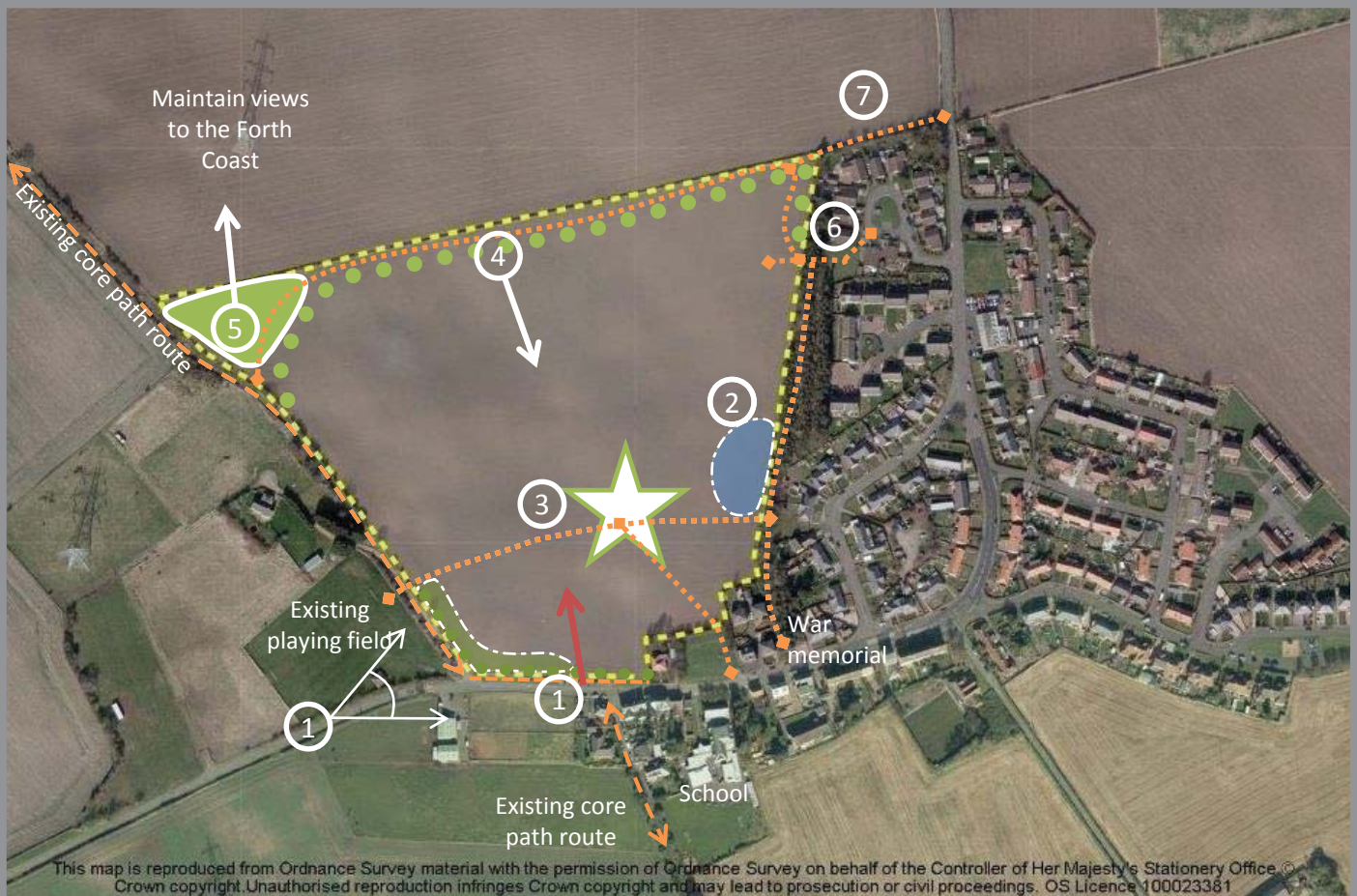
Residential development of circa 140 homes



1. A hedgerow and specimen trees should be planted along the western boundary and should include a surfaced footpath connection provided along it to connect the existing lane south of the development to the Railway Walk.
2. Open space should be located to form an extension to the existing open space provision on the adjacent development. Buildings should front on to the enlarged open space and provide a sense of co-ordinated enclosure through their layout. The built form should reflect the form, finish and density of the adjacent development to the east.
3. The overall site layout should enable pedestrian and cycling connectivity through the site between the enlarged open space and Railway Walk, which should have, as a minimum, two points of access.
4. The landscape edge with the Railway Walk should consist of specimen trees and hedgerow planting, to match the character of the existing edge along this route.
5. Protect and retain existing TPO trees along the southern boundary through appropriate development set back. Enhance landscape edge through appropriate new planting.
6. Access to be taken from the existing development adjacent to the east. Additional access to be taken from Tynemount Road to the south.
7. Off-site, a contribution will be required to upgrade the surface along part of the existing railway walk.

TT11 - Elphinstone West, Tranent

Residential development of circa 80 homes



1. Vehicular site access to be taken from the B6414. A high quality, minimum 10m deep formal, structured landscape edge with grass and specimen tree planting is required to the west of this access to create a gateway or landscape edge to the village. The gateway landscape edge may be continued part way up the western boundary opposite the existing playing field to help accommodate development on this sensitive edge. A shared use footpath should be provided along the B6414. Built form along the B6414 should front towards the road with front gardens defined by hedging. Buildings should not be overly dominant in terms of scale or impact on the wider village character on this important approach and should reflect the nearby built form.
2. Potential location for well-designed and well-landscaped SUDS to create an appropriate landscape edge and adjoin new associated planting to areas of neighbouring woodland.
3. Site layout to enable pedestrian and cycling connectivity through the site and to connect between the existing playing field, new openspace, the existing greenspace to the south and the woodland/war memorial network to the east. A graded access path should be provided through the village green to connect to the pavement along the B6414. Buildings should front on to the new open space.
4. Along the northern boundary a high quality landscape edge of minimum 8m wide should be provided, incorporating the existing hedgerow (repaired where necessary), path provision and specimen tree planting to create appropriate shelter and setting for the development: views to the Forth Coast and the Lammermuirs should be safeguarded and framed by planting design. A minimum of 3 path access points from housing areas should be provided on to this edge. Woodland planting and transitional habitats should be incorporated at the western end, linking to 5. A connection to the existing core path which runs along the western edge of the site should be provided. Streets should be orientated to frame views of the Lammermuirs.

TT11 - Elphinstone West, Tranent

5. Open space in the form of semi-natural open parkland offering key views towards the Forth coastline and the Lammermuirs. Development should be kept off this high ground.
6. Off-site, a surfaced path connection should be provided to ensure good connections between development and the adjoining community.
7. Off-site, a shared use path should be provided to connect the site to the B6414 as a key active travel route to Tranent. A controlled crossing and traffic calming may be required on the B6414.

TT11 - Elphinstone West, Tranent
Images



Core path on the western edge.



Neighbouring
woodland →

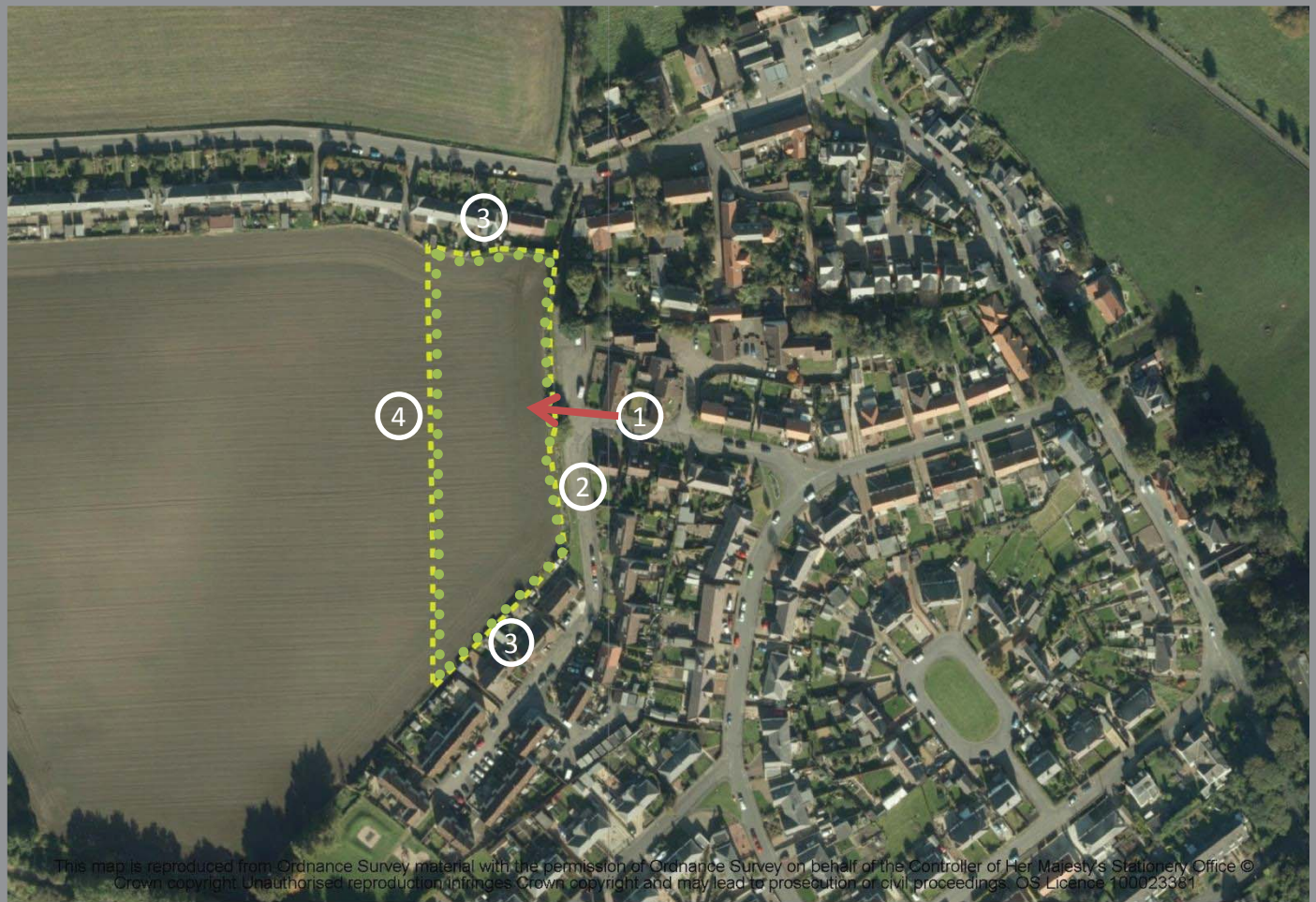
Create
gateway
edge at west



Buildings should reflect nearby built form.

TT12 – Woodhall Road, Pencaitland

Residential development of circa 16 homes



1. Vehicular access should be taken from Woodhall Road.
2. Along the eastern boundary of the site a landscape edge consisting of a hedge and specimen trees should be provided. Buildings along this edge could be set back some 3m from the site boundary and have a varied building line with a mix of gables and fronts to reflect the character of neighbouring streets.
3. The residential amenity of the occupiers of the houses that adjoin the northern and southern boundaries of the site should be safeguarded.
4. The western boundary of the site should consist of a hedgerow.

Note:

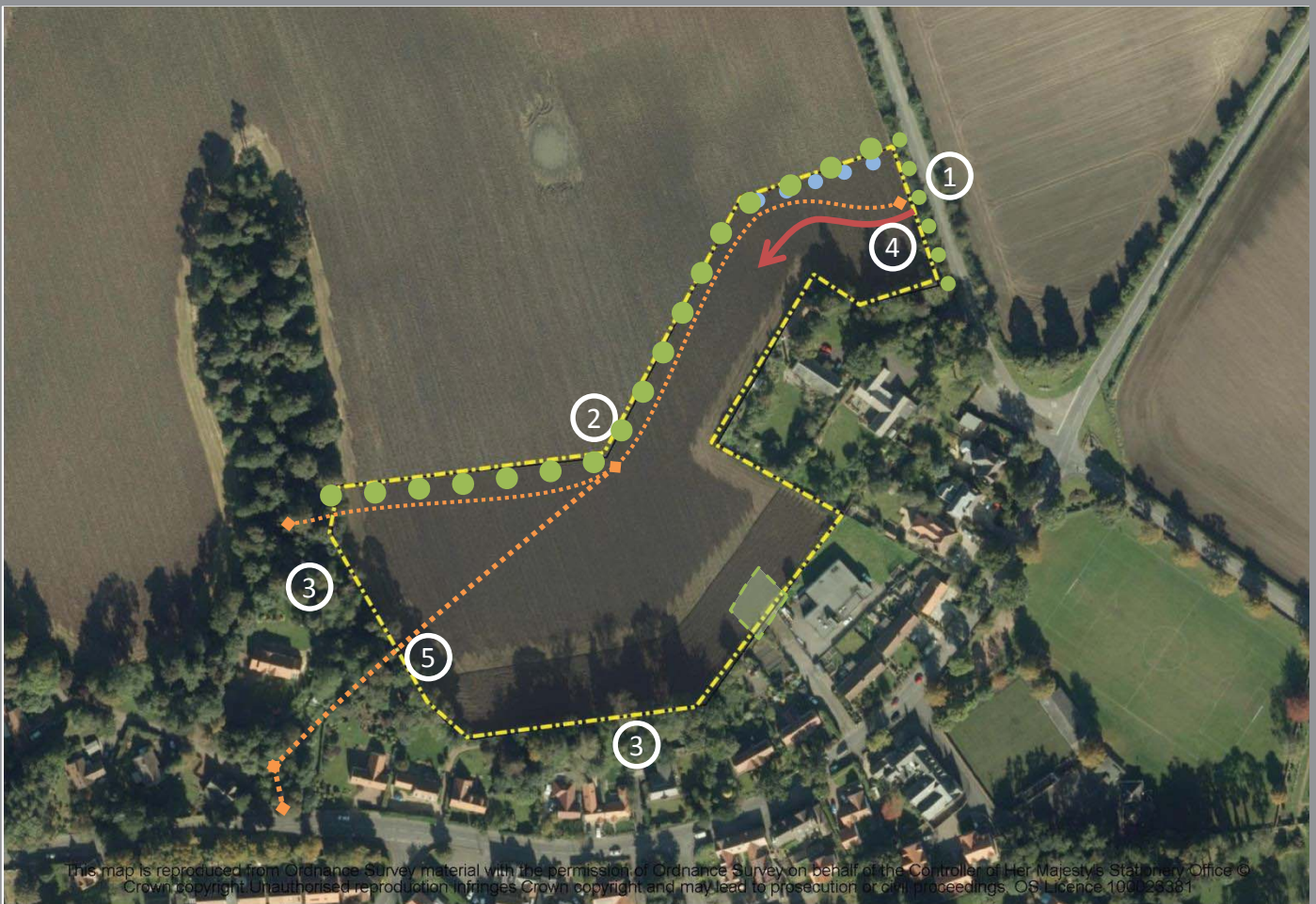
- The external finishes of the buildings along the edges must be of muted colours and roof tiles must be dark coloured.
- Buildings should be no higher than 1.5 storey's to reflect the character of nearby houses.
- The site adjoins the Pencaitland Conservation Area and careful consideration should be given to design and layout to reflect the surrounds. The Cultural Heritage SPG will apply.

TT12 – Woodhall Road, Pencaitland Images



TT14 - Park View, Pencaitland

Residential development for circa 55 homes



1. Vehicle access should be taken from the B6355. This will result in the loss of some TPO'd trees that are on that boundary. To compensate for this loss re-planting of specimen trees will be required either side of the new access. A 30mph speed limit should extend to the north of the access. A footpath to the village and street lighting will be required.
2. The northern boundary of the site should create a new settlement edge that should be in keeping with the planting features of the Winton Estate Designed Landscape. A high quality landscape edge of between 10m and 20m in width should be provided. This should incorporate hedgerow and specimen tree planting with path access and wider off-site connections if possible.
3. There are well established mature trees on the southern and western boundaries of the site. New development should safeguard the health and vitality of those trees and should be set back from them. This area could also accommodate well designed SUDS. A Drainage Impact Assessment will be needed and drainage should be designed to mitigate impact on the mature trees. Larger gardens along these edges will assist in ensuring good residential amenity. A formal footpath may be able to wind amongst the trees (point 5)
4. To maintain the character of the approach to the settlement edge a landscaped strip along the B6355 should be created containing specimen trees, supporting the current 'avenue' effect on the B6355. Built development should be set back to the west of this landscaped strip to help ensure that the development complements and safeguards the Winton House Designed Landscape and Pencaitland Conservation Area.
5. A path connection should be provided to connect the site to the village and school crossing point.

TT14 - Park View, Pencaitland

Notes:

- External finishes should reflect the colours of surrounding development with roofs of either pantiles or slate:
- Buildings must be no higher than 2 storeys in height.

TT14 - Park View, Pencaitland
Images



Existing avenue approach looking north

Site access from B6355



TPO'd cherry trees on eastern boundary



Southern and western boundary with mature trees

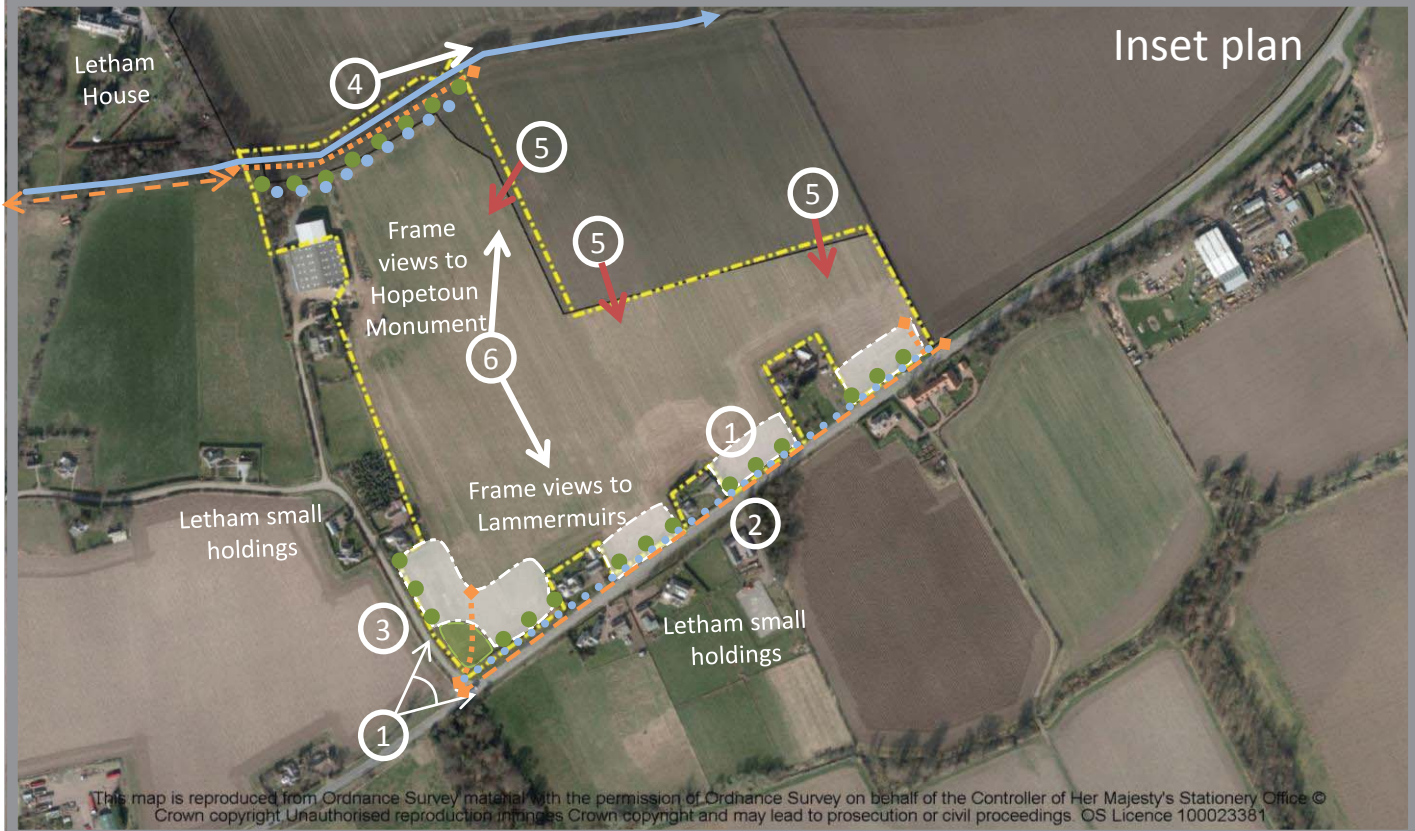


View of site from the access looking north towards Winton Estate Designed Landscape

Haddington Cluster

Development Briefs

HN2 - Letham Mains Expansion, Haddington Residential Development of circa 275 homes



HN2 - Letham Mains Expansion, Haddington

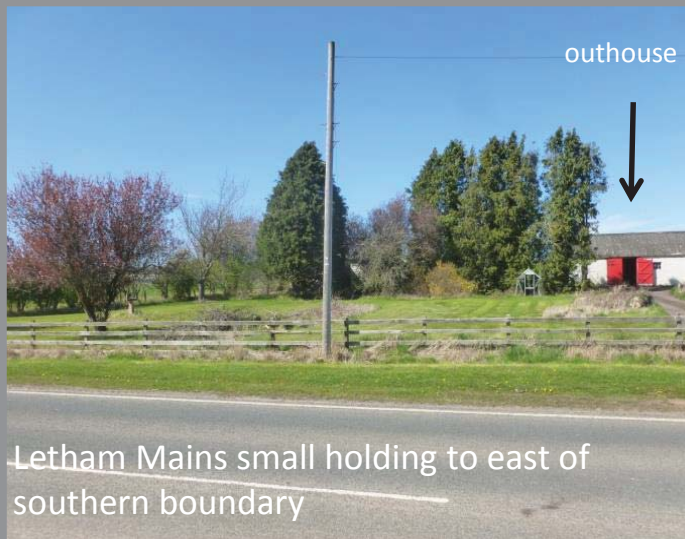
1. The site adjoins some of the Letham Mains small holdings. To reflect their unusual character, larger plots of a scale similar to the small holdings may be required along the frontage with the A6093 (areas identified in white on the inset plan). The building line of houses built here should be set back a minimum of 10m and maximum of 15m from the plot boundary with the A6093. These houses should front onto and be accessed from the A6093. Buildings should be no higher than 1.5 storeys and be of a detached form. A hawthorn or beech hedgerow boundary should be provided to reflect the wider rural character of this approach, incorporating the existing hedgerow at the western end which should be repaired.
2. A pavement suitable for shared use walking and cycling (3m wide), with a grass verge is to be provided along the entire southern boundary of the site along the A6093, with at least one point of path connection to internal streets. The 30 mph speed limit should be extended westwards to the boundary of the site and street lighting installed. There is potential to incorporate SUDS features, for example well-landscaped swales, or linear detention feature.
3. A minimum 10m deep landscape edge with grass, specimen tree planting and a connecting path to internal streets is required in the south-western corner of the allocation to create a landscape gateway to Haddington. A hedgerow boundary, incorporating the existing hedgerow, retained and repaired as necessary along the western edge of the site.
4. The Letham Burn should be retained and its corridor enhanced with a bio-diverse landscape edge, forming a green corridor of at least 40m width. A multi-user path linking east and west and a pedestrian bridge linking north should be incorporated into this design, with at least two points of access from the housing areas within the allocation. There is potential to incorporate well-designed SUDS features along this edge.
5. The site will be accessed from the larger Letham Mains allocation to the east and north.
6. Layout and orientation of streets, paths and spaces should connect with existing consented development to create networks. Views towards the Lammermuir Hills to the south and Hopetoun Monument in the Garleton Hills to the northeast should be retained.

Note:

- Around the boundaries of the site the external finishes of building should be of muted colours with pitched roofs.

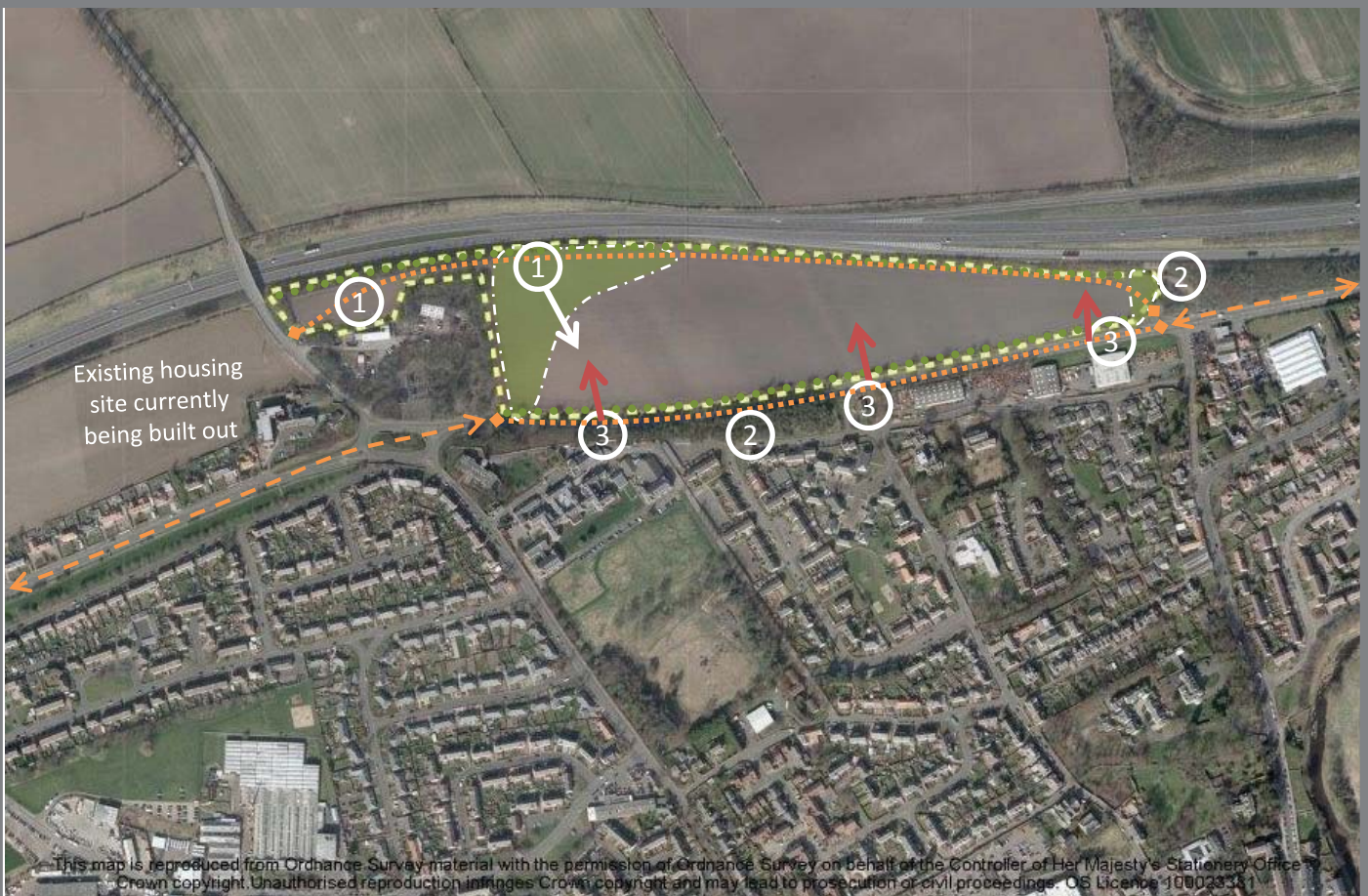
HN2 - Letham Mains Expansion, Haddington

Images



HN8 - Peppercraig, Haddington

Employment land of circa 7ha



1. This is the highest point of the site and should remain undeveloped. An area of open space should be retained and designed and maintained as a semi-natural parkland space to offer local amenity and retain important key views towards the Lammermuirs. A surfaced footpath should be provided from the A6137 along the northern edge of the site connecting to the A199 at the eastern end of the site. The existing landscape edge along the northern boundary adjacent to the A1 should be retained and strengthened where necessary to provide screening from the A1. The western end should remain free of development and link to form part of the continuous landscaped fringe that is necessary to provide setting for development.
2. A high quality, minimum 5m wide structured landscape edge with formal specimen tree planting should be provided along the southern boundary to create a landscape edge and gateway. An open space or landscaped area at the eastern end should be retained with a semi-natural open character to form part of a landscape gateway. Retaining structures along the A199 frontage should be avoided unless they can be demonstrated to be well designed, utilising high quality materials and reflective of local character.
3. Site access should be taken from the A199. The A199 may require modification to accommodate the use of the site for employment uses. Three pedestrian crossings should be provided: at the western end; opposite Flora Bank Road; and at the eastern end close to Dunbar Road. A contribution towards the development of the East Lothian Segregated Active Travel Corridor along the A199 may be required. The speed limit on the A199 should be reviewed.

Notes:

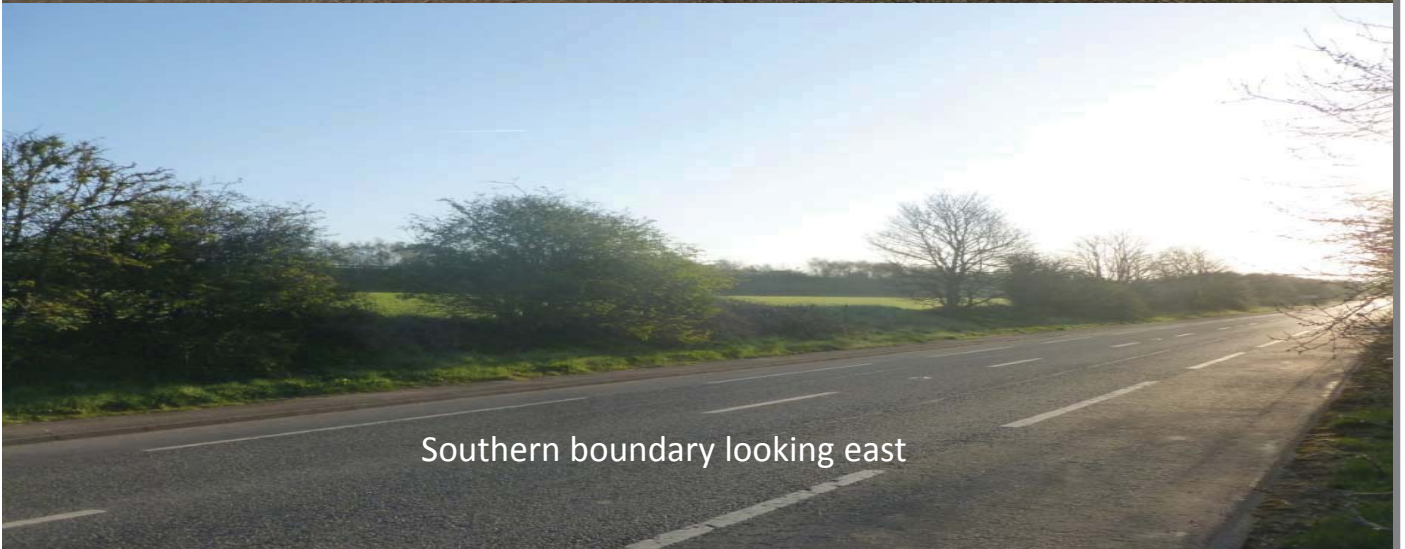
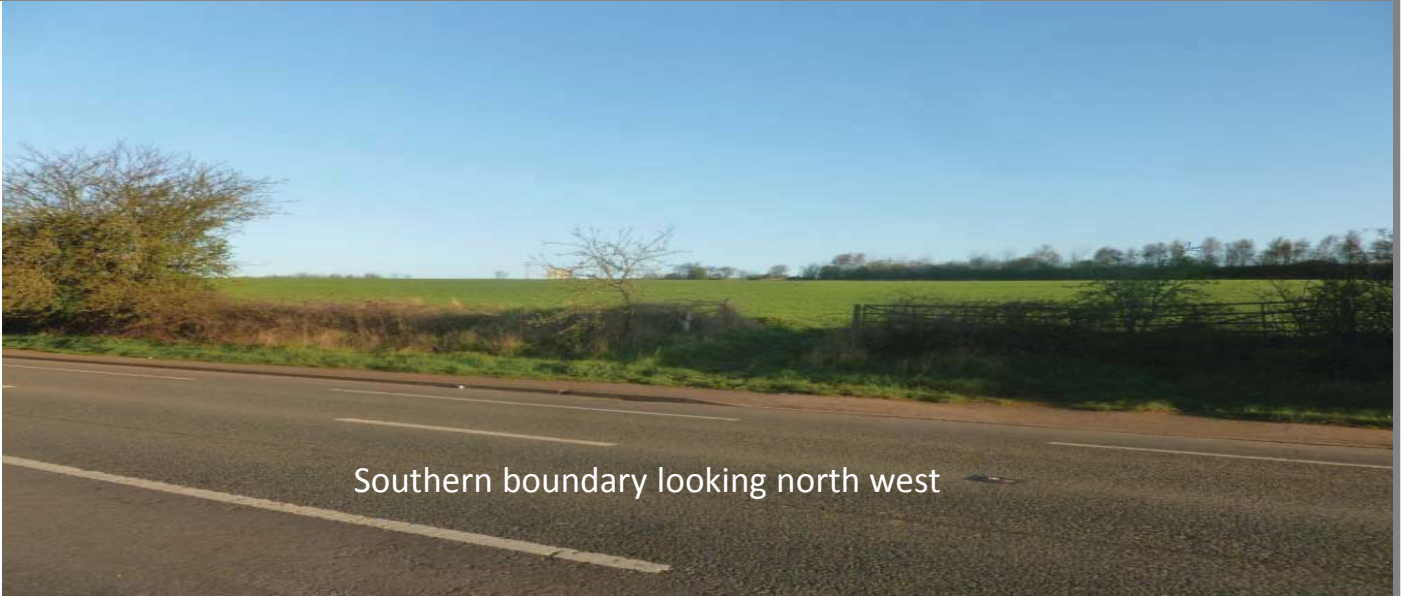
- The colour, scale, frontage design and frontage lines of buildings should be co-ordinated, promoting a design led approach to the overall site development.

HN8 - Peppercraig Hill, Haddington

Employment land of circa 7ha

- The potential adverse effects of large scale or taller buildings on the more elevated areas of the site should be avoided and proposals should demonstrate through analysis that buildings are well integrated into the wider landscape.
- Car parking and access roads should be landscaped to a high specification to provide appropriate context and landscape accommodation for built development.
- Commercial signage will need a co-ordinated approach in terms of the proposed location and scale. Along the A199 it should be on the external walls of buildings only. Directional site signage should be co-ordinated through a uniform site specification. It is important to ensure that signage is not overly dominant. It should not be visible from the A1 or dominate visibility from the A199.
- Site lighting should be co-ordinated across the site with measures to reduce light spillage and glare incorporated.

HN8 - Peppercraig Hill, Haddington
Images



Dunbar Cluster

Development Briefs

DR2 – Hallhill North, Dunbar

Residential development of circa 250 homes



1. Vehicular and pedestrian access should be taken from Hallhill South West development over the access road between Beveridge Row and Hallhill Steading. Access proposals should incorporate appropriate traffic calming measures to retain the pedestrian and cycling priority along this existing east-west minor access road. This existing access road should be closed to motorised traffic at the eastern end at Lochend kennels.
2. The area between the school and DR3 (Hallhill healthy living Centre expansion) should provide an attractive open space which provides setting to the area. Appropriate traffic calming measures may be required to ensure pedestrian safety and to discourage school traffic and through traffic.
3. A pedestrian access should be formed at the north of the eastern part of the site to connect with Hallhill healthy living centre.
4. Houses constructed along the southern boundary, west of the vehicular access from Hallhill South West should front onto the access road between Beveridge Row and Hallhill Steading.
5. Along the northern boundary of the site a landscape edge, incorporating new specimen tree planting, and a 3m-wide shared use path for walking and cycling should be provided between Beveridge Row and the primary school.
6. The wall that encloses the west boundary should be retained and where necessary repaired. Short-growing specimen trees could be planted at equal spacing along this edge and a multi-user path incorporated within this managed edge. A pedestrian access should be formed at the northwest corner of the site to connect it to Beveridge Row and under the bridge of the East Coast Mainline. A footway should be created along Beveridge Row, taking account of the need to retain the wall.

DR2 – Hallhill North, Dunbar

Note:

- The built form and layout of this site should reflect the built form and layout of the existing residential development at Hallhill SW and its masterplan.
- A network of shared surface paths for walking and cycling should be provided through the site. A pedestrian access could be formed at the northwest corner of the site to connect to Beveridge Row and under the bridge of the East Coast Mainline. The road layout should be designed to incorporate bus movements through the site.

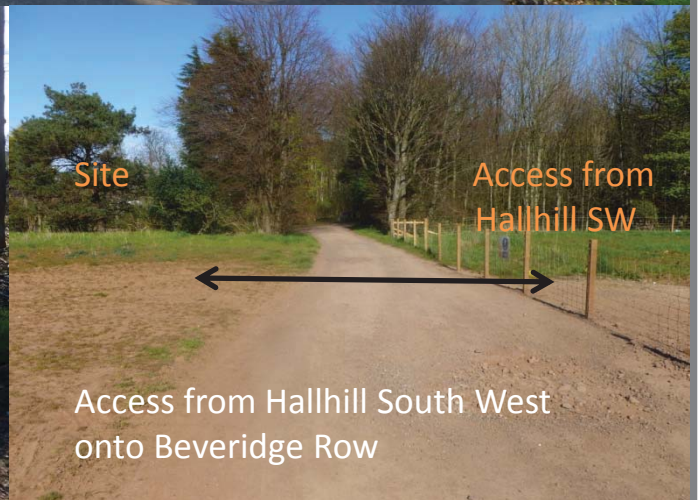
DR2 – Hallhill North, Dunbar Images



Maintain area of usable open space with appropriate traffic calming measures to ensure pedestrian safety and to discourage school and through traffic.



Part of the safe routes to school



Site

Access from
Hallhill SW

Access from Hallhill South West
onto Beveridge Row



Northern boundary of the site to incorporate new specimen tree planting, and a 3m-wide shared use path for walking and cycling to the primary school

DR4- Brodie Road, Dunbar Residential development of circa 50 homes



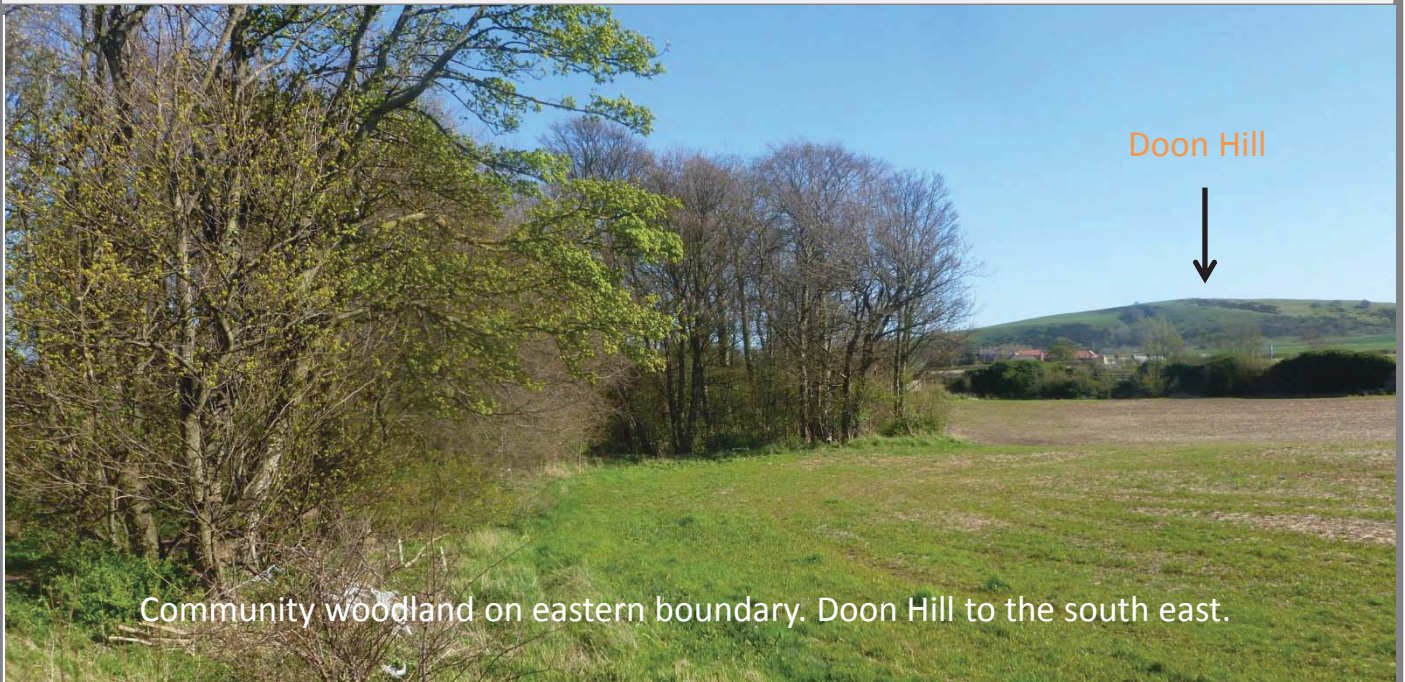
1. Vehicle site access to be taken from Brodie Road. Buildings should be set back 3m from the edge of the footpath and should be orientated to front the road to reflect the orientation of housing on the opposite side of Brodie Road. The crossing point on Brodie Road should be up-graded to form a safe route to school.
2. Open space should be positioned adjacent to the woodland on the east side of the site and/or in a central position. The open space should have an open character. Buildings should front on to this area of open space and provide a sense of co-ordinated enclosure through their layout. Landscape and planting design should frame views to Doon Hill. SUDS must be well designed to contribute to the setting and character of the development. Path links should be provided to link the development to the community woodland path network. Proposals should enhance the community woodland edge and resurface the existing north-south path through the woodland.
3. On the southern boundary, the existing stone wall should be retained. A pedestrian/cycle access should be created at the south western corner of the site to connect onto the path running adjacent to the south boundary of the site. This path should be upgraded eastwards to the Spott Roundabout, for both walking and cycling, taking account of the need to retain the boundary wall.
4. On the western boundary, the existing stone wall should be retained, although openings could be included to create better connectivity to the west and through to the existing play park.

DR4- Brodie Road, Dunbar

Note:

A noise report, including appropriate acoustic mitigation, will be required in respect of proximity of the site to the A1.

DR4- Brodie Road, Dunbar
Images



Community woodland on eastern boundary. Doon Hill to the south east.

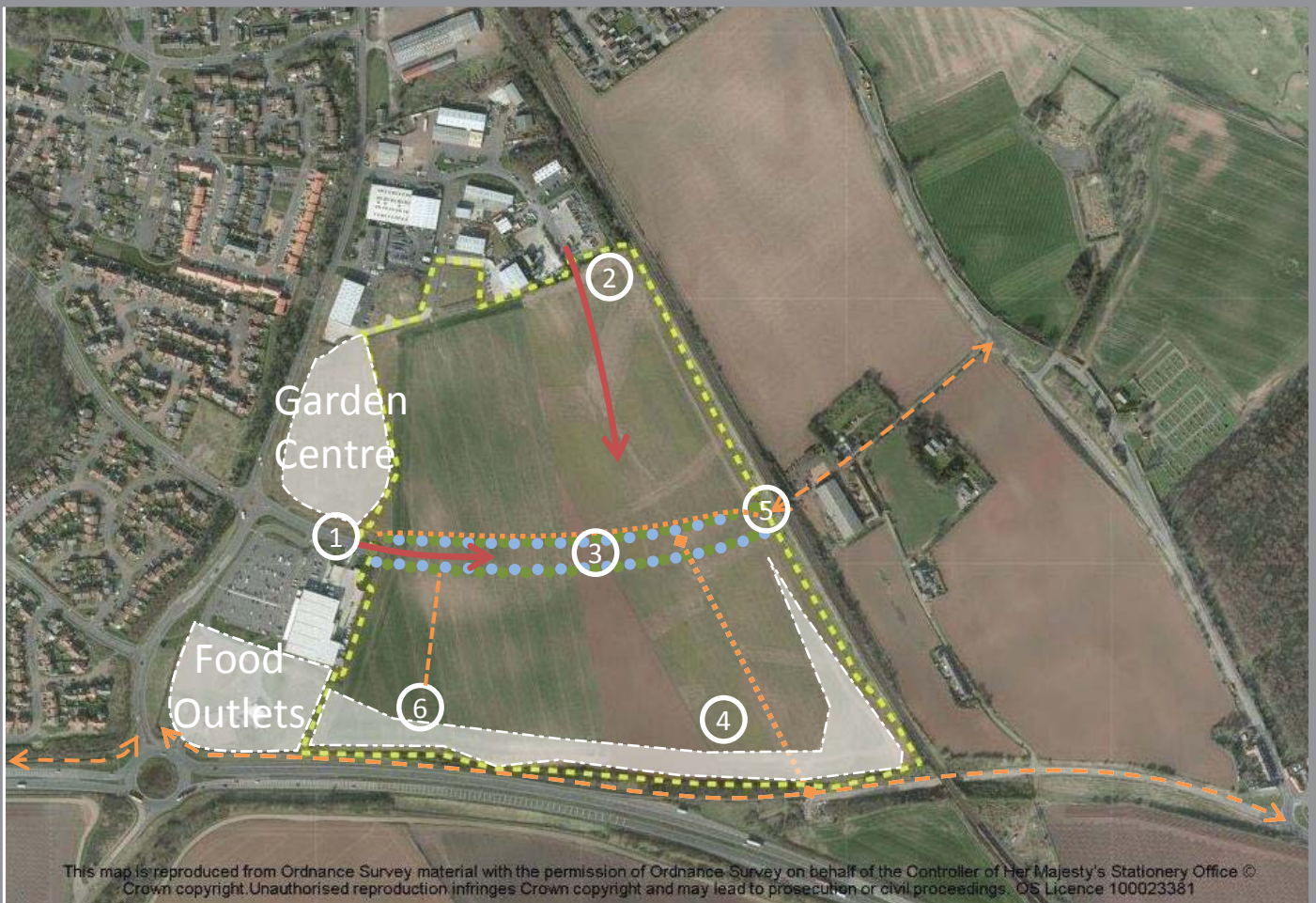


Stone wall on southern boundary.



New pedestrian/cycle access to be created on south west corner.

DR7- Spott Road, Dunbar Employment land of circa 21ha



1. The main vehicular access to the site should be taken from the existing road between Asda and the garden centre on the eastern boundary.
2. A second vehicular access may be created from the employment area immediately to the north of the site.
3. A 20m wide landscaped strip, incorporating the main vehicular access and SUDs should be implemented at the first phase of development. A 3m-wide shared use path for cycling and walking should be provided as part of this connecting road and through to the railway underbridge (5).
4. The ground levels of the site are highest at the southern end, adjacent to the A1. As a key gateway to Dunbar and East Lothian, buildings should be kept off this higher ground and set back from the A1 to safeguard views over the site to Dunbar Parish Church and surrounds. Due to its proximity to the A1 the southern end of the site is best suited for retail or office use. These should be of a higher quality design and be of appropriate colours.
5. As part of the cycle/walk route (3) a connecting path should be provided through to the railway underbridge. This should be 3m shared use and lit.
6. A gateway sculpture is to be erected on site. All paths to the sculpture should join the main pedestrian and vehicular access. For safety, there should be no pathway links to the A1.

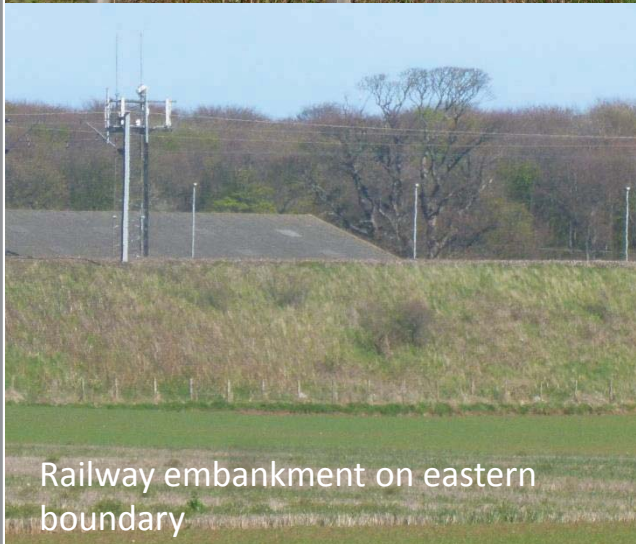
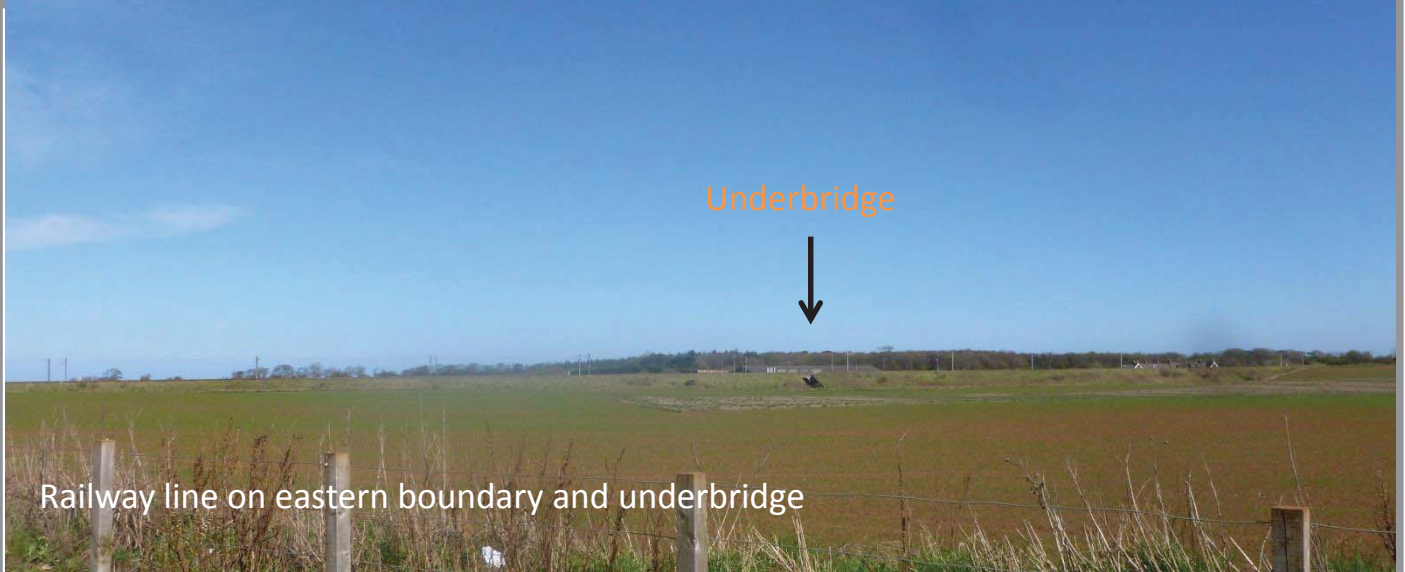
Notes:

- The colour, scale, frontage design and frontage lines of buildings should be co-ordinated, promoting a design led approach to the overall site development.

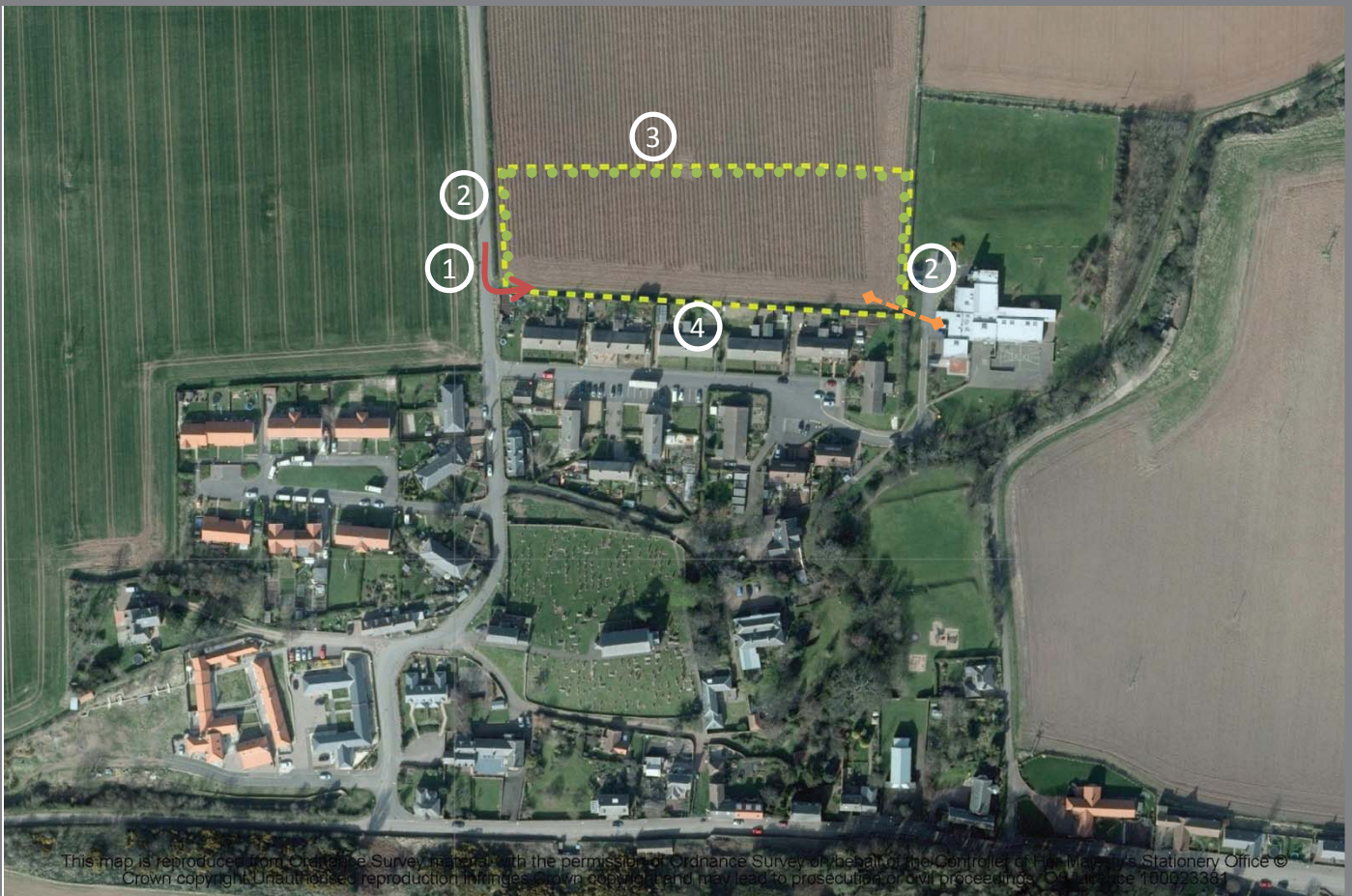
DR7 -Spott Road, Dunbar

- Given the close proximity to Broxmouth Park Garden and Designed Landscape the potential adverse effects of large scale or taller buildings on the more elevated areas of the site should be avoided and proposals should demonstrate through analysis that buildings are well integrated into the wider landscape. Any proposal should mitigate against potential significant impact on the Dunbar II Battlefield.
- Car parking and access roads should be landscaped to a high specification to provide appropriate context and landscape accommodation for built development.
- Commercial signage will need a co-ordinated approach in terms of the proposed location and scale. Along the A1 it should be on the external walls of buildings only. Directional site signage should be co-ordinated through a uniform site specification.
- Site lighting should be co-ordinated across the site with measures to reduce light spillage and glare incorporated.
- There may be a need for a further signalled crossing on Spott Road.

DR7 - Spott Road, Dunbar Images



DR10 – Innerwick East, Innerwick Residential development of circa 18 homes



1. Site access should be taken from the C125 which will need upgrading with a footway, street lighting and the 30 mph speed limit extended along the roadside frontage of the site.
2. The existing hedgerow on the east and west boundaries of the site should be retained and safeguarded. A pedestrian and cycle access from the site through to the primary school should be provided on the eastern boundary of the site.
3. A new landscape edge consisting of a hedgerow should be provided along the northern boundary of the site.
4. Buildings built along the southern boundary of the site must safeguard the residential amenity of the occupiers of the houses that adjoin that boundary.

Note:

- Development proposals must safeguard the setting of the Innerwick Conservation Area. Therefore the built form of development should reflect that of the existing housing on Kirk Brae and should be no higher than 1.5 storey, with external finishes reflecting those of the existing nearby housing.

DR10 – Innerwick East, Innerwick Images



North Berwick Cluster

Development Briefs

NK7 - Saltcoats, Gullane

Residential development of circa 130 homes



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1. Access should be taken from the road C111 which would require upgrading with additional street lighting and a footway provided along the full roadside frontage of the site, extending northwards up to the junction of the C111 with the A198. This should provide a pedestrian link into the existing footpath network and an extension of the 30 mph limit. Built form should front onto the road, with parking at the rear and a grass verge, beech hedgerow and formal specimen tree planting should be provided along the C111 frontage. Potential for terraced forms.
2. On the southern boundary, along the boundary with the John Muir Way, a minimum 8m-wide managed and accessible landscape edge would be beneficial, incorporating specimen trees planted in groups to create appropriate setting for the development: views to the Pentlands and the Lammermuirs should be framed by planting design. Externally visible gardens should be defined by hedging. Potential to incorporate well-designed and well-landscaped SUDS within this edge or in open space (see 5). A minimum of 3 path access points should be provided on to this edge from housing areas, connecting to the John Muir Way which will require upgrading. Alternatively the southern edge could remain open to the John Muir Way.
3. Houses along this edge should have mixed gables and backs. A varied building line is appropriate. The external finishes of the buildings along this edge should be of muted colours.
4. Layout should permit walking and cycling between the C111 and existing open spaces to the north west of the site and onto the John Muir Way along the southern boundary. Walking and cycle links to new open space should be provided. Walking and cycling connections must also connect to the existing settlement. This will require some off-site delivery to connect to Muirfield Gardens, Muirfield Gardens/Grove, and Muirfield Drive at Gullane Primary School.

NK7 - Saltcoats, Gullane

5. New open space of parkland character should be provided in the area indicated to the west of the site and to the south of Gullane Primary school. Potential to incorporate well-designed and well-landscaped SUDS, within this open space if appropriately designed. SUDS may also be appropriate at the lowest point on the site in the south eastern corner.
6. Houses along the northern edge should present their backs to the existing housing on Muirfield Grove to create secure perimeters for the new and existing properties.

Note:

- Layout and orientation of streets and spaces to frame views, including south to the Lammermuir Hills, west to the Pentland Hills, north west to the Gullane Hill and east to North Berwick Law.
- Habitats Regulations Appraisal (HRA) required.

NK7 - Saltcoats, Gullane Images



NK8 - Fentoun Gait East, Gullane

Residential development of circa 50 homes



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1. Vehicular access to be taken from the A198. A new footpath should be provided along the entire northern frontage of the site, connecting to a designed landscape edge along the eastern boundary (no.4).
2. The existing stone wall along the northern boundary may be retained and repaired. Buildings along this boundary should front onto the road – as far as possible, built form, scale and character should reflect the detached dwellings opposite this part of the site on the north of the A198.
3. The existing beech hedgerow along the eastern part of this boundary is to be retained and repaired as necessary.
4. A minimum 10m wide high quality, designed landscape edge with new specimen trees and hedgerow is required along this edge to create an appropriate setting for the houses. The existing trees can be incorporated where they fit with design. The northern end of this boundary should create a managed, landscaped gateway.
5. Houses within this part of the site may have a consistent building line. Gables are appropriate with windows to provide passive supervision and views to the east. The external finishes of the buildings along this edge should be of muted colours.

Note:

- Habitats Regulations Appraisal (HRA) required.

NK8 - Fentoun Gait East, Gullane

6. Layout and orientation of the houses, streets and spaces should be designed to incorporate and frame southerly views of the Lammermuir Hills and easterly views to North Berwick Law. The layout should incorporate shared surface connections between the A198, adjoining development to the west, and the landscaped edge along the eastern and southern boundaries of the site to facilitate walking and cycling.
7. A minimum 10m wide high quality, designed landscape edge with new specimen trees and hedgerow is required along the southern edge to create an appropriate setting for the houses. Specimen trees may be planted in groups to frame views of the Lammermuirs. A path connection to the south west to link to the adjoining Fentoun Gait South development is required (Proposal NK9).
8. Open space should be located along the southern edge, with a minimum of two paths to internal streets. There is the potential for well-designed and well-landscaped SUDs provision in this area.
9. Off-site, to ensure appropriate connectivity to surrounding residential areas new paths should be created and existing paths upgraded in the area indicated.

Notes:

- Housing design should be bespoke to fit with mixed styles and external finishes of adjoining development at Muirfield Steading. Buildings should have variable gables and varied garden sizes.

NK8 - Fentoun Gait East, Gullane

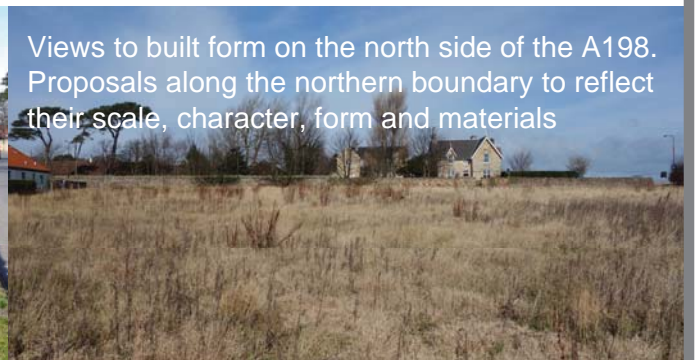
Images



Views from the A198 South to the Lammermuirs



View along the western portion of the northern boundary – existing stone wall to be retained and incorporated into edge, with new footpath and built form fronting onto the A198.



Views to built form on the north side of the A198. Proposals along the northern boundary to reflect their scale, character, form and materials



Views of current development to the west – footpath connection to be created



Views to the south – designed landscape edge to should create and frame views to the Lammermuir Hills. Open space to be provided along this southern boundary.

NK9 - Fentoun Gait South, Gullane

Residential development of circa 15 homes



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1. Access should be taken from the road C111 which may require upgrading with additional street lighting.
2. Appropriate traffic calming measures will be required on the C111 to ensure a safe point of crossing the C111 for pedestrians and cyclists to connect to off-site paths. This will require an extension of the 30 mph limit on the C111 to the south.
3. A pavement suitable for shared use walking and cycling, with a grass verge should be provided on the western boundary for the length of the site frontage. Tree management works may be required to these existing trees with replacement specimen tree planting where necessary. If the C111 requires widening and the existing specimen trees have to be removed replacement specimen tree planting should be provided at equal spacing to create a formal avenue affect. The building line along this edge should front onto the C111, at an appropriate set back to protect the existing trees, with parking to the rear. Buildings can be 2 storey in height with the potential for terraced forms.
4. Open space could be located along the northern edge of the development. Well-designed and well-landscaped SUDS could be incorporated. A path suitable for shared use walking and cycling should be provided through this space to connect into the Fentoun Gait East site, if possible.
5. Streets and spaces may orientate to frame views through the site east to North Berwick Law.
6. Site layout should enable pedestrian and cycling connectivity through the site and connect between any new open space and appropriate crossing points on the C111.
7. The eastern and southern boundary of the site should comprise a landscape edge, with a hedgerow and potential for specimen tree planting.

Note:

- Habitats Regulations Appraisal (HRA) Required.

NK9 - Fentoun Gait South, Gullane Images



View east along the northern edge of the site – views to North Berwick Law can be framed from spaces and streets



View looking south along the C111 – existing specimen trees to be incorporated into a designed edge with a shared surface path, grass verge and buildings fronting onto the street.



View from the north-western corner of the site, showing path connection into Garleton Court - appropriate traffic calming measures will be required on the C111 to provide a safe point of crossing

NK10 - Aberlady West, Aberlady

5. The main open space provision should be located on the western edge of the site to take in the southerly aspect and views. Houses should overlook this space. A walking and cycling path connection through the development from Elcho Terrace and Kirk Road to this open space should be provided.
6. Off-site, an appropriately surfaced path should be provided from the open space along the south side of the existing hawthorn hedge to enable access to Gosford Bothy Farm Shop from Aberlady.
7. To encourage walking and cycling to the school and the village centre the layout should ensure that safe and easy to use routes to Kirk Road are provided. A suitable link would be through Elcho Terrace or as close to there as possible.

NK10 - Aberlady West, Aberlady Images



View along Elcho Terrace looking west towards site showing the small scale simply designed existing cottages



View south along Kirk Road – site is beyond the hedge on right – Simple cottage form of housing with white walls and red rosemary tile roofs; appropriate for a village conservation area.



View from the A198 into The Pleasance – site access to be taken from this existing road

The Pleasance also has attractive 1.5 storey houses with sweeping slate roofs and vertical emphasis windows. Hedges form attractive boundary features

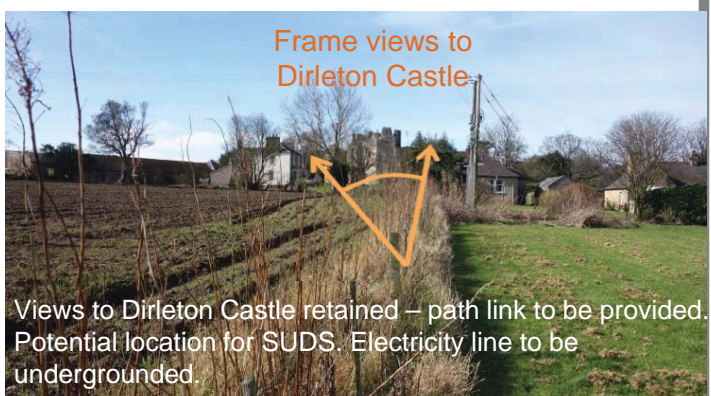


Aberlady - view along the Pleasance looking west. A good example of open space within a housing area.

NK11 - Castlemains, Dirleton

5. Consideration should be given to the site as a whole in terms of layout and planned open spaces. An area of openspace could be located in the western part of the site, adjoining and enhancing the existing area of open space immediately to the north of the site. If suitable, buildings should front onto and overlook this area of enlarged open space. A landscaped swale or well-designed and well-landscaped SUDS could be incorporated into the area of openspace or alternatively a well designed SUDS scheme could be located at the eastern side of the site. Footpath connections through the site and beyond to link with the existing path network should be provided. The electricity line that runs across the site must be undergrounded.
6. Consideration should be given to the guidelines contained in the Dirleton Conservation Area Character Statement and the Council's Cultural Heritage SPG.
7. A culvert runs across the site and should not be built over, or should be re-routed.

NK11 - Castlemains, Dirleton Images





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